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June 14, 1894. From E. M. Thayer of Tries

CONTENTS.

AN ALPHABETICAL LIST OF THE RAILWAYS ON THE CONTINENT

With the NAMES of the PRINCIPAL PLACES on each LINE.

*** For intermediate STATIONS consult the Index, p. xvi to xl.

For the convenience of English Travellers, Minor Stations not thought to be of importance to them are omitted from the Time Tables.

GENERAL CONTENTS.

	Page
Almanac, Nautical	301
Austria-Hungary, with Notices of Principal Towns	467-484
Belgium, Routes in, and Notices of the Principal Towns	383-413
Diligences, Post and Mail Coaches, with the Hours of Departure, Distances, Fares, and Time of Transit, &c.	334-346
Direct Service between France, Switzerland, and Italy, *via* Mont Cenis	248
Direct Service between London and Berlin	139-139a
Foreign Money, Tables of the value of	lii-liii
Foreign Railway Time Tables, *For Sections see below*	12-297
France, with Notices of Principal Towns	347-395
General Instructions for Continental Travellers	xlii-xlvii
Germany, with Notices of Principal Towns	432-449
Holland, with Notices of Principal Towns	413-419
Islands, Description of	580-584
Italy, with Notices of Principal Towns, &c.	529-534
Itinerary of Routes from Bale to the Principal Cities in Europe	489-490
Itinerary of Routes from Berlin to the Principal Cities in Europe	454
Itinerary of Routes from Brussels to the Principal Cities in Europe	401
Itinerary of Routes from Cologne to the Principal Cities in Europe	423-424
Itinerary of Routes from Frankfort-on-Main to the Principal Cities in Europe	458-459
Itinerary of Routes from Geneva to the Principal Cities in Europe	
Itinerary of Routes from Neuchatel to the Principal Cities in Europe	
Itinerary of Routes from Paris to the Principal Cities in Europe	383-
List of Customs' Duties	
Passport Information	xlvii
Portugal, with Notices of Principal Towns	547-
Post-Office Regulations between England and the Continent	x
Prussia, with Notices of Principal Towns	450-
Rhine—Steamers, Scenery, Money, Route up the River, &c.	420-
Sicily, with Notices of Principal Towns	534-
Skeleton Through Routes from London to the Principal Cities on the Continent, with Itineraries of the direct Routes from and to the most important Towns and Watering-places	
Spain, with Notices of Principal Towns	5.7-
Steamers, Alphabetical List of, to and from all the Principal Ports of the Continent	302-
Steamers on Lakes and Rivers	3.8-
Switzerland, Tour in	
Switzerland, with Notices of Principal Towns	485-
Tyrol and Styria	
Vocabulary in English, French, German, and Italian (Special Edition)	688-

Differences of Time between LONDON (or GREENWICH) and principal places on the Continent.

	M. M.		M. M.
Alexandria (Egypt)	1 68 earlier	Leyden (Holland)	0 18 earl
Athens (Greece)	1 35 earlier	Lisbon (Portugal)	0 36½ later
Berlin (Prussia)	0 53½ earlier	Madrid (Spain)	0 14½ later
Bonn (Rhine)	0 28½ earlier	Moscow (Russia)	2 30 earl
Brindisi (Italy)	1 12 earlier	Munich	0 46½ earl
Brussels (Belgium)	0 17½ earlier	Odessa (Russia)	2 11 earl
Christiania (Norway)	0 43 earlier	Paris (France)	0 9½ earl
Constantinople (Turkey)	1 56 earlier	St. Petersburg (Russia)	2 1 earl
Copenhagen (Denmark)	0 50 earlier	Smyrna (Turkey)	1 49 earl
Dublin (Ireland)	0 25½ later	Rome (Italy)	0 50 earl
Geneva (Switzerland)	0 24½ earlier	Stockholm (Sweden)	1 12 earl
Gotha (Germany)	0 43 earlier	Vienna (Austria)	1 5½ earl
Helsingfors (Russian Finland)	1 40 earlier		

IMPORTANT New ALTERATIONS.

Germany.—The opening of the direct Berlin and Breslau Railway has rendered necessary a revised Train Service, and three Express Trains now run daily performing the distance, in about 6 hours.

The opening of the direct Berlin and Dresden Railway establishes a third line between the two capitals, and a new Express Service—of two Trains only (Personal will, it is expected, be inaugurated on or about the 1st inst. This will materially reduce the time and expense of the journey between Berlin and Vienna.

An improved Train Service with accelerated Express Trains will shortly be established on the Bavarian State Railways, being rendered necessary by the opening of several new Through Routes.

Besides the above, a greatly improved Train Service has been established on most of the great German Lines.

Holland.—An improved and accelerated Express Service has been put on between Rotterdam and Cologne.

Sweden.—The Express Trains have been accelerated.

Russia.—The speed of the Express Trains on the St. Petersburg, Warsaw, and Königsberg lines has been increased.

Italy.—A great improvement in the Train Service, and increase of speed by the Express Trains is expected throughout the peninsula, consequent on the opening of the direct Florence and Rome Railway. The opening of the section from Cotrone to Monastrace, on the Calabrian branch of the Great Southern of Italy, which is expected to take place within a few weeks, will place Reggio (opposite Messina) in possession of through Railway communication with all parts of the continent, and establish an unbroken line of Railway between Calais and Sicily. The Terni Railway will shortly be completed, and reduce the distance between Florence and Naples.

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OPENINGS FOR AUGUST, 1875.

Austria.—Eisenbrod to Tannwald. Reichenberg to Seidenberg. Chotzen to Tynist Braunau to Tynist.

Germany.—Hameln, Löhne (via Oeynhausen.) Greiz to Wolfsgefärth. Glatz to Habelschwerdt. Gorlitz, Seidenberg. Greiz, Weischlitz.

The 2 & 3 class fares on the Cassel Eisenach and Cassel Warburg Railway, have been raised to make them correspond with those of other Northern German Lines.

The French currency in Alsace-Lorraine is now superseded by the new German denominations of marks and pennings, which have also replaced the South German currency in Wurtemberg. Bavaria (till December 31, 1875) the only State in Germany using the old coinage Gulden and Kreuzer.

Switzerland.—Lausanne to Pontarlier. Basle to Turzi (completing the direct line from Basle to Zurich.) Neuveville to Berne (via Burgdorf.) Lucerne to Berne (via Langnau.) Wohlen to Muri. Zurich to Ziegelbrucke. Basle to Delemont. Winterthur to Bauma (Töss Valley Line.) Rorschach to Heiden (Canton Appenzell.) Herisau (Canton Appenzell) to Winkeln. Herisau (Canton Appenzell) to Waldstatt. Arth to Staffel. Zurich to Uetliberg. Wessau to Luigen.

CONTENTS.

SECTION I.—French Railways.	Page
Bancourt and Treport	28
Gen, Perigueux, Limoges, Vierzon, Saincaise, Bourges, and Orleans	41
Gen and Tarbes	46
Ux les Bains and Annecy	58
Epon and Conde-Muisne	27
Ingue and Vouziers	70
Mens and Tergnier	21
Mens and Rouen (Right Bank)	28
Adelot and Champagnole	57
Ries to Lunel and Cette	58
Ubagne and Valdonne	55
Ubigné and La Flèche	39
Alnoye and Hirson & Valenciennes	15
Ray and Pontivy	39
Rignon, Cavaillon, and Pertuis	59
Rignon, Bourgues, and Carpentras	58
Ais Mulhouse, Belfort, Gray, Troyes, Montereau, Provins, Coulommiers, Gretz and Paris	69
Epaume and Achiet	18
Erberzieux and Chateauneuf	45
Beaujen and Belleville	50
Besseges, Alais,	57
Bethune to Lens, Douai, & Cambrai	14
Béziers and Agde to Montpellier and Lodève	46
Béziers, Estrechoux, and Le Bosquet	46
Béziers and Meze	70
Bonsen and St. Bonnet	75
Bordeaux, Lamothe, and Arcachon	44
Bordeaux, Lamothe, Moreenx, Tarbes, Bagneres de Bigorre, Bayonne, and Iran	45
Bordeaux, Coutras, Poitiers, Tours, Orleans, and Paris	36
Bordeaux, Pauillac, and Lesparre	44
Bordeaux, Toulouse, and Cette	45
Boulogne and St. Omer	17
Bressens and St. Girons	46
Brest to Paris	29
Brioude to La Ferté Mace	27
Brive and Tulle	39
Brussels, Lille, Hazebrouck, Dunkirk, and Calais	12
Brussels, Valenciennes, Douai, Ghent, Mouscron, Lille, and Paris	14
Caen, Mezidon, Le Mans	28
Caen and Laval	28
Caen, Evreux, Louviers, and Rouen	28

French Railways.	Page
Calais & Dunkirk to Paris, via Hazebrouck, Bethune, Arras, & Amiens	12
Calais, Dunkirk, Hazebrouck, Lille, and Brussels	12
Cannes and Grasse	58
Carignan and Messempre	66
Castelnaudary and Carmaux	44
Castres and Mazamet	45
Cavaillon and Miramas	54
Chalon and Lons le Saulnier	61
Chalon and Dole	61
Charmes to Rambervillers	70
Chauny to St. Gobain	16
Chemin de fer ceinture de Paris	10
Cherbourg, St. Lo, Honfleur, Trouville, and Paris	27
Chinon, Bressuire, & Sables d'Olonne	42
Clamecy, Auxerre, and Laroche	56
Clermont and Thiers	51
Conilhesuf and Falaise	27
Coulommiers, Morteerf, and Gretz	69
Cravant and Avallon	59
Creil to Paris, by Beaumont	19
Culoz and Aix les Bains to Modane and Turin	54
Dax, Puyoo, and Pau	45
Dijon, Gray, Mouchard, Pontarlier, Salins, Besançon, and Belfort	52
Dijon and Is-sur-Tille	52
Douai to Valenciennes and Brussels	14
Draguignan to Les Arcs	59
Elbeuf, Rouen, and Paris	27
Epinal and Remiremont	68
Evreux and Louviers	28
Fougères and Vitré	29
Frankfort-on-Main, Mayence, Coblenee, Cologne, Erquelines, and Paris	17
Geneva, Macon, and Lyons	54
Gravelines and Watten	13
Gray and Chalindrey	69
Grenoble and Lyons	55
Havre, Fecamp, Dieppe, Louviers, and Paris	24
Hirson, Aulnoye, and Valenciennes	15
Lagny and Villeneuve le Comte	70
Laigle to Conches and Serqugny	26
Langon and Bazas	46
Lapeyrouse and St. Eloi	41
La Fessonniere and Niort	38
La Fresle and Besenet	42
La Roche sur Yon and La Rochelle	47

French Railways.	Page
Laveline and Epinal	61
Le Mans, Mezidon, and Caen	28
Le Mans, Angers, and Nantes	28
Lens to Lille, Valenciennes & Cambrai	14
Lens to Cambrai	14
Libourne, Cassillon, and St. Antoine Port Sainte Foy	37
Lille to Bethune,	17
Lille and Somain	17
Lille and Valenciennes	17
Lisieux and Orbec	26
Livron and Crest	56
Livron and Privas	59
Longpré and Bouquem	22
Longpré to Gamaches and Treport	21
Longueville and Provins	68
Lourdes and Pierrefitte Nestalas	43
Lunel and Ganges	59
Luneville and St. Die	65
Lyon and Bourg	60
Lyon and Paris	58
Lyons, Bourgoin, and Grenoble	58
Lyons to Marseilles	48
Macon to Paray-le-Monial	61
Magny and Chars to Paris	16
Marseilles, Nice, and Ventimille	55
Marseilles and P. d-Lanciers	59
Marseilles, Lyons, and Paris	49-51
Marseilles, St. Charles, and Marseille-Prado	61
Mezieres Charleville, Sedan, Thionville, Luxembourg, and Metz	64
Moldray, M. St. Michael, and Vitré	29
Monsempron-Libos and Cahors	38
Montauban and Lexos	41
Montbellard, Delle and Porrentruy	57
Montdidier, Chaulnes, and Epehy	33
Montdidier and Peronne	75
Montherme [Est] to Montherme [Laval-Dieu]	75
Montmeon and Gannat	34
Montmorency and Paris	13-34
Montpellier and Palavas	58
Montrejeau & Bagneres de Luchon	46
Morcenx and Bagneres de Bigorre	45
Moulins, Montchanin, Nevers, Chagny, Etang, Epinac, and Paris	55
Nancy, Chateau Salins, and Vic	68
Nancy, Gray, and Epinal	66
Nancy and Vexaibre	66
Nancy and Pagny-sur-Moselle	72
Narbonne and Port Vendres	64

French Railways.	Page
Nisan and St. Symphorien	47
Nait, Ravier, and Chatillon-sur-S.	57
Olry and Romilly	79
Orleans and Glen	47
Orleans and Malesherbes	35
Orleans and Etampes to Paris	16
Orleans and Louviers	31
Pacy-sur-Eure, Vernon, and Gisors	31
Paris, Amiens, Arras, Bethune, Hazebrouck, Dunkirk, and Calais	13
Paris, Amiens, St. Valery, Le Treport, Boulogne, and Calais	19
Paris, Beauvais, and Gournay	22
Paris, Blesme, and Chaumont	66
Paris, Bourges, Montlucon, and Moulins	42
Paris, Brunoy, Montereau, Laroche, Dijon, Chagny, Chalons-sur-Saône, Macon, and Lyons	48
Paris to Busigny, Cambrai & Somain	16
Paris, Capdenac, and Arvant	44
Paris, Chalons, Reims, St. Hilaireau, Temple, Verdun, and Batilly	67
Paris, Chaumont, and Pagny-sur-Meuse	71
Paris and Creil, via Louviers and Chantilly	27
Paris to Corbeil and Montargis	08
Paris to Creil, by Beaumont	18
Paris [St. Lazare] to Courcelles-Celinture, by Auteuil and La Rapee-Bercy	2
Paris to Chars, and Magny	1
Paris to Dieppe, by Pontoise	25
Paris to Douai, Lille, Mouscron, Ghent, Valenciennes, & Brussels	1
Paris, Ermont, Argenteuil, and Paris	18-32
Paris, Gisors, and Gournay	32
Paris, Gretz, Coulommiers, Provins, Flamboin, Montereau, Gray, Belfort, Mulhouse, and Bale	64
Paris to Mamars	64
Paris, Mantes, Evreux, Lisieux, Pont l'Evesque, Honfleur, Caen, Bayeux, and Cherbourg	26
Paris to Rouen and Elbeuf	26
Paris Senlis, and Crepy en Valois	16
Paris, Soissons, Laon, Vervins, Hirson, Reims, Rethel, Mezières Charleville, Sedan, and Givet	15
Paris and St. Calais	62
Paris and St Germain	31
Paris, Erquelines, Cologne, Coblence, Mayence, and Frankfurt-on-Main	16
Paris, Epernay, Chalons, Blesme, Bar-le-Duc, Nancy, Avricourt, and Strasbourg	62
Paris and Landernau	40
Paris, Luneville, and St. Die	64
Paris and Macon to Geneva	14
Paris, Meaux, and Chateau Thierry	67
Paris, Redon, Lorient, Quimper, Pontivy, and Chateaulin	30
Paris, Mantes, Louviers, Rouen, Dieppe, Fecamp, and Havre	25
Paris, Orleans, Vierzon, Bourges, Saincaize, Limoges, Perigueux, and Agen	40
Paris, Chartres, Le Mans, Laval, Rennes, St. Brieuc, & Brest	28
Paris, St. Loup Luxeuil, and Plombieres	69
Paris to St. Malo	30
Paris and Sceaux	35
Paris, St. Cloud, & Versailles (Right and Left banks)	32

French Railways.	Page
Paris, Epernay, Reims, Mezieres-Charleville, Longwy, Thionville, and Metz	64
Paris, Nevers, Roanne, Tarare, and Lyons	52
Paris, Orleans, Tours, Poitiers, Angouleme, Coutras, and Bordeaux	24
Paris, Nantes, and La-Roche-sur-Yonne	40
Paris to Poitiers and St.-Sulpice-Lauriere	41
Paris, Tours, Angers, Nantes, Savenay, and St. Nazaire	39
Paris, Poitiers, La Rochelle, and Rochefort	38
Paris, Rochefort, Saintes, Cognac, and Angouleme	47
Paris, Dijon, Gray, Mouchard, Pontarlier, Salins, Besançon, Belfort, and Mulhouse	62
Paris, Lyons, and Marseilles	48-50
Paris, Orsay and Limours	36
Paris to Granville	30
Paris, Tergnier, Laon, and Reims	12
Paris to Tours and Bordeaux, via Vendome	37
Paris, Vincennes, and Sucy-en-Brie	62
Paris, Lagny, and Martigues	63
Penezas and Meze	66
Penne to Villeneuve-sur-Lot	36
Perigueux and Coutras	41
Perigueux, Brive, Capdenac, Tessonieres, and Toulouse	39
Perpignan and Boulternere	60
Pont de L'Arche and Gisors	31
Pont Maugis and Rancourt	65
Pontivy, Loudeac, and St. Brieuc	29
Reims, Laon, Tergnier, and Paris	13
Reims and Laon	67
Rochefort and Angouleme	47
Rodez and Capdenac	41
Roanne, St. Etienne, and Lyon	52
Rouen to Amiens (Right Bank)	23
Rouen to Elbeuf and Serquigny	24
Saintes to Montendre and Blaye	47
Sens and Chalons-sur-Marne	62
Sisteron and Rognac	50
St. Brieuc, Loudeac, and Pontivy	28
St. Germain-des-Fossés, Vichy and Nimes	60
St. Disier and Vassy	63
St. Etienne and Boen	59
St. Etienne and Le Puy	59
St. Quentin, and Longchamps	31
St. Rambert and Annonay	59
St. Rambert, Rives, and Grenoble	53
St. Sulpice-Lauriere, Montlucon, and Fournaux	42
Strasbourg and Paris	65
Tarascon, Montpellier, and Cette	57
Tergnier to Amiens and Rouen	21
Tessonieres and Albi	39
Toulouse and Bayonne	44
Toulouse and Foix	47
Tours to Paris via Vendome	37
Tours and Vierzon	38
Tours and Le Mans	38
Treport, Gamaches, and Longpré	21
Troyes, Bar-sur-Seine, and Chaumont	73
Valence, Grenoble, and Chambery	51
Versailles, Sevres, and Paris (Right and Left banks)	33
Vesoul, Besançon, and Lyons	53
Vichy and St. Germain-des-Fossés	60
Villefranche sur-Cher to Romortin	38
Villeneuve and Bully-Grenay	17
Vivier and Decazeville	42

SECTION II.—Belgian Railways.	
Aerschot, Herenthals	105
Aix-la Chapelle to Maastricht, Hasselt and Antwerp	105
Amsterdam, Rotterdam, Antwerp, Lierre, Malines, and Brussels	83
Amsterdam, Hague, Rotterdam, Antwerp, Charleroi, and Paris	104
Ans, Liége (Vivegnis)	103
Ansegheim and Ingelmunster	96
Antwerp, Ghent, via Pays de Waes	92
Arlon, Namur, Ottignies, Brussels	106
Ath, Grammont, Denderleeuw, Alost, Termonde, and Lokeren	82
Bastogne to Libramont	107
Berzée, Laneffe	105
Braine, Tubise, Hal, Ruysbroeck, and Brussels	78
Burres, Blankemberghe, Heyst	97
Bruges, Courtrai, Poperinghe, Hazebrouck, Calais	96
Brussels, Alost, Ghent, Bruges, and Ostend to London	79
Brussels, Braine, Manage, Charleroi and Namur	99
Brussels, Braine-le-Comte, and Erquelines	99, 100
Brussels, Denderleeuw, Courtral, Mouscron, and Lille	79
Brussels, Enghien, Ath, Tournai, Lille Calais, and London	81
Brussels, Malines, Liége, Pepinster, Spa, Verviers, Aix-la-Chapelle, and Cologne	88
Brussels, Malines, Lierre, Antwerp, Rotterdam, and Amsterdam	84
Brussels (North), to Quart, Leopold	85
Brussels (Nord) to Schaerbeek, Lacken, and Brussels (Midi)	85
Brussels (Midi) Lacken, Schaerbeek and Brussels (Nord)	85
Brussels (Midi), Calevoet, Waterloo	107
Brussels, Soignies, Jurbise, Mons to Paris, via Hautmont, and Quiévrain	84
Brussels Quar. Leop. to Bruss. Nord.	86
Brussels to Ruysbroeck, Hal, Tubise, and Braine	78
Brussels, Namur, Arlon, and Luxembourg	106
Calais, Hazebrouck, Poperinghe, Courtrai, and Bruges	93
Calais, Hazebrouck, Poperinghe, Ypres, Courtrai, Audenarde, Denderleeuw, and Brussels	100
Charleroi, Baume, B. Esperance, Mons	93
Charleroi, Mons, Renaix, Audenarde, Courtrai, Ostend	97
Charleroi, Mons, Blaton and Tournai	95
Charleroi, Pieton, Nivelles, and Wavre	90
Cologne to Liége, Louvain, Termonde, Ghent, and Ostend	87
Cologne, Aix-la-Chapelle, Spa, Verviers, Liége, Brussels	89
Cologne, Liege Namur, Charleroi, Erquelinnes, Paris, Namur, and Givet	90
Comines, Warneton, and Armentieres	96
Courtrai and Renaix	97
Couvin, Mariembourg	102
Dunkirk, Furnes, Dixmude, Nieuport, Lichtervelde, Courtrai, and Brussels	96
Ecaloo and Assenede	92
Erquelinnes, Braine-le-Comte, and	

Belgian Railways.	Page
Enghien, Namur, Charleroi, Braine, Ghent, and Ostend	9
Ghent, Audenarde, St. Ghislain, and Mons	8
Ghent, Audenarde, Courtrai, Peperinghe, Hazebrouck, Furnes, Newport, Dunkirk	10
Ghent, Courtrai, Mouscron, Lille, Calais, Tournai, Peruwelz, and Mons	8
Ghent, Bruges	9
Ghent, Selzaete, Terneuzen	10
Ghent, Grammont, Ath, Jurbise, Mons, and Quievrain	8
Braine and, Denderleeuw, Alost, Termonde, and Lokeren	8
Herenthals and Aerschot	10
Ingelmunster, Deynze, Ghent	9
Landen, Hamilles, Gembloux, and Tirlemont	8
Landen, St. Trond, and Hasselt	10
Landen, Berwin	10
Liége (Longdoz) Maestricht	9
Liege and Luxemburg	9
Liege and Marloie	10
Lille, Mouscron, Courtrai, Denderleeuw, and Brussels	7
Lille, Tournai, Ath, Baghlen, Brussels, via Blandain	8
Lodelinsart, Chatlmeau, Chatelet, and Givet	10
Lokeren, Termonde, Alost, Denderleeuw, Grammont	8
Longwy and Arlon	10
Luxemburg, Spa, Pepinster, Liége	9
Maestricht, Liége (Longdoz)	9
Manage, Pieton, Tranignies, Courcelles	8
Mariembourg, Couvin	10
Mons, Peruwelz, Tournai, Calais, Lille, Mouscron, Courtray, and Ghent	8
Mons, B. Esperance, Baume, Charleroi	9
Mons, B. Esperance, & Erquilinnes	8
Mons, Manage, Ottignies, and Wavre	9
Mons, St. Ghislain, Audenaerde, Ghent	8
Mons, Dour, and Quievrain	8
Marlemont, Walcourt	10
Namur, Charleroi, Manage, Braine, Brussels	9
Namur, Ciney, Arlon, Luxembourg	10
Namur, Charleroi, Pieton, Baume, Erquinnes, Braine-le-Comte, Brussels	10
Ostend, Ghent, Alost, Brussels	7
Ostend and Thourout	9
Ostend, Ghent, Termonde, Louvain, Liege, and Cologne	8
Ostend, Ghent, Braine, Charleroi, Namur, Erquilinnes	9
Paris, Charleroi, Antwerp, Rotterdam, Hague, and Amsterdam	10
Paris, Erquelinnes, Charleroi, Namur, Liege, and Cologne, Givet to Namur	9
Paris, Mons, Jurbise Soignies, Brussels	8
Paris, Quiévrain, Brussels	8
Philippeville, Walcourt	10
Quievrain, Dour, and Mons	8
Quievrain, Mons, Jurbise, Ath, Grammont, and Ghent	8
Renaix and Courtrai	9
Roulers to Ypres	9
Rumaris, Lokgren	9
St. Ghislain and Frameries	9
Sante and Modave	9

Belgian Railways.	Page
Walcourt, Mariemont	10
Walcourt, Philippeville	10
Wavre, Ottignies, Manage, Mons	9
Wavre, Rivelles, Pieton, Charleroi	9

SECTION III.—Dutch Railways.

Amsterdam, Arnheim, Zevenaar, Emmerich	11
Amsterdam, Rotterdam, via Gouda	11
Almelo Enschede and Glanerbeek	11
Amsterdam, Utrecht	11
Amsterdam to The Hague via Gouda	11
Amsterdam and Rotterdam	11
Arnhem to Salzbergen and Rheine	11
Boxtel to Utrecht	10
Emmerich, Zevenaar, Arnheim, Amsterdam, Utrecht, and Rotterdam	11
Glanerbeek and Enschede to Almelo	11
Groningen and Meppel	11
Harlingen to Neuweschans	11
Helder to Amsterdam & Rotterdam	11
Hilversum to Amersfoort	11
Holzminden and Warburg to Emden	11
Leeuwarden to Groningen & Zutphen	11
Liers and Ans	11
Maastricht, Venlo, and Liege, to Utrecht and Rotterdam	10
Meppel and Groningen	11
Nieuweschans to Harlingen	11
Sheine, Salzbergen, and Arnhem	11
Roosendaal and Breda	10
Roosendaal and Vlissingen	11
Rotterdam, Gouda, and The Hague	11
Rotterdam and Amsterdam	11
Rotterdam to Utrecht, Liege, Venlo, and Maastricht	10
Rotterdam, Utrecht, Amsterdam, Arnheim, Zevenaar, & Emmerich	11
Utrecht to Boxtel	10
Utrecht to Kampen	11
Zaandam and Uitgeest to Haarlem, Amsterdam, Rotterdam & Helder	11
Zutphen to Groningen and Leeuwarden	11

SECTION IV.—German Railways, including Austria-Hungary.

Aachen, Düren, Cöln	8
Aachen, Dusseld, Schwerts, Warb, Cassel, Gerstingen	14
Aachen, Gladb., Neuss, Düsseld., Cref., Ruhrort	14
Aachen, Maestricht, Hasselt	10
Aalen, Crailsheim, Hall, Heilbronn, Bledigheim	19
Aalen, Heidenheim, Aalen, Stuttgart, Nördlingen	19
Abos, Peeries	24
Agram, Carlestadt Sissek, Steinbrück	23
Agram, Carlstadt, Fiume, Zákány	23
Altenburg, Zeitz	18
Alexandrow, Thorn	18
Allenstein, Insterburg	18
Alsdorf, Stolberg	12
Altbreisach, Freiburg	13
Altenbeken, Hanover	11
Altenbeken, Holzminden Warburg, Soest	11
Altona, Kiel, Schleswig, Flensburg	16
Altona, Hamburg, Altona, Blankenese	16
Altsohl, Rutzka, Salgo, Varjan, Hatvan, Pest	23
Altsohl, Neusohl	23
Altwasser, Lauban, Kohlfurt	17

German Railways.	Pa
Appenweier, Kehl, Strassburg	13
Arad, Karlsburg, Czegled	23
Arlon, Luxemburg, and Treves	7
Arnshausen, Gottingen	19
Arnshausen, Nordhausen, Halle	17
Arnheim, Züthpen, Hengelo, Salzbergen	11
Arnstadt, Neudietendorf	17
Aschaffenburg, Hanau, Frankfurt	18
Aschaffenburg, Würzburg, Munich	196
Aschaffenburg, Wursburg, Bamberg, Hof	19
Aschaffenburg, Würzburg, Nürnberg, &c.	19
Aschaffenburg, Babenhausen, Darmstadt, Mayence	18
Aschersleben, Kiel, Ne m., Neustd.	16
Aschersleben Bellis, Cothen, Vien	16
Attendorn, Finnentrop	14
Augsburg, Munich	20
Augsburg, Nördlingen, (Würzburg), Preinfeld-Hof	19
Augsburg, Kempten, Lindau	19
Augsburg, Munich, Rosenheim, Salzburg	20
Augsburg, Ulm	19
Aulendorf, Herbert., Isny, Friedrichshafen	19
Aulendorf, Ulm, Stuttgart	19
Aussig, Nimburg, Gr. Wossek, Vienna, Tetschen	24
Ausset, Teplitz, Brux, Komotau	20
Babenhausen, Aschaffenburg, Darmstadt	18
Babenhausen, Wiebelsbach	18
Baden, Oos	13
Bakov (Neu), Turnau, Prague	24
Bakov (Neu), Warnsdorf, Rumburg	20
Balingen, Hechingen, Tübingen	19
Ballenstedt, Frose	15
Bamberg, Lichtenf., Neuenmarkt, Hof	19
Bamberg, Schweinfurt, Würzburg, Aschaffenburg, &c.	19
Bamberg, Nürnberg, Munich	19
Barátyn, Bobschan, Fulek, Miscolcz	23
Baros-Funfkirchen-Mohacs Kanisa	23
Basel, Milhausen, Colmar-Strassburg	7
Basel, Waldshut, Schaffhausen, Constance	13
Basel, Carlsruhe, Heidelberg, Mannheim	13
Basel, Schopfheim	13
Batilly, Amanvellers, Metz, Battanick, Dombovar, Zakany	21
Batyu, Munkacs	23
Bayreuth, Neuenmarkt	19
Bayreuth, Welden, Schwandorf	23
Bazias, Czegled, Pesth, Marchegg, Vienna	21
Bebra, Gerstungen, Bebra, Cassel	14
Bebra, Fulda, Salmunster, Hanau	14
Belgard, Colberg, Stolp, Danzig, Berlin	17
Bensberg-B.-Gladbach-Mühlheim-a. Rh.	14
Bensheim, Worms	18
Bentschen, Posen-Bentschen, -Gnb.-Frankf. a. O.	17
Bergsabern-Winden	13
Berlin, Magdeburg, Brunswick	15
Berlin, Magdeburg, Krienen, Aschen, and Deutz	15
Berlin, Lehrte, Hannover, Cologne	16
Berlin, Stendal, Hanover	16
Berlin, Wittenberg, Hagenow, Bebenen, Hamburg	16

Digitized by Google

German Railways, including Austria-Hungary. Page

Berlin, Pasewalk, Wolgast, Stralsund 178
Berlin, Cüstrin, Kreuz, Danzig, Bromberg, Königsberg, Eydtkuhnen ... 180
Berlin, Frankfurt a. O., Hansdorf Kahlfurt, Breslau ... 183
Berlin, Cottbus, Görlitz ... 184
Berlin, Bitterfeld, Halle, Leipzig ... 186
Berlin, Potsdam, Wildpark ... 158
Bettingen, Luxemb, Wasserb ... 76
Berlin, Roderau, Dresden ... 176
Berlin Union Railway ... 177
Bettenberg, Noerisingen, and Esch 76
Betzdorf, Siegen, Deuts, Wetzlar, Giessen ... 116
Beuthen, Vossowska, Breslau, Dziedlitz ... 185
Biebrich, Wiesbaden, Castel, Frankfurt-a-M. ... 141
Bielitz, Dziedlitz ... 206
Bietigheim, Heilbronn, Jagstfeld, Osterburkes ... 195
Bietigheim, Heilbronn, Aalen, Heidenheim ... 191
Bilin, Aussig ... 207
Bingen, Mainz, Frankfurt ... 128
Binger, Alzei, Monsheim, Worms ... 127
Bingerbrück, Creuznach, Saarbrücken, Metz ... 125
Bingerbrück, Coblenz, Bonn, Cologne ... 123
Bitterfeld, Leipzig, Halle, Dessau, Berlin ... 176
Blankenese, Altona, Hamburg ... 165
Blankenburg, Halberstadt ... 146
Bludenz, Feldkirch, Lindau ... 192
Boch m, Essen, Osterath, Dortmund ... 144
Bodenbach, Aussig, Prague, Brünn, Vienna ... 204
Bodenbach, Bensen, Leipzig ... 209
Bodenbach, Rumburg, Warnsdorf ... 209
Bodenbach, Ossegg, Dux Teplitz, Komotau ... 217
Bodenbach, Dresden ... 190
Böhm. Trübau, Olmütz ... 205
Bolchen, Courcelles ... 7;
Bollweiler, Gebweiler ... 76
Bonn, Coblenz, Oberlahnstein, Troisdorf ... 124
Börsum, Kreiensen, Holzminden ... 163
Börsum, Oschersleben, Brunswick, Harzburg ... 160
Bostel and Buch ... 119
Brake, Oldenburg, Bremen, Hude ... 119
Bremen, Soltau, Uelzen ... 164
Bremen and Wanne ... 118
Bremen Wunstorf, Hanover ... 148
Breslau, Königszelt, Altwasser ... 186
Breslau, Munsterberg ... 188
Breslau, Pols. Lissa, Posen, Kreuz, Stargard ... 185
Breslau, Vossowska, Dziedlitz ... 185
Breslau, Camenz, Frankenstein, Glogau, and Reppen ... 186
Brieg, Neisse ... 185
Brody, Radzivillow ... 208
Bromberg, Ostrowo ... 182
Bromberg, Dirschau, Neufahrwasser 182
Bruchsal, Heidelberg Mannheim ... 135
Bruchsal, Stuttgart, Ulm, Friedrichshafen ... 192
Bruck, Leoben, Vordenberg ... 285
Brünn, Prerau ... 212
Brünn, Vienna ... 212
Brünn, Parubitz, Prague, Bodenbach
Brünn, Segen-Gottes ... 205
Brunswick, Ellelebea, Magdeburg, Berlin ... 164
Brunswick, Harzburg, Goslar ... 149
Brunswick, Oschersleben, Harzburg 161
Brunswick, Kreiensen, Holzminden 162

German Railways, including Austria-Hungary. Page

Brunswick, Lehrte, Hanover, Minden 159
Brussels, Verviers, Aachen, Cologne 88
Büchen-Lübeck, Büchen-Hamburg 169
Büchen, Hagenow, Wittenberge, Berlin, Lauenburg ... 164
Buchloe, Landsberg ... 196
Burg Lesum, Vereack ... 148
Carlsbad, Franzensbad, Eger, Komotau, Prague ... 209
Carlshafen, Hümme ... 146
Carlsruhe, Basel, Schaffhausen, Constans ... 132
Carlsruhe, Durlach, Pforzheim, Mühlacker ... 137
Carlsruhe, Maxau ... 137
Cassel, Guntershausen, Giessen, Frankfurt ... 147
Cassel, Hanover, Arenehausen, Gottingen ... 151
Cassel, Hümme, Warburg ... 146
Cassel, Kreiensen, Nordstemmen, Hanover ... 151
Cassel, Warburg, Malheim, Dusseldorf, Achen ... 142
Chemnitz, Annaberg ... 189
Chemnitz, Limbach ... 186
Chlumetz, Pelsdorf, Parschnitz ... 210
Chrast, Radnitz ... 237
Chyrow and Stryi ... 219
Cleve, Nymwegen ... 121
Cleve, Crefeld, Neuss, Cologne, Zevenaar ... 121
Coblence, Bonn, Cologne ... 123
Coblence, Bingerbrück ... 122
Coblence, Oberlahnstein, Giessen ... 124
Coburg Liebtenfels, Eisenach, Sonneberg ... 169
Cologne, Bonn, Coblence, Bingerbrück 122
Cologne, Neuss, Crefeld, Cleve, (Nymegen) Zevenaar ... 121
Cologne, Deutz, Düsseldorf, Duisburg, Oberhausen, Dortmund, Hamm, Minden ... 117
Cologne, Hanover, Lehrte, Berlin 161
Cöunera, Aschersleben ... 166
Connexance to Basel, Heidelberg, and Mannheim ... 134
Cöthen, Güsten, Halberstadt, Vienenberg ... 164
Colberg, Belgard ... 179
Cosmar and Munster ... 76
Cossa, Schneidemühl ... 181
Constance, Schaffhausen, Waldshut, Basel ... 114
Corbetha-Halle Corbetha-Leipsic ... 170
Cosel, Ratibor, Oderberg ... 187
Cothen, Vienenburg, Gustin, Stassfurt, Frose Bailenstedt ... 166
Cottbus, Görlitz, Berlin ... 184
Cottbus and Seran ... 182
Courcelles and Bolchen ... 77
Cracow, Lemberg, Brody, Podwolocyska ... 217
Crailsheim, Mergentheim, Aalen, Heidenheim ... 193
Crakow, Wieliczka ... 208
Crefeld, Ruhrort ... 140
Crefeld, Gladbach, Aachen ... 145
Creuznach, Bingerbrück ... 125
Cüstrin, Königsberg, Eydtkuhnen ... 180
Cüstrin, Berlin, Cüstrin, Frankfurt ... 182
Cusel, Landstuhl ... 133
Czegled, Barizs, Czegled, Vienna, ... 214
Danzig Stolp, Colberg, Stettin, Berlin 179
Dansig, Neufahrwasser ... 182
Danzig, Dirschau, Königsberg, Eydtkuhnen ... 180
Danzig, Dirschau, Bromberg, Kreuz, Berlin ... 181
Danzig, Zoppot, Stolp ... 179

German Railways, including Austria-Hungary. Page

Darmstadt, Rosengarten, Worms ... 117
Darmstadt, Mayence, Darmstadt, Wiebelsbach, Erbach ... 123
Darmstadt, Wiebelsbach, Eubach ... 121
Debreczain, Szathmar, Kiralyhaza 207
Deggendorf, Plattling ... 232
Dessau, Bitterfeld, Zerbst, Cöthen ... 177
Deutschbrod, Pardubitz, Liebau ... 228
Deutschbrod, Pardubitz ... 231
Deuts, Betzdorf (Siegen), Wetzlar, Giessen ... 116
Deuts, Mülheim-a-R. ... 140
Deuts, Aix-la-Chapelle, Kreiensen, Maad-burg, Berlin ... 155
Dies, Zollhaus ... 120
Dinglingen, Lahr ... 133
Dirschau, Pr. Stargard ... 175
Döbeln, Dresden, Leipz. Chemn. Riesa 189
Dortmund, Holzwickede, Uma, Soest 142
Dortmund, Mülheim, Oberhausen, Duisburg, Ruhrort ... 145
Dresden, Chemnitz, Weimar, Walterhausen ... 177
Dresden, Pristewitz, Riesa (Röderau), Leipsig ... 190
Dresden, Bautzen, Zittau, Görlitz ... 190
Dresden, Bodenbach ... 191
Dresden, Döbeln, Leipsig ... 189
Dresden, Chemnitz ... 189
Drohobycz, Boryslaw ... 219
Düren, Gerolstein, Treves ... 118
Düren, Neuss ... 141
Durea, Stolberg, Julick, M. Gladbach ... 141
Dürkheim Neustadt ... 111
Düsseldorf, Cologne ... 140
Düsseldorf, Elberfeld, Hagen, Dortmund, Soest ... 142
Düsseldorf, Kupferdreh, Steele, Herdecke ... 151
Düsseldorf, Neuss, Gladbach, Aachen 143
Duisburg, Mülheim, Langendreer, Dortmund ... 142
Dux, Bobenbach ... 217
Dziedlitz, Vossowska, Oppeln Breslau 186
Dziedlitz, Bielitz Cracow, Vienna, ... 206

Ems, Gmunden ... 14
Eger, Fuses-Absny ... 231
Eger, Franzensbad, Carlsbad, Komotau, Prague ... 209
Eger, Weiden, Schwandorf, Munich 232
Eger, Reichenbach, Dresden, Görlitz ... 188-190
Eisenach, Weissenfels, Leipsig, Halle 170
Eisenach, Gerstungen ... 170
Eisenach, Coburg, Sonneberg, Lichtenfels ... 169
Elberfeld, Hagen, Dortmund, Unna, Soest ... 141
Elberfeld, Vohwinkel, Düsseldorf, Remscheid ... 141
Elmshorn, Glückstadt, Itzehoe ... 168
Emmerich, Oberhausen ... 118
Emmerich, Amsterdam, Rotterdam 139
Ems, Limburg, Wetzlar ... 120
Ems, Oberlahnstein, Rüdesheim, Wiesbaden ... 136
Eperies, Orlo ... 218
Erbach, Wiebelsbach, Darmstadt ... 123
Erding and Schwaben ... 196
Erfurt, Halle, Eisenach ... 170
Erfurt, Nordhausen ... 172
Essegg, Villany ... 237
Essen, Herbesthal ... 89
Eydtkuhnen, Königsberg, Bromberg, Berlin ... 180
Falkenberg, Cosbus, Guben ... 182
Feldkirch, Bruchs ... 192
Flensburg, Schleswig, Kiel, Altona 167

German Railways, including Austria-Hungary.	Page
Aachen, Arnsheim	127
Aber Bach, Metz, Nancy	125
Aranchenstein, Liegnitz, Glogau, Kohlfurt	126
Frankfurt, Mannheim, Heidelberg	137
Frankfurt-on-O., Cüstrin	102
Frankfurt-on-O., Kohlfurt, Liegnitz, Breslau	103
Frankfurt-on-O., Berlin	103
Frankfurt-a-O., Bentschen, Posen	174
Frankfurt-on-M., Offenbach	124
Frankfurt-on-M., Hanau, Aschaffen.	124
Frankfurt-on-M., Mayence, (Hess. Ludwigsbahn)	126
Frankf.-on-M., Höchst-Castel, Wiesbaden	127
Frankfurt, Soden, Wiesbaden Oberlahnstein, and Wetzlar	128
Frankfurt-on-M., Homburg v. d. H.	135
Frauenfeste, Villach, Marburg	230
Frankfurt-on-M., Giessen, Marb., Gemünden, Cassel	146
Freiburg, Basel, Schaffhausen, Constance	132
Freiburg, Offenburg, Carlsruhe, Heidelberg	134
Freiburg, Altbreisach	137
Freiberi, Trautenau	247
Friedland, Ostrau	174
Friedrichshafen, Ulm, Stuttgart, Bruchsal	193
Frondenberg, Menden	148
Frose, Ballenstedt	158
Fulda, Giessen	130
Falech, Bazova	228
Furth, Pilsen, Chrust, Prague	237
Furth, Schwandorf	232
Gebweiler and Bollweiller	70
Gestemünde and Hanover	148
Gyram-Szerencse, Schemnitz	2-1
Gefle, Falun	231
Geiselhöring, Munich, Geiselhöring, Eger	233
Geiselhöring, Regensburg, Schwandorf, Nürnberg	202-203
Georgsmarienhütte and Hasbergen	119
Gera, Glauchau, Glauchau	171
Gera, Eichicht	173
Gerdauen, Insterburg	182
Germersheim, Speyer	138
Gernsbach, Rastatt	1,6
Gerstungen, Gunsenhausen, Cassel, Warberg	146
Gerstungen, Eisenach, Leipzig, Halle	178
Giessen, Hungen, Nidda, Gelnhausen	131
Giessen, Guntershausen, Cassel Frankfort	146
Gilsen, Wetzlar	117
Giessen, Wetzlar, Betzdorf (Siegen) Deutz	117
Glessen, Alsfeld, Fulda	130
Gladbach, Neuss, Düsseldorf, Crefeld, Rahrort	146
Gladbach, Aachen	149
Gladbach, Ruhort, Dortmund, Hamm, Soest	144
Glauchau, Gossnitz, Gera	171
Glatwitz, Beuthen, Schwientochlowitz	186
Glogau, Hanesdorf	183
Glogau, Liegnitz, Frankenstein, Kohlfurt	126
Görlitz, Cottbus, Berlin	184
Görlitz, Löbau, Dresden, Reichenbach, Hof	190
Gössnitz-Leipzig, Chemnitz, Gera	171
Göttingen-Arnesbausen, Gotha, Halle	15
Gotha, Mühlhausen, Leinefelde	17.

German Railways, including Austria-Hungary.	Page
Gratz, Kötlach	228
Greia, Neumark	189
Grossw ardein, Szegedin, Essig	237
Grosswardein, Klausenburg, Tovis, Schassburg, Kronstadt	238
Gross-Wessek, Parschnitz	
Gruiich, Koeiggrata, Lysa, Prague	239
Grussbach, Znaim	204
Gusten, Stassfurt	162
Guben, Kohlfurt, Guben, Frankfurt, Berlin	183
Gulen, Bentschen, Posen	174
Guben, Cottbus, Falkenberg	152
Gunsenhausen, Treuchtlingen, Ingolstadt, Munich	196
Gunzenhausen, Nürnberg, Bamberg, Hof	199
Gyöngös-Vámos-Györk	217
Hadamar, Limburg	129
Hadersleben, Woyens	164
Hagen-Dortm'nd, Hag'n, Unna, Soest	141
Hagen, Elberfeld, Vohwinkel, Düsseldorf	144
Hagen, Lenne Mühle (Iserlohn), Siegen	141
Hagenau, Benningen, Strassburg, Weissenburg	74-75
Hagenau, Saargemund, Metz, and Luxemburg	72
Hagenow, Büchen, Hamburg	168
Hagenow, Wittenberge, Berlin	164
Hagenow, Scherwin, Wismar, Güstrow, Rostock	157
Hainichen, Niederwiesa, Chemnitz	188
Halberstadt, Vienenburg	166
Halberstadt, Wegeleben, Güsten, Cöthen	167
Halberstadt, Osschersleben, Magdeburg, Thale	166
Halle, Delitzsch, Falkenberg Cottbus, Guben	152
Halle, Weissenfels, Eisenach, Gerstungen	170
Halle, Leipzig	156-170
Halle, Nordhausen, Arenhausen, Göttingen	150
Halle, Cöthen, Schönebeck, Stassfurt, Magdeburg	158
Halle, Bitterfeld, Berlin	174
Halle, Cassel	178
Hallein, Salzburg	210
Hamburg-Altona, Blankenese	164
Hamburg, Büchen, Hagenow, Wittenberge, Berlin	164
Hamburg and Harburg	118
Hamburg, Harburg, Hanover, Hohnsterf, Luneburg	157
Hamburg, Kiel, Flensburg, Wamdrup	168
Hamm, Münster, Rheine, Salsbergen, Emden	115
Hanau-Aschaffenb., Hanau-Frankfurt-on-Maine	128
Hanau, Bebra	147
Hanover and Altenbeken	11
Hanover, Minden	159
Hanover, Nordstemmen, Kreiensen, Cassel	156
Hanover, Bremen, Barg Lessum, Geestemünde	148
Hanover, Lüneb'g (Hohnstorf) Harb'g	158
Hanover, Lahrte, Brunswick	158
Harvan, Miskolcs, Peath, Altsohl	224
Hassach, Offenburg	136
Haynichen, Chemnitz	188
Heidelberg, Friedrichsat., Darmstadt, Frankfurt	137
Heidelberg, Speyer	131

German Railways, including Austria-Hungary.	Page
Heidelberg, Meckesheim, Würzburg	135
Heidelberg, Meckesheim, Jagstfeld	133
Heide, berg, Schwetzingen	131
Heidenheim, Aalen, Heilbronn, Stuttgiehem	191-195
Heilbronn, Jagstfeld, Osterburken	195
Heilbronn, Hall, Crailsheim, Aalen, Heidenheim	191
Heilbronn, Bietigheim	195
Helmstedt, Jerxheim	162
Herlasgrün, Plauen, Hof, Eger	189
Herzberg, Nertheim, Nordhausen	149
Herzberg, Osterode, Seesen	149
Hochfeld, Duisburg, Wattenscheid, Osterath	121
Hochspeyer, Kaiserslautern, Neustadt, Munster-am-Stein	138
Hochstadt, Stockheim	145
Höchst, Soden	128
Hof, Neusammbt., Bamberg, Würzburg, Aschaffenburg	199
Hof, Oberkotzau, Franzensbad, Eger	196
Hof Plelsfeld, Nordlingen, Augsburg, Lindau	191
Hof, Bamberg, Nürnberg, Munich	196
Hof, Reichenbach, Chemnitz, Dresden, Görlitz	187-188
Hof, Reichenbach, Leipzig	187
Hohenstein, Feladolf	209
Hohenstadt, Schonberg, Zöptau	237
Hohnstorf, Lüneburg	156
Holzkirchen, Rosenheim	195
Holzminden, Kreiensen, Brunswick Osschersleben	151
Holzminden, Höxter, Altenbeken	115
Homburg Zweibrücken	139
Homburg, St. Ingbert	1-9
Homburg, v. d. H., Frankfurt, a. M.	135
Homonna, Legenye, Munkaly	222
Hüttenberg, Bf. Veit, Klagenfurt	221
Immendingen, Villingen, Singen	136
Immendingen, Tuttlingen-Rottweil, Plochingen	150
Immenstadt, Senthofen	195
Innsbruck, Verona, Innsbruck, Kufstein	205
Inowraclaw, Thorn	177
Iserlohn, Letmathe	142
Ismehee, Glucksstadt Elmshorn	168
Jablonowo, Moker, (Thorn)	182
Jagsendorf, Hennersdorf	230
Jagstfeld, Meckesheim, Heidelberg	133
Jagstfeld, Heilbronn, Osterburken	195
Jaraczewo, Oruchna, Anina-Stey	219
Jassy Paskani, Lemberg Roman	207
Jerxheim, Börnsum, Brunswick, Helmstedt	162
Jerxheim, Helmstedt	162
Jever, Sande, Wilhelmshafen	150
Jlein, Westromer	230
Josephstadt, Alt-Paka Turnau. Reichenberg	239
Jübeck, Tonnine, Vamdrup, Altona	169
Jungbunslau, Vienna, Turnau, Kralup	227
Kaiserslautern, Hochspeyer, Munster-am-Stein	138
Kamenz, Radeberg, Dresden	186
Kanizsa, Oedenburg, Neustadt, Vienna	220
Kanizsa, Stuhlweissenburg, Ofen, Pragerhof, Barcs	220
Karlsburg, Marcs, Vásárhely	238
Karlsburg, Arad	212
Karlstadt, Fiume	214
Kaschau, Eperies	219
Kaschau Igló, Oderberg	224
Kaschau, Pp. Ladany (Grosswardein, Czegled	219

German Railways, including Austria-Hungary.	Page
Kattowitz, Ratibor, Leobschütz	187
Kehl, Strassburg, Nancy, &c.	77
Kehl, Appenweier	118
Kempen, Cleve, Cologne, Venlo	181
Kempten, Ulm	193
Kiel, Aschenberg	168
Kiel, Neumünster	168
Kieritzsch, Borna, Gösnitz, Leipzig	287
Kis-Kapus, Hermannstadt	207
Kissingen, Schweinfurt	197
Kis legg, Aulendorf, Herbertingen	194
Kis Varda and Nyiregyhaza	231
Klagenfurt, St. Veit, Huttenberg	241
Klausenburg, Grosswardein	238
Kleinen, Wismar	157
Koesard, Vasarhely	238
Köflach, Gratz	222
Kolfurt, Gorlitz	183
Kolin, Prague, Pardubitz, Jungbunslau, Vienna	226
Königsberg, Insterburg, Eydtkuhnen	180
Königsberg, Danzig, Bromberg, Berlin	181
Königsberg, Korschen, Prostken, Grajewo	181
Kouigsberg Pillau	180
Kohlfurt, Lauban, Altwasser	175
Komotau Dux, Teplitz, Aussig Bodenbach	217
Komotau, Weinert	217
Komotau and Eger	238
Konigslutter, Brunswick	155
Krakau, Trzebinia, Oswiecim, Oderberg, Vienna	206
Krakau, Lemberg, Brody, Podwolocziska	217
Krakau, Niepolomice, Wieliczka	208
Kralup, Neratowitz	226
Kralup, Prague, Turnau, Wejhybka	228
Krasne, Lemberg, Brody, Podwolocoyska	217
Kreibitz, Warnsdorf, Rumburg, Bodenbach, Bakov	209
Kreiensen, Holzminden, Börsum, Brunswick	162
Kreiensen, Göttingen, Cassel	150
Kreiensen, Nordstemmen, Hannover	151
Krems, Absdorf	213
Kufstein, Innsbruck, Ala. Verona	201
Kufstein, Roseabeim	202
Kusel and Landstuhl	133
Lahr, Dinslingen	131
Laibach, Villach	231
Landau, Germersheim	133
Landstuhl, Cusel, Homburg, Neustadt	133
Langendreer, Witten	144
Lauban, Görlitz, Kohlfurt	174
Lauda, Heidelberg, Würzburg	135
Lauda, Wertheim, Morgentheim	136
Landsberg Munich	200
Lauenburg, Büchen	165
Laxenburg, Mödling, Vienna	215
Leer, Oldenburg, Bremen	151
Satoralja Mihalyi, Kaschau	231
Lehrte, Stendal, Berlin	161
Leh te, Hannover, Minden	160
Lehrte, Hildesheim, Nord-temmen	157
Leinefelde, Mühlhausen, Gotha	171
Leinefelde, Arenshausen, Nordhausen	172
Leipzig, Weissenfels, Gera	175
Leipzig, Bitterfeld, Berlin	176
Leipzig, Riesa, Pristewitz, Coswig, Dresden	189

German Railways, including Austria-Hungary.	Page
Leipzig, Dübeln, Dresden	189
Leipzig, Gösnitz, Chemnitz, Werdau, Zwickau, Hof	197
Leipzig, Gösnitz, Reichenbach, Eger	187
Leipzig, Nordhausen, Cassel	172
Lemberg, Stry	216
Lemberg, Brody, Podwolocsyska, Krakau	217
Lemberg, Jaroslau, Przemysl	207
Leoben, Bruck	241
Leoben, St. Michael, Villach, Bottenmann	221
Leobschütz, Ratibor, Kattowitz	187
Letmathe, Iserlohn	141
Leutkirch, Aulendorf, Herbertingen	191
Lichtenfels, Neuenmarkt, Oberkotzau, Hof	197
Lichtenfeld, Bamberg, Würzburg, (Aschaffenburg)	196
Lichtenfels, Coburg, Meiningen, Eisenach	165
Lieben, Lehnhaus	175
Lieban, Josephstadt	201
Liebech, Wies	222
Liegnitz, Frankenstein, Glogau, Bothenburg	186
Limbach, Gmunden	210
Limburg, Hadamar, Wetzlar, Oberlahnstein	139
Lindau, Augsburg, Gunzenhausen, Pleinfeld, Hof	199
Linz, Wels, Lambach, Salsburg	20
Linz, Gaisbach	203
Linz, St. Valentin, Vienna	21
Linz, Budweis	220
Linz, Gmunden	18
Löbau, Görlitz, Löbau, Dresden	190
Löbau, Zittau, Reichenberg	190
Lobe k, Eutin	169
Lübeck, Kleinen, Butzow, Malchinstrasburg	173
Lübeck, Hamburg	165
Lübeck, Büchen	168
Ludwigshafen, Mannheim	135
Ludwigshafen, Mannheim, Neustadt, Neunkirchen	138
Ludwigshafen, Worms	139
Lundenburg, Zellerndorf	212
Lüneburg, Hohnstorf	155
Luxemburg, Metz, Saargemund and Hagenau	73
Luxemburg, Trier, Saarbrück Forbach, Biegerbruck	125
Luxemburg, Thionville, Metz	73
Magdeburg, Schönbeck, Cöthen, Halle, Leipzig	156
Magdeburg, Oschersleben, Halberstadt, Thale	166
Magdeburg, Berlin	151
Magdeburg, Neuhaldensleben	140
Magdeburg, Uelzen, Bremen	163
Mannheim, Carlsruhe	133
Mannheim, Friedrichsfeld, Darmstadt, Frankfurt	137
Mannheim, Heidelberg, Carlsruhe, Basel, Constance	132
Mannheim, Waghäusel, Carlsruhe	143
Mannheim, Ludwigshafen	135
Marburg, Villach, Franzensfeste	240
Marcheggs, Vienna	214
Marcheggs, Pressburg, Pest, Czegied, Bazias	214
Marnheim and Monsheim	139
Maros-Vasarhely-Karlsburg	238
Mastricht, Hasselt, Antwerp, Maestricht, Aachen	105
Mastricht, Boermonde, Venlo	103
Maxau, Carlsruhe	117

German Railways, including Austria-Hungary.	Page
Memel, Tilsit, Insterburg	17
Mengen, Herbertingen, Ulm, Schussenried	19
Mengen, Stockach, Radolfzell	19
Mergentheim, Lauda, Wertheim	13
Mergentheim, Crailsheim	19
Meschede Schwerte	14
Metz, Nancy	87
Metz, Saarbrucken, Creutznach, Biegerbrück	125
Metz and Pagny	7
Metz to Amanvillers	7
Minden, Hanover, Lehrte, Brunswick	15
Minden, Rheine	15
Minden, Hamm, Oberhausen, Düsseldorf, Deutz, Cologne	11
Miskolcz, Hatvan	21
Miscolcz-Bánréve	22
Miskolcz, Droegyer	21
Mocker (Thorn) Osterode	18
Mohacs, Uszág, Fünfkirchen, Saros	23
Morgenroth, Tarnowitz	18
Mühlacker, Pforzheim, Durlach, Carlsruhe	13
Mühlacker, Stuttgart, Ulm, Friedrichshafen	19
Mühlacker, Bruchsal	19
Mulhausen, Sortheim, Wesserling	7
Mülhausen, Basel, Strassburg	79
Mülheim-a-Rh., Cologne	14
Mülheim-a-Rh., Volwinkel, Soest	14
Mülheim-a-Rh. Deutz	14
Mülheim-a-Rh. (B.) Gladbach, Benaburg	14
Mülheim, Oberhausen, Rahrort, Essen, Dortmund	14
Mülheim, Osterath, Essen, Wattenscheid	12
Munich, Starnburg, Tutzing Pennburg, Peissenburg	19
Munich, Holzkirchen, Schliessee	19
Munich, Ingolstadt, Gunzenhausen, Würzburg, Aschaffenburg	19
Munich, Ingolstadt, Pleinfeld, Nürnberg, Bamberg, Hof	19
Munich, Grossheselohe, Rosenheim	19
Munich, Augsburg, Ulm	19
Munich, Giesslboring, Regensburg, Schwandorf, Eger, Leipzig	20
Munich, Rosenheim, Salzburg	20
Munich, Simbach	19
Munich, Lindau	19
Münster-a-Stein, Hochspeyer, Kaiserslautern	13
Münster-a-Stein, Saarbrück, Creutznach, Biegerbrück	12
Münster, Osenkirchen, Oberhausen, Osnabrück	11
Münster, Rheine, Salzbergen, Emden	11
Münster, Hamm, Soest Paderborn, Warburg	11
Myslowitz, Szczakowa (Cyanice), Trzebinia	20
Nancy, Avricourt, Weissenburg, Strassburg	7
Neisse, Brieg	18
Nemeti, Szathmár, Debreczin	21
Neudietendorf, Halle, Leipzig, Riesa, Arnstadt	17
Neuenmarkt, Lichtenfels, Bamberg, Würzburg	19
Neuenmarkt, Bevreuth	19
Neumarkt, Nurnberg	19
Neumark, Greis	18
Neumarkt, Passau	21

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German Railways, including Austria-Hungary. Page

Neunkirchen, Kaiserslaute n. Neustadt, Ludwigshafen, Worms... 139
Neunkirchen, Saarbrücken, Forbach, Metz ... 125
Neusiedl-Durnbois, Grussbach ... 241
Neunkirchen, Ringerbrück ... 145
Neusiedl-Grammat-W. Neustadt ... 20
Neuss, Duren ... 110
Neuss, Oster., Cref., Cleve, Zevenaar, Nuss, Cöln ... 121
Neuss, Düsseldorf, Neuss Obercassel ... 140
Neustadt Wiener Grammat Neusiedl ... 21
Neustadt, Aschberg, Neumunster... 145
Neustadt (W.), Oedenburg, Kanizsa Stuhlweissenburg, Ofen ... 223
Neusaat, Landau, Winden, Weissenburg ... 138
Neustadt, Homburg, Neunkirchen ... 138
Neustadt, Schifferstadt, Ludwigshafen, Worms ... 139
Neustadt, Dürkheim, Monsheim, Langmeil ... 139
Neustadt, Wriezen ... 178
Neu-Szöny, Vienna, Stuhlweissenburg ... 236
Neuamalfitz, Sternberg ... 21
Nordhausen, ... Nordhausen, Göttingen ... 155
Nordhausen, Erfurt ... 172
Nordhausen, Northeim ... 149
Nördlingen, Goldshöfe, Aalen, Stuttgart ... 191
Nördlingen, Augsburg, Munich, Lindau ... 199
Nördlingen, Gunzenhausen (Würzb.) Hof ... 197
Northeim-n. Hildesheim Lehrte ... 156
Northeim, Nordhausen Herzberg, Osterode, Seesen ... 149
Northeim, Nordham, Cassel, Hanover ... 150
Nürnberg, Pleinfeld, (Nördlingen, Augsburg), Munich ... 196
Nürnberg, Kissingen, Würzburg, Aschaffenburg ... 199
Nürnberg, Bamberg... Lichtenfels, Neuenmarkt, Hof ... 197
Nürnberg Schwandorf, Regensburg, Geiselhering, Passau, Vienna ... 202
Nürnberg, Fürth ... 197
Nürnberg, Schwandorf ... 232
Nyiregyhaza, Unghvar ... 231
Nyiregyhaza - Batyu-Nemkacs ... 224
Oberhausen, Münster, Osnabruck... 118
Oberhausen, Dortmund, Hamm, Minden ... 117
Oberhausen, Duisburg, Düsseldorf, Cologne ... 120
Oberhausen, Emmerich ... 116
Oberwi z, Bilin ... 234
Oberkotzau, Neuenmarkt, Lichtenfels, Bamberg ... 197
Oberkotzau, Eger ... 196
Oberlahnstein, Coblenz, Bonn, Cöln ... 123
Oberlahnstein, Coblenz, Bonn, Troisdorf ... 124
Oberlahnstein, Ems, Limburg, Wetzlar ... 128
Oberlahnstein, Rüdesheim, Biebrich, Wiesbaden ... 130
Odenkirchen-M., Gladbach, and Stolberg ... 153
Oderberg, Teschen Igkl, Leutschau, Kaschau ... 224
Oderberg, Ratibor Cosel ... 206
Oderberg, Oswiecim, Trzebinia, Krakau ... 206
Oderberg, Schönbrunn, Prerau, Vienna ... 212
Oels, Wilhelmsbruck ... 153
Ofen, Stuhlweissenburg, Kanizsa, Fragerhof ... 211-236

German Railways, including Austria-Hungary. Page

Offenburg, Hausach ... 136
Ohligs-Vohwinkel, Mülheim, Solingen ... 14
Oldenburg, Wilhelmshafen ... 150
Oldenburg, Leer, Bremen ... 151
Olmütz Troppau ... 22
Oos, Baden ... 133
Oppeln, Vossowska ... 185
Oschersleben, Brunswick, Hanover ... 162
Oschersleben, Halberstadt, Thale, Magdeburg ... 164
Oschersleben, Brunswick, Kreiensen, Holzminden ... 160
Osnabrück, Münster, Oberhausen ... 118
Ossegg, Dux-Liptitz ... 216
Osterath, Wattenscheidt, Neuss, Crefeld ... 121
Osterburken, J.-gstfeld, Heilbronn, Bietigheim ... 195
Osterburken, Wurzburg, H. Idelberg ... 135
Osuvan, Oderberg, Schönbrunn ... 207
Osterau, Friedland ... 174
Oswiecim, Mysłowitz, Cosel, Breslau, Posen, Kreuz, Stargard ... 185
Pardubitz, Turnau, Josephstadt, Reichenberg ... 229
Pardubitz, Deutschbrod ... 223
Paraschnitz-A.-Paka. Gr. Wossek ... 230
Passewalk, Stettin, Strasburg, Stralsund, Berlin ... 178
Paskani, Jassy, Roman, Lemberg ... 207
Pass, Neumarkt ... 210
Passau, Regensburg, Nürnberg ... 203
Peissenberg, Tutzing, Munich ... 197
Pelsdorf, Hohenelbe ... 209
Pepjános, Valkány ... 205
Pest, Czegled, Puspok Ladany, Debrecsin, Miskolcz, Kaschau, Eperies ... 219
Pest, Pressburg, Marcheg, Vienna
Pest, Hatvan, Salgo-Tarjan, Altsohl, Rutka ... 224
Petershagen, Ruderdorf ... 180
Petroszeny, Piski ... 211
Pforzheim, Mühlacker - Pforzheim, Carlsruhe ... 137
Pforzheim, Wildbad ... 193
Pilsen, Priesen ... 225
Piski, Petroszeny ... 211
Plattling, Deggendorf, Passau, Geiselhöring ... 232
Pleinfeld, Treuchlingen, Ingolstadt, Munich ... 196
Pleinfeld, Gunzenh., Nördlingen, Augsburg, Lindau ... 198
Pleinfeld, Nürnberg, Bamberg, Hof
Plochingen, Kirchheim ... 194
Plochingen, Tubingen, Tuttlingen, Immendingen ... 190
Podwoloczyska, Brody, Lemberg, Cracow ... 217
Posen, Bromberg ... 174
Posen, Bentschen, Guben, Frankfurt-a-O. ... 175
Posen, Lissa, Breslau, Posen, Kreuz, Stargard ... 184
Potsdam Zehlendorf Berlin ... 159
Prague, Pardubitz, B. Trübau, Brunn, Vienna ... 204
Prague, Aussig, Bodenbach ... 204
Prague, Gmünd (Vienna) ... 213
Prague, Chrast, Pilsen, Fürth ... 237
Prague, Komotau, Franzensbad, Eger ... 208
Prague and Hostovice ... 208
Pragerhof, Kanizsa, Stuhlweissenburg, Ofen ... 211
Prerau, Furth ... 237

German Railways, including Austria-Hungary. Page

Prerau, Olmütz, Oderberg, Krakau, Vienna ... 206-212
Prerau, Olmutz, Hohenstadt, Bolm, Truhau ... 22
Pressburg, Pest, Czegled, Szegedin, Bazias ... 21
Pressburg, Szered ... 21
Pristewitz, Grossenhain ... 18
Prosiken, Königsberg ... 18
Przemysl and Cracow ... 21
Przemysl, Lupkow Legenye, Mihalya, Püspök-Ladany, Grosswardein, and Klausenburg ... 21
Raab, Ki-Cseh ... 22
Raab, Steinamanger ... 22
Radolfzell, Sigmaringen, Mengen ... 13
Rastatt, Gernsbach ... 13
Regensburg, Schwandorf, Eger ... 20
Regensburg, Passau ... 20
Reichenbach - Hof, Reichenbach-Dresden ... 18
Reichenbach, Eger ... 18
Reichenberg, Zittau, Löbau ... 19
Reichenhall, Freilassing, Salzburg, Rosenh. ... 20
Remscheid, Ruttershausen, Elberfeld, Vohwinkel ... 14
Rendsburg, Kiel, Altona, Schleswig, Vamdrup ... 168
Rheine, Minden, Hanover, Brunswick ... 151
Rheine, Salsbergen, Emden ... 115
Rheine, Hamm, Soest, Paderborn, Warburg ... 115
Riesa, Pristewitz, Coswig, Dresden Leipzig ... 18
Riesa, Chemnitz, Zwickau Hof ... 188
Rittershausen, Soest, Vohwinkel, Remscheid ... 141
Rochlitz, Narsdorf, Penig ... 188
Röderau, Berlin ... 176
Röderau, Pristewitz, Coswig, Dresden ... 18
Roman, Paskani, Jassy, Czernowitz-Lemberg ... 207
Rosenheim, Salzburg, Munich, Augsburg, Ulm ... 200
Rosenheim, Kufstein ... 200
Rostock, Bützow, Lübeck, Strassburg ... 173
Rothenburg, Glogau, Liegnitz, Frankenstein, Breslau ... 186
Rothenburg, Apenrade, Vamdrup, Flensburg ... 169
Rothenkrug, Deutschen, Posen, Guben ... 174
Rothkirchen, Dortmund ... 144
Rothfliess, Insterburg ... 172
Rottenmann, St. Michael, Villach ... 221
Rottweil, Immendingen, Tübingen, Plochingen ... 190
Rottweil-Villingen ... 192
Rüdesheim, Ober-Lahnstein, Ems, Limburg, Wetzlar ... 128
Rüdesheim, Biebrich, Wiesbaden ... 131
Ruhlank, Altwasser, Kohlfurt, Liegnitz ... 175
Ruhrort, Oberhausen ... 117
Ruhrort, Mülheim, Dortmund ... 144
Ruhrort, Crefeld, Gladbach, Aachen ... 145
Rumburg, Schluckenau ... 209
Sagan, Sorau ... 153
Saas, Brux ... 215
Saarbrucken, Forbach, Pagny, Metz ... 77
Saarbrücken, Saargemünd ... 76-125
Saarbrücken, Neunkirchen, Bingerbrück ... 125
Saarbrücken, Coas (Trier) Luxemburg ... 125
Salsbergen, Emden, Salsbergen, Rheine ... 115

German Railways, including Austria-Hungary.	Page
Salzbergen, Zütphen, Arnheim	112
Salzburg Hallein	210
Salzburg, Wels, Vienna	207
Salzburg, Freilassing, Reichenhall	209
Salzburg, Lambach, Wels	207
Salzburg, Rosenheim, Munich, Augsburg, Ulm	207
Salzwedel, Stendal	162
St. Ingbert, Schwarzenack, Homburg, Zweibrücken	139
St. Michael, Leoben, Villach, Rottenmann	211
St Peter, Pulme	211
St. Valentin, Weyer, Linz, Vienna	211
St. Valentine, Budweis	216
St. Veit, Villach, St. Michael	221
St. Veit, Klagenfurt, Hüttenberg	221
Schaffhausen, Constance	133
Schaffhausen, Waldshut, Basel	134
Scheer, Herbertingen, Reidlingen, Ulm	194
Schiffserstadt, Speyer, Germersheim	137
Schlan, Brix	212
Schlestedt, Mariakirch (St-Marie-Aix-Mines)	7
Schliersee, Holzkirchen, Munich	194
Schneeberg, Schwarzenb., Zwickau, Werdau	183
Schneidemühl, Thorn, Insterburg	183
Schönbrunn, Troppau	207
Schönebeck, Stassfurt	156
Schopfheim, Basel	13
Schwaben, Erding	196
Schwandorf, Regensburg, Neufahrn, Munich	202
Schwandorf, Nürnberg, Passau	21
Schwandorf, Eger, Furth	202-232
Schwarzenack, St. Ingbert, Homburg, Zweibrücken	139
Schwarzenberg (Schneeb.) Zwickau, Werdau	183
Schwedt, Angermunde	177
Schweinfurt, Kissingen	19
Schwerin, Kleinen, Lübeck, Hagenow, Strasburg	175
Schwerte, Warburg	147
Schwerte, Unna, Hamm, Soest	144
Schwerte, Unna, Hagen, Meschede	148
Schwientochlowitz and Gleiwitz	189
Sessen, Osterode, Hirsberg	14
Segen Gottes, Brünn	208
Siegen, Betzdorf	116
Siegen, Leimathe (Iserlohn) Hagen	142
Siegen and Betzdorf	116
Simbach, Neumarkt, Wels, Linz, Budweis	210
Simbach, Munich	194
Singen, Immendingen, Donaueschingen, Villingen, Offenburg	136
Sisack, Agram (Carlstadt) Steinbrück	225
Soden, Höchst	12
Soest, Hamm, Unna, Schwerte	144
Soest, Unna, Dortmund, Hagen, Mülheim, Düsseldorf	145
Soest, Hamm, Dortmund, Ruhrort Gladbach	145
Soest, Paderborn, Altenbeken, Warburg	115
Solingen, Ohligs	142
Somberg, Coburg	16
Spa, Luxemburg, Spa, Pepinster,	9
Sosnowitz, Kattowitz	209
Spalt, Georgensgmund	196
Speyer, Schiffserstadt, Speyer, Germersheim	137

German Railways, including Austria-Hungary.	Page
Stassfurt, Schönebeck	156
Stassfurt, Güsten	163
Steinamanger, Raab	220
Steele, Hattingen	141
Steele, Vohwinkel	143
Steinbrück, Agram (Carlstadt) Sisack	225
Stendal, Wittenberge	16
Sternberg, Nezamislitz	213
Stettin, Pasewalk, Strasburg	174
Stettin, Stargard, Belgard, Danzig, Berlin	179
Steyerdorf, Oravicza, Jassenova	214
Stockerau, Vienna	227
Stockheim, Hochstadt	195
Stolberg, Alsdorf	124
Stolp, Cosslin, Colberg, Stettin, Berlen	179
Stralsund, Wolgast, Pasewalk (Stettin) Berlin	179
Strasburg, Rostock, Wismar, Schwerin, Lübeck	178
Strasburg, Nancy, Lagny	65
Strasburg, Mutzig, Wasselnheim Barr	71
Swasburg, Pasewalk, Stettin	171
Strassburg, Kehl	77
Strassburg, Kehl, Weissenburg	75
Strassburg, Mülhausen, Basel	74
Strehlen, Breslau	186
Stuhlweissenburg, Vesprem, Kis-Czell, Steinamanger, Graz	225
Stuttgart, Plochingen, Ulm, Friedrichshafen	192
Stuttgart, Zuffenhausen, Nagold	198
Stuttgart, Aalen, Nördlingen	197
Szamosfor, Perbenyik	231
Szczakowa, Granica, Trzebinia, Myslowitz	206
Szegedin, Post, Vienna, Basias	21
Szegedin, Essig, Grosswardein	23
Szered, Pressburg	2 2
Szarenes, Sátoralja Ujhely, Marmaros Sziget	225
Tannenberg, Bodenbach, Bakov, Rumburg, Warnsdorf	209
Tarnowitz, Morgenroth	181
Tarnowitz, Beuthen, Dziedits, Breslau	185
Tarvis, Laibach, Villach	23
Temesvar, Arad	228
Temesvar, Jassenova, Basias	214
Temesvar, Czegled, Pest, Marchegg, Vienna	214
Teplitz, Aussig, Teplitz, Dux, Komotau	217
Thale, Halberstadt, Oschersleben, Magdeburg	167
Thorn, Otloeyn	184
Tilsit, Insterburg	179
Tonning, Lübeck	164
Tondern, Flensburg	164
Trautenau, Freiheit	209
Treuchtlingen, Munich, Gunzenhausen, Wurzburg, Aschaffenburg	197
Treuchtlingen, Pleinfeld, Nürnberg, Hof	197
Trier Cons, Saarbrücken, Luxemburg	124
Trier, Ehrang, Quint	124
Triest, Steinbrück, Agram, Kanisa, Mohacs	235
Troisdorf, Boan, Coblence, Oberlahnstein	124
Treppau, Schönbrunn	206
Trzebinia, Szczakowa (Granica) Myslowitz	206
Tübingen, Hechingen	192

German Railways, including Austria-Hungary.	Page
Tüttlingen, Rottweil, Plochingen, Immendingen	190
Tutzing, Pensberg	197
Tutzing, Peissenberg,	197
Ujhely-Sátoralja Szarenes	225
Ulfingen, biekirch and Luxemburg	77
Ulm, Friedrichshafen	192
Ulm, Plochingen, Stuttgart, Mühlacker, Bruchsal	193
Ulm, Riedlingen, Herbertingen, Scheer, Sigmaringen	194
Ulm, Memmingen, Kempten	193
Ulm, Augsburg, Munich, Rosenheim, Salzburg	200
Ulm, Munich, and Simbach	194
Unna, Soest, Unna, Hamm	144
Unna, Hagen, Elberfeld, Düsseldorf, Unna, Dortmund	145
Unterbolhingen, Kirchheim, Teck	195
Valkány, Fenjámes	205
Vames, Gyongyos, Fuzes-Abony	230
Vegesack, Burg Lesum, Bremen	148
Venlo, Kempen, Venlo, Viersen	112-120
Venlo, Eindhoven, Rotterdam, Maestricht	109
Verona, Ala, Botzen, Innsbruck, Kufstein	208
Verviers, Cologne and Bingerbruck	122
Verviers, Herbesthal, Aachen, Düren, Cologne	89
Viesenburg, Halberstadt, Güsten, Cöthen	163
Viesenburg Halle and Cothen	167
Vienna, Brünn	213
Vienna, Gmund, Budweis, Pilsen Eger	223
Vienna, Marchegg, Pressburg, Pest, Kis-hau, Temesvar, Banlasch	214
Vienna, Bodenbach	226
Vienna, Brünn, Prague, Bodenbach Dresden	204
Vienna, Gmund, Prague	213
Vienna (Jedelsee) Zanim, Jungbunzlau	226
Vienna, Olmütz, Troppau, Oderberg, Cracau, Lemberg	206
Vienna, Temesvar	222
Vienna Pesth, and Basias	206
Vienna, Prague, Aussig	226
Vienna, Raab, Neusköny, Stuhlweissenburg, Buda	236
Vienna, Laxenburg, Voslau, Neustadt Murzzuschlag	215
Vienna, Gratz, Marburg, Pragerhof, Trieste	211
Vienna, St. Valentin, Linz, Wels, Neumarkt, Simbach	210
Vienna Wels, Salzburg	201
Viersen, Crefeld, Ruhrort	144
Viersen, Gladbach, Aachen, Viersen, Venlo	145
Viersen, Crefeld, Kempen, Suchteln, Grefrath	112
Villach Franzenfeste, Marburg	23(-2.6
Villach, St. Veit, St. Michael, Hieflau Amstetten, St. Valentine	221
Villany, Essegg, Mohacs, Funfkirchen, Bares	235
Villingen, Sirgen	136
Villingen, Rottweil	192
Vohwinkel, Soest, Vohwinkel, Oberbire, Mülheim	140
Vojtak, Bogan	223
Wandrup, Flensburg, Kiel Hamburg	164
Warnsdorf, Georgswalde Eoerbach	209
Weetzen and Hasle	176
Weiss-Bernsdorf	183

Digitized by Google

German Railways, including Austria-Hungary. Page

Wejrzyhka and Kralup 206
Weissenfels, Muskau 151
Welz, Lambach, Salzburg, Wels, Linz, Vienna 201
Wels, Neumarkt, Simbach 210
Werdau, Reichenbach, Eger, Leipzig 188
Werdau Zwickau, Schneeberg, Schwarzenberg 187
Wernigerode, Heudeber 153
Werthheim, Lauda, Mergentheim ... 136
Wesel and Haltern 107
Wetzlar, Limburg, Oberlahnstein, Wiesbaden 132
Wetzlar, Betzdorf (Siegen), Deutz, Giessen 117
Wetzlar Oberlahnstein, Wiesbaden, Soden, and Frankfurt 132
Weyer, St. Valentin 211
Wiebelsbach, Babenhausen, Erbach Darmstadt 122-3
Wieliczka, Niepolomice 208
Wiesbaden, Biebrich, Castel (Mainz), Frankfurt 131
Wiesbaden, Rüdesheim, Oberlahnstein, Ems, Limburg and Wetzlar 128
Wiesau, Hirschenreuth 132
Wildbad, Pforzheim 153
Wilhelmshafen, Oldenburg, Sandefover 150
Winden, Marchegg, Winden Neusiedlersee 13
Wismar, Kleinen, Schwerin, Hagenow 173
Witten, Langendreer 143
Wittenberg, Zerbst, Dessau, Bitterfeld, Cothen 177
Wittenberge, Hatzendorf 165
Wittenberge, Berlin 164
Wittenberge, Stendal, Magdeburg... 163
Worms, Ludwigshafen, Neustadt, Neunkirchen 136
Worms, Mayence 138
Worrstadt, Jiotz 8-9
Wrissen, Neustadt, Eberswalde ... 1-8
Wurzburg, Mockesheim, Heidelberg 135
Wurzburg, Ansbach, Gunzenhausen, Munich 196
Wurzburg, Aschaffenburg 197
Würzburg, Schweinfurt, Bamberg, Lichtenfels, Hof 198
Würzburg, Nürnberg 198
Zakany, Agram Carlstadt, Fiume... 213
Zakany, Dombovar, Batassek 215
Zellersdorf, Horn-Sigmunds 215
Zerbst, Roslau, Dessau, Bitterfeld 177
Zevenaar, Arnhelm, Amsterdam, Rotterdam 113
Zevenaar, Cleve, Crefeld, Cöln 120
Zittau, Gross Schonau 190
Zittau, Dies 190
Zittau, Reichenstadt 237
Zweibrücken, Homburg 139
Zweibrücken, St. Ingbert 139

SECTION V.—Swiss Railways.

Aarau, Wohlen 241
Bâle, Aarau, Olten, Berne, Thun ... 241
Berne, Fribourg, Lausanne 247
Bienne, Herzogenbuchsee 242
Bienne, Neuchâtel, Yverdon, Sierre, Lausanne, Geneva 247
Bouveret, St. Maurice, Martigny & Sierre 247
Bulach, Dielsdorf 243
Bulle and Romont 246
Chaux-de-Fonds, Bienne, Berne, and Langnau 242

Swiss Railways. Page

Chur, Sargans, Rorschach, St. Gall, Winterthur 244
Chur, Sargans, Glarus, Rapperschwyl and Zurich 244
Constans, Romanshorn 245
Darligen, Interlaken 241
Dielsdorf, Bulach ..... 24.
Ebnat to Wyl 239
Echallens, Lausanne 247
Geneva, Lausanne, Saint Maurice, Yverdon, Neuchatel, Bienne 246
Herzogenbuchsee, Bienne 242
Interlaken, Darligen ..... 2.
Jouene and Eclepans 247
Kaltr, Vitznau 240
Langnau, Berne, Bienne, Chaux de Fonds 242
Lausanne, Echallens 247
Lausanne, Fribourg, Berne 246
Lindau, st, Margrethen ..... 24.
Locle, Chaux de Fonds, and Neuchatel 239
Lucerne, Olten 2 9
Lucerne, Zug, and Zurich 24
Neuchâtel, Chaux-de-Fonds, Locle 23.
Neuchâtel, Pontarlier 240
Olten, Berne, Thun, Scherzlingen... 24
Olten, Lucerne 239
Pontarlier, Neuchâtel 24
Romanshorn, Zurich, Aarau, Schaffhausen, Winterthur, Turgi, Waldshut 245
Romont, Bulle 246
Rorschach, Romanshorn, Constans 245
Sierre, Martigny, St. Maurice, Bouveret 247
St. Margrethen, Lindau 244
Thun, Berne, Olten, Basel, Aarau... 240
Vitznau, Kulm 24
Waldshut, Turgi, Winterthur, Schaffhausen, Aarau, Zurich, Romanshorn 245
Winterthur, St. Gall, Rorschach, Sargans, Coire ..... 24.
Wohlen, Aarau 2.3
Wyl to Ebnat ..... 23.
Zurich, Zug, Lucerne 243
Zurich, Dielsdorf, Bulach 24
Zurich, Rapperschwyl, Glarus, Sargans, Chur 24

SECTION VI.—Italian Railways.

Alessandria, Pavia 255
Alessandria, Cavalermaggiore 254
Alessandria, Acqui, Savona 254
Asciano, Grosseto 263
Asti and Mortara ..... 25.
Avenza and Carrara 262
Bari, Taranto 261
Bergamo, Lecco 257
Bologna, Ancona, Brindisi, Otranto 260
Bologna, Padua, Venice 259
Brindisi and Otranto 265
Cagliari, San Gavino, and Oristano 267
Cagliari and Iglesias 267
Castalbolognese and Ravenna..... 264
Castagnole Asti 252
Catania and Leonforte 267
Cecina, Saline 263
Chivasso, Ivrea 251
Comitini and Porto Empedocle 267
Empoli, Siena, Orvieto, Orte..... 262
Florence, Bologna, Turin, Modane 251
Florence, Arezzo, Foligno, and Rome 260
Florence, Leghorn, and Rome ... 258
Florence Pistoja, Lucca, and Pisa 262
Foggia, Candela 265
Foggia to Naples 262

Italian Railways. Page

Foligno and Ancona 261
Genoa, Savona, Ventimiglia 249
Genoa, Sestri Levante, Spezia, and Pisa 260
Kufstein and Ala, to Verona 253
Lecco, Calolzio, Milan 257
Mantua, Cremona 253
Messina and Syracuse 267
Milan, Alessandria, Genoa 254
Milan, Calolzio, Lecco 256
Milan, Camerlata (Como) 252
Milan, Pavia, Voghera 255
Milan, Casalpusterlengo, and Piacenza 257
Milan, Arona, and Varese 255
Modane, Turin 248
Modane, Turin, Bologna, Florence 255
Monza, Novara, Arona 255
Naples, Castellammare 263
Naples, Castellammare, Vietri, Eboli and Costarsi 263
Naples to Foggia 266
Naples and Laura 263
Naples and Rome 201
Novara, Gozzano 249
Otranto, Brindisi, Foggia, Ancona, and Bologna 265
Palermo and Cammerata 267
Pavia, Cremona, and Brescia 259
Pescara, Molina 263
Pisa, Spezia, Sestri Levante, and Genoa 251

Reggio and Monsterace 267
Rome, Colle Salvetti, Pisa 260
Rome, Foligno, Arezzo and Florence260
Rome, Frascati 262
Rome, Leghorn, Florence..... 254
Rome and Naples 261
Santhià, Biella 250
Savigliano, Saluzzo..... 252
Susa, Bussolano, Turin 255
Sassari and Ploaghe 266
Sassari and Portotorres..... 267
Tarante to Corrane 267
Ter ons and Novi 252
Treviglio, Cremona 260
Trieste, Udine and Venice..... 213
Turin, Bra, Savona 251
Turin, Bussolano, Susa 255
Turin, Chieri..... 249
Turin, Ciriè 248
Turin, Pinerolo 252
Turin, Rivoli 248
Turin, Savigliano, Saluzzo, Cuneo 250
Turin, Alessandria, Genoa 254
Turin, Milan, Venice 256
Venice Milan, Turin 257
Venice, Padua, Bologna 259
Vercelli, Valenza, Alessandria 256
Verona to Ala and Kufstein 253
Verona, Mantua, Modena..... 254

SECTION VII.—Spanish Railways.

Alar del Rey and Venta de Banos, ...268
Albacete to Cartagena..... 272
Alicante, Cartagena..... 274
Alsasechoa, Belmes..... 276
Barcelona, Arenys, Empalme, and Gerona 271
Barcelona, Sarria 271
Barcelona, Granollers, and Gerona ...271
Barcelona, Molins del Rey, and Martorel 271
Barcelona, Manresa, Lerida, and Saragossa 270

Digitized by Google

Spanish Railways. Page

Bobadilla, Archidona, Las Salinas ..276
Cadiz, Jerez, Seville, Empalme ..276
Cartagena, Madrid ..26
Castejon and Bilbao ..264
Cordova to Madrid ..274
Cordova, Cadiz ..274
Cordova to Seville ..275
Ciudad Real and Badajos ..276
Granada, Loja ..276
Langreo, Gijon ..274
Leon, Puente Gordon, Busdongo..269
Madrid to Zaragoza..270
Madrid, Valladolid, Burgos, and Hendaye ..268
Madrid, Castillejo, Toledo, Alcazar Almansa, & Alicante ..278
Madrid, Cartagena ..276
Madrid, Ciudad-Real, Badajos ..275
Madrid, Cordova ..275
Malaga and Cordova ..275
Medina-del-Campo and Zamora..273
Palencia and Brasnenias ..27
Santander and Alar..269
Saragossa, Tudela, and Alsasua ..270
Seville, Alcala ..27
Seville, Jerez, and Cadiz ..275
Seville and Cordova ..274
Tarragona and Vimbodi, Vimalxa ..272
Tarolanta, Hescca ..270
Utrera and Marchena..276
Utrera, Moron ..269
Valencia, Grao ..27
Valencia to Tarragona, Barcelona..271
Valensea, Jativa, Alcudia, & Almansa 273

SECTION VIII.—**Portuguese Railways.**

Badajos, Carregado, and Lisbon ..270
Badajos and Ciudad Real ..276
Beja and Quintos ..277
Beja and Casevel ..277
Evora, Vendas Novas, and Barreiro277
Belmes and Alhondiguill ..276
Lisbon, Carregado, and Badajos ..276
Lisbon and Oporto ..277
Lisbon, Barretro, Setubal, Evora, and Beja ..277
Vendas Novas to Evora and Beja ..277

SECTION IX.—**Danish Railways.**

Copenbaeen to Korsoer..280
Copenhagen to Maamedsund ..280
Copenhagen, Roskilde, Slagstod, and Corsoer ..280
Copenhagen and Elsinore ..28
Copenhagen and Klampenborg ..280
Nyborg, Strüb, Fredericia, Vamdrup, Aarhaus, Randers, Holsterbo ..276
Nykjobing and Orehovod ..282

SECTION X.—**Norwegian Railways.**

Christiania, Drammen, Jernbane... 281
Chirstiania, Kongsvinger, Charlottenberg ..283
Christiania, Lillestrom, and Eidsvold 282
Drammen and Randsfjord ..281
Grundseth and Hamar..281
Hamar, Elverum, and Rena ..281
Kongsvinger, Lillestrom, and Christiania ..283
Throndhjem and Storen..284

SECTION XI.—**Swedish Railways.**

Boras, Herrljunga, ..285
Christianstadt, Hessleholm..285
Eal f, Billeberga, and Landskrona 279
Eksjo, Nassjo ..285
Falkoping and Grangesberg ..279
Jelle and Falun ..231

Swedish Railways. Page

Gothenburg, to Falkoeping ..281
Hallaberg and Orebro ..284
Helsingborg, Billesberga, Eslof ..27
Helsinborg, Ystaet ..251
Helsingborg, Landskrona, and Eslof, to Ystaet ..286
Herrljunga to Wennersborg and Uddevalla ..285
Karlstadt, Laxa ..283
Katrineholm, Norrkoping, Linkoping, Mjolby..284
Koping, Bern hammar..274
Koping, Uttersberg ..284
Laxa, Charlottenberg ..285
Norrkoping, Katrineholm ..284
Orebro, Hallsberg ..284
Orebro, Nora, and Koping ..284
Orebro, Dyita, Nora, and Koping ..285
Stockholm, Hallsberg ..284
Stockholm and Upsala, Krylbo ..283
Stockholm and Malmo..283
Uddevalla, Herrljunga..284
Wexio, Alfvesta ..285

SECTION XII.—**Russian Railways.**

Baltischport, Gatschina, and St. Petersburg ..290
Bologne and Rybinsk ..290
Borisoglebsk, Griasi ..284
Borisoglebsk, Griasi ..290
Brest-Litewski, and Grajewo..291
Brest Litewski, Smolensk, and Moscow ..289
Bromberg, Warsaw ..289
Charkow to Elisabethgrad ..290
Dunaburg and Riga ..290
Elisabethgrad to Kullkowoe Pole ..290
Elisabethgrad to Charkow ..290
Granica, Kattowitz, Sosnowitz, Lodz, Kolaski, and Warsaw ..291
Griazy and Zarizyn ..291
Iruschewsky and Rostow ..29
Jaroslaw, Moscow, and Volga ..290
Kineschma and Nowki ..290
Koschkina Liban ..290
Koslow, Tambow, Saratow ..288
Koslow, Wornesch to Rostow..290
Kullkowo Pol to Elisabethgrad ..290
Kullkowo Pole, Wolczysta ..286
Kursk, Kremenschg ..290
Kursk, Kullkowa Pole ..286
Kursk, Rostow ..286
Libau to Koschedsal ..290
Loswaja, Alexandrowsk ..290
Moscow and Kiew ..286
Moscow and Jaroslav and Volga ..290
Moscow, Koslow ..290
Moscow, Nischni, Nowg ..287
Moscow, Orel, Kurk, Odessa ..287
Mini Novororod and Moscow..287
Novgorod and Tschudowo ..290
Nowki and Kineschma ..290
Odessa and Krementsch ..287
Orel, Griasi, Kalatsch ..285
Orel and Vitebsk, Dunaburg ..291
Osta chkowo and Torschok ..290
Riaisk, Morschansk ..284
Riga, Bolderaa ..286
Riga, Mitau, Moscheiki ..287
Riga to Dunaburg and Witebsk..292
Rostow, Wornesch, to Koslow ..290
Rubinsk, Bologowskaia ..288
Rybinsk and Bologne..290
St. Petersburg to Tsarsko, Selo, Pavlovsk ..286
St. Petersburg to Reval ..287
St. Petersburg, Gatschina, and Baltischpo t..290
St. Petersburg, Helsingfors ..289
St. Petersburg and Moscow ..288

Russian Railways. Page

St. Petersburg, Dunaburg, Vilna, Eydtkuhnen ..287
St. Petersburg, Peterhoff, Oranienbaum ..286
Tamboff, Umeti ..289
Tiflis, Poti ..28
Torschok and Ostaschkowo ..290
Tschudowo and Novgorod ..290
Warsaw (Prague) and Brest Litewski 291
Warsaw and Bromberg ..291
Warsaw, Koluski, Lodz, Sosnowitz, Kattowitz and Granica ..291
Wiliuskaja, Misak, Gomel ..290
Woronesch Moscow ..289
Zarisyn and Griasy ..291

SECTION XIII.—**Turkish Railways.**

Adrianople, Koulleli-Bourgas, Dedeagh ..218
Adrianople, Philippopoli ..218
Aidin, Ayasoulouk, and Smyrna ..2 2
Sanjakaka and Doberlia..218
Boursabat and Smyrna ..293
Bourasinat, Symrna ..2
Constantinople, Adrianople ..218
Constantinople and Eschat Idje ..232
Haider Pacha, Guebzer..218
Kustendjie and Tschernavoca ..293
Kustchuck and Varna ..293
Salonica and Demir-Kapou, Usakub 218
Symrna, Cassaba ..293
Smyrna Point and Aidin ..293
Smyrna Point, Ayasoulouk, Aidin..293
Smyrna and Cassaba ..293
Smyrna and Seidikeny..294
Tchernavoda and Kustendjie ..293
Varna and Rustchuk ..293

SECTION XIV.—**Egyptian Railways.**

Aba el-Quarf, Beni Masar ..296
Alexandria, Cairo ..294
Alexandria, Ramle ..294
Abouxa, El Favoum, and El Wasta 2.6
Benha to Zagazig..295
Benha, to Mitbereh..295
Cairo to Kalaat Saidieh ..295
Damietta to Tanta ..295
Desouk, Tanta ..295
El Fayoum to Abouxa ..296
Embabe to El Rodah ..295
Fayoum and El Wasta ..294
Mansourah, Zagazig..295
Megaga, Aba-el-Quarf..295
Suez, Cairo via Bilbes and Zagazig 294
Suez to Cairo (via Benha) ..294
Talka, Tanta..295
Tanta, Scibin-el-Coen ..295
Zagazig, Benha..9
Zifte, Mohallet Roh..295

Roumanian Railways.

Bucharest to Giurgievo..293
Galatz to Roman ..29
Roman to Galatz ..293

Greek Railway.

Athens and Pirmus ..297

SECTION XV.—**Algerian Railways.**

Algiers and Oran ..297
Philippeville to Constantine..297

SECTION XVI.—**English Railways.**

Great Eastern ..299
Great Northern ..300
Great Western..298
London, Brighton, and South Coast...299
London, Chatham, and Dover ..299
London and North Western ..298
London and South Western ..299
Midland Railway ..299
South Eastern..300

THE SPECIAL EDITION,

In addition to the foregoing, contains as follows:—

ALPINE PASSES AND ITALIAN LAKES.

The Alpine Passes.

	Page.
A Simplon	555
B Stelvio	556
C Mont Cenis	557
St. Bernard	558
Splugen	569
Brenner	570

The Italian Lakes.

	Page.
D Lago Maggiore	558
D'Orta	560
Di Varese	560
Di Lugano	561
Di Como	562
Di Lecco	564
D'Iseo	565
Di Garda	565

ROUTES.

	Page
1 Paris, through Italy to Leghorn, the St. Gothard, the Grisons, Splugen, and Lake of Como	566
2 Paris to Zurich, Grisons, the Splugen and Lake of Como	568
3 Paris to Tyrol, over the Brenner to Venice	570
4 Paris to Rome and Naples	573
5 Paris to Nice and the Cornice Road	574
6 Paris to Turin, Bologna, Florence, Rome and Naples	574
7 Paris to Florence, via Marseilles and Leghorn	578
8 Florence to Rome by Arezzo, Perugia and Terni	579
9 Rome to Naples, Pompeii, Sorrento, &c.	584
9a.—Trip to Palermo	587
10 A Fortnight's Tour through Switzerland	588
11 A Route through Switzerland	579
12 Martigny to Milan, by simplon Pass	592
13 From the Æggischhorn & Viesch by the Tosa Falls and Val Formazza to Lago Maggiore; and to Airolo on the St. Gothard Pass	594
14 A Fortnight's Tour through South Germany	595
15 Berne to Thun (see route 8). Thun to Vevey, by the Simmenthal, Saanen, Chateau d'Oex and Gruyeres, and Pass of the Dent de Jaman	597
16 Martigny to Aosta, Pass of St. Bernard	598
17 Thun to Zermatt, Saas, and Italian Valleys	599
18 Lyons to Pont de Beauvoisin, by les Echelles, Chambery, and the Pass of Mont Cenis, to Turin	600
19 A Three Weeks' Tour in Switzerland	601
20 Geneva to Chamouni	604
21 Geneva to Sixt	607
22 The Rhine from Bingen to Bonn	607
23 London to Paris, viâ Dover and Calais	608
24 London to Paris, viâ Boulogne	608
25 London to Paris, by Southampton and Havre	609
26 Paris to Strasbourg	610
27 Paris to Marseilles, by Lyons and Avignon	611
28 Paris to Nantes, by Orleans and Tours	615
29 Paris to Toulouse, by Orleans and Limoges	617
30 Nancy to Metz, Forbach, and Ludwighafen	617
31 Paris to Berlin, by Aix-la-Chapelle and Cologne	618
32 Paris to Leipsic, Dresden, Carlsbad, and Toplitz	619
33 Paris to Carlsbad & Franzenbad	619
34 Paris to the Pyrenees	620
35 Paris to Madrid, Seville, and Granada	620
36 Four Tours in Spain	621
37 Barcelona to Montserrat	622
38 Excursions from Malaga	643

Notices of some of the Principal Towns, &c. in the following Countries

Russia, with Notices of Principal Towns, page 624; Finland, page 634; Sweden, page 635; Lapland, page 641; Norway, page 642; Denmark, page 643; Schleswig-Holstein, page 650; Turkey, page 651; The Levant, page 661; Greece, page 664; The Holy Land, page 666; Egypt, Overland Route to India, page 674; Suez Canal, page 680; Algiers 686; Vocabulary in English, French, German, and Italian, page 690.

It also contains Maps of the following places:—

EUROPE, FRANCE, SWITZERLAND, THE RHINE, PARIS, LYONS, MARSEILLES, OSTEND, GHENT, BRUSSELS, ANTWERP, THE HAGUE, COLOGNE, MAYENCE, FRANKFORT-ON-THE-MAINE, DRESDEN, HAMBURG, MUNICH, BERLIN, TRIESTE, VIENNA, GENEVA, FLORENCE, GENOA, MILAN, NAPLES, ROME, TURIN, VENICE, VERONA, PALERMO, CONSTANTINOPLE.

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*** Pages below 300 refer to Time Tables; above 340, to Descriptive matter.

INDEX OF TOWNS, &c.,

SHOWING THE PRINCIPAL RAILWAY STATIONS UPON THE CONTINENT OF EUROPE

NOTE.—For convenience of reference, the Guide is divided into two parts, viz., Tabular and Descriptive. In the following Index the Traveller will find no difficulty in ascertaining which portion is referred to, by recollecting that the Tables end at page 300, and the Descriptive matter begins at page 342, consequently all below 300 refer to the Time Tables, all above 340 to the Descriptions.

Towns in connection with Steam Sailings (see page 302) (and Diligences (see page 334, are omitted in this Index, as they appear in their respective places in the Guide, in Alphabetical Order.

To avoid multiplying figures in this Index, the route in connection with each town is only given once, the Return Journey will, in many cases, be found on the following page

A

Aabogen, 282a
Aachen, see Aix-la-Chapelle
Aalborg, Den. 169, 279
Aalen Wurt 191
Aamot, Nor. 281
Aarau Switz 239,240, 243, 244, 245, 487
Aarburg Swit 239, 240
Aarhuus Den 278
Aarnaes, 282
Aarup (Den) 278
Aasta, 281
Aba-el-Quakf (Eg 296
Abancourt (Fr) 21, 22, 23
Abano, Italy, 259
Abbeville (Fr) 18, 350
Abbiategrasso, Italy, 254
Abecle, Bel. 92
Aberdeen, Scot. 300
Abfaltersbach, 236

Ablis-Paray (Fr) 37
Abony, Hur. 219
Ablon (Fr) 34.
Aboe (Hung.) 219, 222, 224
Abou-Hummus, Egypt 294
Abouza (Egypt) 296
Absdorf Hipped (Aust.) 213, 223
Abu-Hamed (Egypt) 294
Abu-Kibir (Egypt) 295
Abu-Shekouk (Egypt) 295
Acerra (It) 261
Achel (Hol) 108
Achern (Rh) 138,
Achiet, (Fr) 12
Achim (Ger) 148, 163
Aci Reale Sicily 267, 534
Acoz (Bel) 102
Acquaviva, Italy, 265
Acquabuona, It. 258

Acquanegra, 259
Acqui, It. 252, 511
Acquigny, Fr. 28, 31
Acren, Bel. 85
Acs (Hun) 234
Adalia, Alg, 297
Adersbach, (Aus.) 477
Adelsberg (Aus.) 211, 235, 469
Adelsheim, Ger. 134, 195
Adler-Kosteletz, Aus., 223
Admont (Aust.) 221
Adorf, (Saz) 168
Adrianople, Tur., 218
Aeg pan tkorn, Switz, 487

Aeltre, Belg. 78
Aerschot (Bel) 101, 102, 105
Aer-ecle, Bel. 98
Affreville, Algiers, 297
Agay (Fr) 55
Agde (Fr) 43,
Agen (Fr) 10, 43, 46, 350
Agha (Africa) 297
Agincourt, Fr. 350.
Agostonfalva, Aus., 238
Agram, Aus. 211, 227, 230 235, 469
Agramon, Sp 272
Aguilar, Spain, 268, 274
Ahlen (Pr) 116
Ahrensburg, Pr., 165
Ahrensehwang, A. s., 232
Ahr, Valley of 8h, 126
Ahrweiler (Prus) 496
Ai, Fr, 64
Aibling, Wurt, 195
Aidin, Levant, 292
Aigle, Switz, 488
Aigrefeuille (Fr) 38
Aigen-Sst eld, N. Aus., 221
Aiguebelle (Fr) 54
Aigueperse (Fr) 60
Aigues-Mortes, Fra. 55
Aiguillon (Fr) 43

Aillevillers (Fr) 66, 68
Ailly-sur-Noye (Fr) 18
Ailly-sur-Somme (Fr) 18
Aimargues, Fr, 55, 57
Airaines, Fr. 21
Aire (Fr) 12
Aire, (Fr) 45
Aire-Barguette, Fr., 17
Aisy (Fr) 48
Aix (Fr) 59, 63, 350
Aix-en-Othe-Villem, Fr. 62

Aix-la-Chapelle (Pr) 16, 87, 88, 94, 105, 116, 120, 122, 140, 144, 153, 154, 158, 160, 194, 497 451
Aix-les-Bains (Fr) 53, 54, 350
Ajaccio, Corsica, 551
Ajky, 225
Aker, 281
Akkrum (Hol.) 110
Ala (It.) 235, 235, 253
Alagna, (Italy) 511
Alagon, Spain, 270
Alais (Fr. 57 62, 351
Alanno, It, 263
Alar del Rey (Sp) 68, 269
Alassio, 249
Alba, Italy, 254

Albacina, Italy, 261
Albacete (Sp) 272
Albano (Italy) 261
Albenga, Italy 258, 515
Albenga, 55, 249
Albens (Fr) 53
Albergeria, Port. 277
Albert (Fr) 12
Albi (Fr) 39, 44, 351
Albaheim, Ger., 139
Albig (Prus.) 127
Albissola, 249
Albshausen (Prus.) 129
Albuixech, Spain, 271
Alcasovas, Port. 277
Alcala (Sp) 270. 275
Alcamo (Sicily) 534
Alcanadre, Spain, 269
Alcazar (Sp) 272, 274, 275
Alcira (Sp) 273
Alcover, Spain, 272
Alcudia (Sp) 273
Aldekerk (Rh) 120
Alençon (Fr) 27, 28, 341
Alessandria (It) 250, 254, 255, 256, 259, 264, 511
Aletschka, Rus, 289
Alexandria (Egypt) 294
Alexandrovska, Russ, 286
Alexandrowo (Pol.) 180, 286, 291
Alexejewka, Russ, 286, 290
Alexikowo, Rus, 287
Alfaro, Spain, 269
Alf, Bel, 413
Alfeld (Ger) 150
Alfvesta, Swed, 283, 285
Algemesi (Sp) 273
Algiers (Africa) 297
Algermissen (Ger) 156
Algodor (Sp) 272
Alix 8 (Aust.) 237
Alkamra (Sp) 270
Alhambra, Spain, 541
Alhandra (Por) 276
Alhandiguil, 2.6
Alhos Vedros (Port) 277
Ali, Italy, 267
Alicante (Sp) 272, 274, 538
Alingsas (Swed) 284
Alken (Bel) 105
Allemaar (Hol) 114
Allesy, Fr. 21
Allaman, (Switz) 246
Allandhuy, Fr. 70
Allevard, Fr., 351
Alles, Fr. 68
Allentsiin, Pr., 182
Allibaudiere Fr, 62

Allmendingen, Wurt. 194
Almacellas, Spain, 270
Almaden, Spain, 276
Almadenejos, Sp. 276
Almagro, Sp. 274
Almanza (Sp) 272, 273
Almelo (Hol) 110
Almeneches (Fr) 28, 30
Almodovar (Sp) 274
Almorchon, Spain, 276
Almaradiel, Sp. 274
Alonne, (Fr) 370
Alora, Spain 273
Alost Bel, 78, 82, 397
Alpera, Spain, 272
Alphen (Bel.) 101
Alpignano (It.) 250
Alsasua, Spain, 268, 270
Alsdorf, Pr., 124
Alseno, Italy, 250
Alsens, 138
Alsfeld (Hesse) 130
Alsheim (Prus) 126
Alsiadt, Aus., 230
Alt-Sunzlau, Aus., 217
Altbreisach, Ger., 137
Altdobern, Pr. 126
Altena (Pr) 140,
Altenahr (Prus) 126
Altenbamberg, 138
Altenbeken, Ger. 115, 119
Altenberg, Prus, 482
Altenburg, Gr, 178, 187, 189, 433
Alten-Essen, 116, 118
Altengian, Prus. 133
Altenhundem (Pr) 140,
Altenmuhr (Bav) 196
Altenschwand, Aus, 238
Altenstadt (Bav) 193
Altfelde (Germ) 180
Althausen, Wurt. 191
Altheim (Prus) 126
Altmannshof, Aus, 232,
Altmunsterol, Ger, 68
Alt Kemnitz (Prus) 174
Altkirch (Ger) 68
Altmorschen, Pr. 146
Altona, Pr, 164, 165 168, 278
Altopascio (It) 262
Altorf, Switz, 488
Altsohl, 224, 238
Altstatten (Swit) 244
Altstetten (Swit) 243, 246
Altwasser, Prus. 174, 180, 147
Alvimare (Fr) 24
Alvincz, Hungary, 218
Alvito, (Port.) 277
Alsay (Ger) 127, 133
Amagne, Fr. 70
Amalfi, (Italy) 511
Amanvillers, Fr. 67, 77

Amatova, Turkey, 218
Amay, Bel. 54
Amberg (Bav.) 232
Amberieu (Fr) 53, 54
Amboise (Fr) 34, 351
Ambrieres, Fr. 23
Ambronay (Fr) 53, 54
Amecourt-Tolmo, Fr. 22
Amelen Ger, 153
Amelie les-Bains, F 351
Amenieres (Bel.) 94
Amerafoort (Hol) 110 114
Amilly, Fr., 62
Amiens (Fr) 12, 14, 18, 21, 22, 23, 33, 84, 351
Amiffontaine, Fr. 12
Amorosi, Italy, 266
Amot. Swed, 285
Ampfing, 194
Ampfon, Swit. 488
Ampleputs (Fr) 58
Amposta, Spain, 272
Ampsin, Bel. 94

Amsterdams (Holl.) 82, 102, 112, 123, 114, 115 118, 119, 120, 135, 411
Amstetten, Aus. 210, 221 231
Amurrio, Sp, 269
Anagni, Italy, 261
Ancomont, Fr., 70
Ancenis (Fr) 39
Anclam, (Pr) 178

Ancona (Italy) 261, 264, 266 511
Ancy-le-Fran (Fr) 48
Andancette (Fr) 50
Andelfingen (Switz 215
Andelot Fr 52, 57, 71
Andennes (Bel) 94,
Andermatt, Swiss, 239
Andernach (Rh) 123 426
Andrexieux (Fr) 59
Andujar, Spain, 274
Aneby, Sweden, 283
Angermunde (Pr) 177, 178

Angers (Fr) 28, 39, 351
Angecourt (Fr) 68
Angerville, Fr, 34,
Angleur, 70, 88, 107
Angouleme (Fr) 35, 45 47, 352
Angoulins, Fr, 47
Angri, Italy, 263
Anina-Stey, Tur. 220
Anina-Steyerdorf, Aust 214
Anisy-Pinon (Fr) 15
Annaberg (Ger) 183

Pages below 300 refer to Time Tables; above 346, to Descriptive matter.

Aasee (Fr) 53, 354
Aaseney, (Fr) 59
Aatsone (It) 250
Aaurniata, It., 263
Aawwater, Ger., 135
Abee, Frasee, 15
Aarnih (Prus) 144
Aas (Bel) 82, 109
Aasbach (Bav) 196
Asse (Fr) 48
Aasghem (Bel) 78, 96
Aatsqueera, (Sp) 268
Aatstee (Fr) 54, 361
Aausing (Belg) 80, 85, 97
Aatsony (Fr) 36
Aabrais, Fr. 23
Aawtwerp (Bel) 82 92, 93, 97, 103, 105, 106, 263
Aavning, 86
Aazin (Fr) 16
Aazis, Italy, 511
Ab Paka, 209, 227, 239, 240
Abacua, Aust. 238
Abadre (Spain) 268
Abadsro de la Cam. 276
Abadsro de la Zarz. 278
Abaurada, Prussia 16,
Abca-Szanto, 224
Abice, Italy, 266
Abarbach (Prus) 144
Abolda (Ger) 170, 172
Abbelhuisen, Ger, 118
Abberweier (Rh) 72, 74, 76, 112
Abbeville (Fr.) 30
Abrath (Ger) 141
Abuino, Italy, 261
Abad (Hun), 218, 222, 83, 234
Abahal (Spain) 270
Abanjuez (Sp) 272, 274, 518
Abbal (Afrika) 297
Abbanata (Fr) 43
Abboga (Swed) 284
Abcachon (Fr) 64, 152
Abc-Sesnans (Fr) 58,
Abchee (Fr) 61, 63
Abchidona (Spain) 268
Abcis-sur-Aube, Fr, 62
Abcueil (Fr) 35, 56
Abcy, France, 59
Abden, Den. 279
Abdres (Fr) 12
Abena Po (It) 250
Abenchausen (Ger) 130, 172
Abenys (Sp) 272
Abenzano, 249
Abvia, Spain, 269
Abivale (Sp) 265
Abouse, Italy, 260
Abgamasilla, Sp. 274, 276
Abgamiken (Prus) 179
Abgantan (Fr) 27, 28, 2.
Abgenteau (Bel) 90.
Abgenteuil (Fr) 18, 32
Abgenton (Fr) 40
Abgmtona, Baths of, Spain, 544
Abgiers-Vieuzac, Fr. 43
Abheigen (Rh) 137
Abiano, Italy, 266
Abies (Fr) 50, 57, 353
Abies-sur-Tech, Fr, 85,
Abiem (Bel) 64 72, 77, 106
Abmanvillers, Fr. 72
Abmentieres, (Fr) 19, 1
Abmentieres, Bel. 98, 100
Abmsheim, Prus. 147
Abnau, Aust.) 230
Abnake, Fr) 12
Abnemuiden, Hol. 111
Abnex-Orbe (Switz) 446
Abnheim (Hol) 112, 113, 115, 120, 158, 416
Abnoldstein, Aus, 231
Abnsberg, Fr, 144, 144, 153
Abnstadt, (Fr) 170, 172
Abnswalde, (Fr) 184
Abons (It) 255, 511
Abquata, Italy, 254
Abquila, Italy, 259
Abques, France, 17, 31
Abpajon, Fr, 42
Abragona Sicily 534
Abras (Fr) 12, 14, 24, 353
Abrigorriaga, Spain, 269
Abs-a-Moselle (Fr) 77
Abtemare (Fr) 54
Abtenay (Fr) 34,
Abth (Switz) 488
Abtres, Fr. 15
Abvant (Fr) 44, 60
Abvoyres (Fr) 35.
Abvika (Nor.) 292, 293
Aach (Bavaria) 97, 196
Aachaffenburg, Ger. 126, 128, 196, 198, 433
Aachaberg (Ger) 168
Aachendorf, Prus. 115
Aachernleben (Ger) 128, 166,
Aaciano, Italy, 252, 263
Aasell, Italy, 265
Aacq (Belg) 80
Aahmant (Egypt) 256
Aaigliano (It.) 266
Aak (Norway) 281
Aaker, 281
Aamieres (Fr) 18, 32, 353
Aapach, France, 71
Aaeat (Fr) 44
Aaesmini, 267
Aaeen, Holl. 110
Aaesnclercs, Fr. 62
Aaesnede (Belg.) 101
Aaesse (Bel.) 106
435
Aadisi, Italy, 260, 511
Aasling, Aust, 231
Aasmannshausen, Prus. 128, 499
Aasuonyafa, Aus 225
Astafort (Fr.) 46
Astanert (Fr) 122
Asti (It.) 250, 252, 254, 255, 511
Astorga, Spain, 273
Asood, 224
Astarfe-Santa Fé, Sp. 276
Ateca, Spain, 270
Athens, Greece, 297
Ath (Bel.) 80, 82, 395
Athis-Mons (Fr) 34,
Athus, Bel 106
Atkurak, Russ, 288
Attendorn, Prus. 140
Attigny, Fr, 70
Au (Fr.) 116
Au (Switz.) 444
Aubala, Fr, 59
Aubagne (Fr) 55, 57
Aubagne, France, 39
Aubin (Fr) 41
Aubing, Bav, 199
Aubreville, Fr, 67
Aubusson, Fr, 42
Auch (Fr) 40, 46, 353
Audeghem (Bel) 84, 86
Audenarde (Bel) 78, 86, 98, 100, 395
Audruicq (Fr) 18
Aue (Sax) 187
Auerbach-a-Bergst, 137
Auerbach (Sax) 188
Auffay (Fr) 24
Aufhausen, Bav, 196
Augsburg (Bav.) 194, 197, 200, 433
Augusta, 267
Aulendorf (Wurt.) 191, 192, 194
Aulnat, Fr, 51
Aulnoye (Fr) 15, 16, 84
Aulu Burg (Fr.) 353
Aumale, Fr, 22
Aumanau (Fr.) 129
Aumentsay, Fr, 61
Auperchin, Aus, 207
Auray, Fr, 30, 40, 353
Aurec (Fr) 59
Aurillac, (Fr) 48
Auriol, Fr. 57
Aussig (Aus) 204, 207, 227
Aussee (Aus.) 469
Austerlitz, Aus, 212, 470
Autel, (Bel.) 106
Autcrive (Fr) 44
Autfeuil (Fr) 20, 353
Autet, (Fr) 68
Autun (Fr) 51, 353
Auvergne, Fr, 354
Auvernier (Switz) 240
Auvers (Fr) 18
Auxerre (Fr) 56, 354
Auxkallnehin (Fr.) 179
Auxonne (Fr) 52
Avallon, France, 69
Avelghem, Bel. 97
Avenay, France, 64
Avenue de Clichy, Paris 20
Avenuedel'Impératrice (Paris) 20,
Avenue de Vincennes, 20
Avenue de St. Ouen, 20
Avenza, Italy, 250, 262
Aversa, It., 266
Avesnes, Fr. 15
Aviero, Por., 277
Avigliana (It.) 250
Avignon Fr 50, 59, 354
Avila, (Sp.) 268, 538
Avio (It.) 253
Avise, France, 70,
Avoise (Fr) 28
Avolsheim Rhine 71
Avranches (Fr) 354
Avricourt (Fr) 64, 74, 76, 194, 200
Axyaeiouua, Levant, 292
Aye (Bel.) 106
Azambuja (Por.) 276
Azayle Rideau, Fr, 42
Azcrailles (Fr) 65
Azmieh (Turk) 292

B.

Baal, Prussia, 145,
Baarle Nassau (Bel) 102
Baba Alo, Algiers, 297
Baba-Eski, Tur, 218
Babenhausen (Rh) 122, 126
Babinska, Russ, 288
Babocsa (Aust) 239
Babstadt, Prus, 133
Bacau (Roumania) 293
Baccarat, Fr., 65
Bacharach (Pr.) 128, 439
Bachmatsch, Russ, 290
Bacouel, (Fr) 21, 23
Badajoz, Por, 275, 276, 538
Bad-Oeynhausen (Pr.) 116, 452
Badalona (Sp.) 272
Baden (Aus) 211, 215, 469
Baden Switz, 245, 488
Baden-Baden, 64, 133, 433
Baden Weiler, Ger. 426
Bad-Gastein, Aust, 470
BadMeusenahr *see* Sinzig
Bad-Salzschlirf, G. 130
Bad-Ai-Villach, Aus, 231
Baena, Spain, 274
Baalegham, Bel. 90
Baarode, Belg, 86
Bagheria, 267
Bagnacavallo, It., 264
Bagneaux, Fr, 62
Bagnaresde Bigorre, Fr, 45, 354
Bagneres de Luchon (Fr) 45, 46 355
Bagnoles de l'Orne (Fr) 355
Bagnolo, Italy, 259, 265
Bailleul (Fr) 18
Bains, Fr, 66
Baloredorf, Ger. 196
Baireuth, *see Bayreuth*
Baisieux, Bel., 80
Bajmok, Aus. 237
Bakar, 231
Balaklik, Turkey, 298
Balassalva, 238
Balbigny (Fr) 56
Balbinowo, Russ. 292
Baldumstein (Rh) 124
Bale (Switz 488, 72, 74, 128, 132, 133, 136, 154 159, 240, 242, 244, 245, 250, 488
Baleicourt, France, 67
Baleizao, 277
Ballancourt, Fr, 56
Ballenstedt, Ger. 142, 166, 167
Ballstedt, Ger. 171
Balta, Russ., 290
Baltischport, Rus, 290
Balzola (It) 256
Bamberg (Bav. 196, 197, 198, 223, 435
Bammenthal, Ger, 135
Banlesa (Aust.) 211
Banjaluka, Turk., 218
Bannoscourt, Fr. 70
Bannstein, Ger. 72
Banfy-Hunlad, Hun. 219, 236
Banocs, 228
Banreve, 223,
Banteln, Ger. 150
Bapaume, Fr, 12,
Baraee Pressi Coli, It., 248
Baranyavár Monost 237
Barbara, Spain, 271
Barbelroth, Obehaus 133
Barbentane (Fr) 50
Barbery, Fr, 16,
Barbezieux Fr, 45
Barbonne, France, 70
Barbosa, Hung, 293
Barcelona (Sp) 270, 271, 539
Barcena (Sp) 269
Barcs, Aus, 217, 220, 235
Bardonnechc, 250
Bareges (Fr) 355
Barenstein, Sax. 188
Barentin (Fr) 24
Bargteheide, Ger. 165
Bari, It., 264, 265, 266
Barium, Fr, 16
Barleben, Ger, 149, 160,
Bar-le-Duc (Fr) 64, 355
Barletta, Italy, 264
Barmen Rittershausen (Pr.) 141, 143, 421
Barn-Auf-Bresuorf, 230
Barr, Rhine, 71, 74
Barrage, Alg, 297
Barreiro (Por) 277
Barsac (Fr) 43
Barse, Bel, 90
Barsinghausen, Ge. 119
Bar-sur-Aube (Fr) 68
Bar-sur-Seine, (Fr) 73
Bartenheim, Ger, 71
Bartenstein, Prus, 181
Barvaux, Bel, 107
Bary-Maulde (Bel) 80
Baschka, Prus. 174
Bascoup-Chapelle, Belgium, 84
Basel, *see* Bâle,
Bas-le-vetto (Fr) 68
Basecles, Carrieres, (Bel) 80, 86
Basiasch (Hun) 214
Bas-Oha, Bel, 94
Bassan, France, 70
Bassano (Italy 511
Bassevelde, Bel, 101
Bassilly, Bel., 80
Bastia, Corsica 551
Bastia, Italy, 260
Bastogne, Lux. 107
Bastgolles (Fr) 20
Batilly, Fr, 67
Battaglia, Italy, 259
Battesaea, Aus, 213 217, 220
Battipaglia, Italy, 263
Batyn, 225, 234
Batzenhaid, Swit. 239
Baud, Fr., 40
Baudach, Ger, 186
Bauerwitz (Pr) 187
Baulers, Bel, 87, 90, 98
Baume (Bel.) 90, 92, 98, 101, 102
Baume-les-Dames (Fr) 52
Bautzen (Sax) 190, 435
Baveno (It) 511
Bayeux (Fr) 26, 355
Bayon, Fr, 66
Bayonne (Fr) 35, 44, 45, 356
Bazancourt, Fr. 15
Bazas, Fr, 46

Digitized by Google

Bazeilles, Fr, 389
Bazias, Aus, 216
B-de-Colombes, Fr, 1?
Beard, Fr., 53
Beasain (Sp) 268
Beaucaire (Fr) 57
Beaufort, Fr., 53
Beaugency (Fr) 54
Beaujeu, Fr. 50
Beaulard, 350
Beaulieu, Fr. 55
Beauvoisin, France 55
Beaumont (Fr) 18, 20
Beaune (Fr) 48, 356
Beaune-la-Rol. Fr. 56
Beaurepaire (Fr) 53
Beautiran (Fr) 43
Beauvais (Fr) 22, 356
Bebra Gr. 146, 147, 153, 170
Beckum (Pr) 116
Bédarieux (Fr) 46
Bedarrides (Fr) 50
Bedburg, Prussia, 120
Bedford, Eng. 299
Bednarow, Aus 216
Bedreshcyn, Egypt, 296
Beek Elsloo, Hol., 108
Bègles (Fr) 43
Behobia (Fr) 356
Beilen, Hol. 110
Beillant, Fr, 47
Beirvelde (Bel) 92
Beiseförth, Ger. 146
Beja, Portugal, 277, 549
Belaja, Rus. 287
Bel-Air (Paris) 20
Belalcazar, Sp. 276
Belem, Portugal, 548
Belfort (Fr) 52, 57, 68, 74, 356
Belgarai (Pr) 178
Belgiojoso, Italy, 259
Belgirate (Italy) 512
Bellagio (Italy) 512 515
Bellaip (Switz) 491
Belleben, Ger, 106
Bellegarde, Fr., 54
Belle Isle Begard, Fr. 20
Bellenave, France, 31
Belleville Vendée, Fr. 4?
Belleville-Villette, 20
Belleville, Fr. 48, 50
Bellevue (Fr) 32
Bellevue, Fr. 59
Bellinzago, 255
Bellinzona 239, 568
Bellova, Tur. 218
Belmez, Spain, 276
Belmond, Aus. 230
Belves, Fr., 40
Berding'ostel, Gr, 16?
Bendoll, Prussia, 124
Beneschau, 213
Benevento, Italy, 266
Benfeld (Rhine) 74
Benha, Egypt, 294, 295
Benifayo (Sp) 273
Benimazar, Egypt, 296
Beni Merad, Algeria, 297
Benningen, Lux., 72, 106, 119
Bendingsen, Ger. 119
Bennweiler, Rhine, 74
Benisouef, Egypt, 296
Benrath (Ger) 116
Bensberg (Ger) 148
Bensen, Aus, 209
Bensheim (Rh) 27, 137
Bentheim (Bel) 1 8
Bentschen (Pr.) 174
Beratzhausen, Bav, 203
Beraun, 237
Berchem, Belg. 82
Berditschew, Rus, 286
Bereghszasz, 225
Berezsinka, Russ. 286
Berg (Nor) 281
Berg, Aus, 224
Bergamasco, Italy, 254
Bergamo (It) 256, 257, 512
Bergedorf (Ger) 164
Bergen (Bav) 200
Bergen, Ger. 163
Bergen-op-Zoom, Hol., 106, 111
Borghausen, Ger, 137, 138
Bergheim, Pr. 119
Bergsbrunna, Swed. 283
Bergues (Fr) 12
Bergwitz (Pr) 178
Berglabern, Prus. 133
Berlad, Roum, 293
Berliner, Bel., 103
Berlin (Pr) 78, 74, 77 112, 113, 115, 116, 119, 125, 128, 129, 141, 148, 150, 152, 154, 156, 158, 160 162, 163, 164, 165, 166, 168, 170, 174, 176 177, 178, 180, 182, 183, 184, 185, 186, 196, 198, 202, 204, 213, 224, 228 229 230, 240, 287, 289, 291, 452
Berkowitz-Melnik, Aus 204
Bernau (Pr) 178
Bernay (Fr) 26
Bernberg, Pr. 176
Bernburg (Pr) 176
Berncastel (Prus) 413, 454
Berne Ger. 150
Berne (Switz) 52, 74, 198, 239, 240, 242, 244, 245, 260, 491
Berneso Oberland, Switz, 491
Bernimont, Lux. 107
Bernrad, Bav. 197
Bernsdorf, Aus. 228
Bernstadt, Prus. 185
Berny, Fr, 36
Berolzheim (Bav.) 196
Berre (Fr) 50
Bersac (Fr.) 41
Berthelmingen, Ger. 76
Bertrange, Belg. 106
Berzee, Bel., 103, 105
Besançon (Fr) 52, 53. 356
Besigheim (Ger) 195
Bessan, Fr., 39
Besseges (Fr) 57
Bessines, Fr. 41
Best, Hol., 108
Bestwig Nuttlar, Ger 153
Bethenville, Fr. 15
Betthoub, Switz. 242
Bethune (Fr) 12, 14, 17
Bettembourg (France) 72, 76
Bettingen (Fr) 77, 106
Betton, Fr. 30
Betsdorf (Pr.) 116, 454
Beuel, Pr. 121
Beurig-Sarrburg, Ger. 125
Beuterwitz, Ger. 152
Beuthen, Pr, 181, 184, 185, 186
Beuzeville (Fr) 24,
Bevensen (Ger) 156
Beveren, Bel., 92
Beverni (Bel.) 105
Bex (Switz.) 246, 491
Bexbach, Ger. 130
Beyne, Belg. 86
Beyreuth Bav., 193, 232 435
Besenet (Fr.) 42
Beziers (Fr) 43, 46, 70, 357
Biala, Russ. 291
Bialistock, Rus. 287, 291
Bialoslive (Pr) 182
Bianconnevo, It., 267
Bianzè, Italy, 250
Biberwitz (Pr) 45, 357
Bibbe, Egypt, 296
Biberach (Wurt) 198
Biberach Zell, Baden, 133
Biblis (Prus.) 127
Bickenbach (Rh) 137
Biebesheim, Pr. 127
Biebrich (Pr) 128, 130
Biedenitz, Pr. 154, 177
Biel bwit. 52, 239, 240, 242, 246, 491
Bielefeld (Pr) 116
Bielitz (Aus) 206
Biella (It) 250
Bienne, see Biel,
Bierzanow (Pol.) 208, 217
Bietigheim (Wurt) 192, 193, 195
Biesellinge, Hol. 111
Bidik li, Tur, 218
Bilbao (Sp) 269, 539
Billes, Egypt, 294
Bilcse-Wolica, Aus, 216
Billeberga, Swed. 279
Bilsen, Hol., 108
Bilin, Austria 207, 234
Billerbeck, Ger, 163
Binche (Bel.) 90, 94, 98, 102
Bingen Pr. 126, 127, 429
Bingerbrucken (Rh), 72, 120, 122, 125
Biocca It. 266
Birkenfeld (Pr) 125
Birkenfeld. Pforz., 193
Birket-el-Sab. Egypt. 294
Birkerod, Den. 280
Birmingham. Eng, 298
Birresborn, Pr. 118
Birsula, Russ, 286, 290
Birtouta, Algeria, 297
Bischofsheim (Rh.) 71, 136
Bischofswerda Sax. 182, 190
Blachwiller (Rh.) 74
Bisenz (Aus) 206
Bismark, Ger, 178
Bistric. 213
Bitche, Fr. 72
Bitschwiller. Fr., 71
Bitetto, Italy, 265
Bitterfeld, Pr, 154, 176, 177
Bizot, Algeria, 297
Bjelord, Russ.
Bjelsk, Rus, 291
Bjerringbro, Den. 279
Bjorneborg, Swed, 285
Black Forest. Ger, 437
Blaichach, Bav, 195
Blainville (Fr) 64
Blainy-la-G. Fr. 66
Blainy Bas (Fr.) 48
Blakjer. 282
Blanc-Misseron Wr), 14, 84, 409
Blanzain, Bel., 80
Blanes, Spain, 271
Blangy, Fr., 23
Blankenberg, Ger, 93
Blankenburg (Ger) 146, 166, 173
Blankenburghe (Belg.) 97
Blankenese, Ger., 164
Blankenstein, Ger. 142
Blanquefort, Fr. 45
Blansko (Aus) 204
Blaton, Bel., 82, 86, 97, 98
Blaubeuren, Wurt, 194
Blaufelden, Bav, 195
Blaye, Fr. 47
Bleiburg, Aus, 236
Bleichenbach, (Hesse.) 131
Bleicherode, Ger, 172
Blere Lavoix, Fr. 38
Blesle, Fr., 42
Blesme (Fr) 64, 67, 71
Bletchley, Eng. 298
Bleyberg, Bel. 87, 140
Blidah, Algeria, 297
Bliesbruck en., Fr. 72
Bliescast-Lautzk, Bav, 139
Bloemendael (Bel) 78
Blois (Fr) 34. 357
Blowic, Aus, 223
Bloye, Fr., 53
Bludenz, Ger. 191
Boba-Janoshasa, 225
Bobadilla, Sp 268, 273
Bobenheim (Rh) 138
Bobingen (Bav) 198
Bobitz, Germ., 173
Bobrinsk, Rus. 290
Boburg, Ger. 195
Bochnia (Aus) 217
Bochum, (Prus.) 120, 144
Bockenheim, Pr. 139, 146
Bodaik, 236
Bodenbach, Sax, 190, 204, 209, 213, 216, 217, 227
Bodenheim, Pr., 126
Bodenwohr (Bav) 232
Bodethal (Pr) 454
Bodrog-Keresztur, 225
Boen, Fr., 59
Boglar, Aus, 220
Bohl Iggelheim, Ger, 136
Böhmischdorf (Pr) 184
Bohm, Horschlag, Aus. 216
Böhm-Leipa, Aus. 209
Böhm-Trubau (Aus 4. 205
Boileux (Fr) 12
Bois de Colombes (Fr) 32
Boisheim, Pr, 153
Bois-du-Luc, (Belg.) 91
Bois-le-Duc, see Hertogenbosch
Bois-le-Roi (Fr) 48
Boissezux, Fr. 54
Boisschot, Bel., 108
Boissy L'Aillerie, Fr, 21
Boitsfort (Bel) 86, 409
Boitzenburg (Ger., 164
Bojimovo (Pr) 184
Bolbec-Nointot (Fr) 24
Bolchen, Ger, 72, 77
Bolkhow, Aus. 226
Bolderaa, Rus, 286
Bollweiler (Rh.) 74, 76
Bologovskia, Rus, 289
Bologna, Russ, 290
Bologna (Italy) 250 259, 264, 266, 512
Bologne (Fr) 66, 71
Bolshak, Rus, 288
Bolzano, see Botzen
Bomal, Belg., 107
Bomorte, Bel., 103
Bomnel, Fr., 22
Bonames (Pr) 146
Bondy (Fr) 67
Bonenburg (Ger) 115
Bonifacio (Corsica) 512
Bonn (Rhine) 122, 124, 425
Bonnard, Fr., 56
Bonnemain (Fr) 30
Bonnetable, Fr., 62
Bonneval, Fr. 37
Bonnières (Fr) 24
Bonne Esperence, Bel. 85, 90, 92, 98, 102
Boos-Eilhem, Fr., 43
Boosbeck, Pr. Pr. 75
Bonyhad, Aus. 217
Boortmeerbeek, Bel. 86
Boppard (Rh) 122 428
Boran (Fr) 18
Borås, Swed, 284,
Bordalk. Aus. 236
Bordeaux (Fr) 33-3?, 43, 44, 45, 46 47, 357
Bordeaux, St. Clair, Fr. 31
Bordein, Egypt, 294
Bordesholm, Ger., 168
Bondighera, It, 249, 513 515
Borgaro, 248
Borghetto, Umbria, 260
Borgofontte, It. 253
Borgomanero, It. 249
Borgone (It) 250
Borgo Vercelli (It) 256
Borgoratto (It) 259
Borgo-Lavezzaro (It) 255
Borgo Ticino (It) 255
Borgo S. Donino, It. 250
Borgo S. Martino It. 256
Borgo Panigale, It. 260
Borgstena, Swed. 285
Borisoglebsk, Rus, 287, 289
Borissow, Rus. 289
Borken, Pr., 146
Borkenfriede, Prus., 178
Borkop, Den, 278
Borkowitschi, Rus, 291
Bormio (Italy) 513
Borne. Hol. 110
Bornecke, Ger. 146
Borney, Fr, 444

Pages below 300 refer to Time Tables; above 316, to Descriptive matter.

Bornheim, Pr. 127
Bornum, Ger. 154
Borowowska, Russ. 288
Borrstadt, Ger. 139
Borsdorf, (Sax.) 189

Börsumm (Ger) 149, 154, 162, 166.
Borup, Den. 280
Borysław, Aus. 219
Bosc-le-Hard (Fr) 41, 43
Bösdorf, Prus. 185
Bösig, Austria, 209
Bosing, Austria, 212
Bosnabahay, Aust. 207
Bossen, (Aus.) 200, 205, 233, 253, 479
Bossheim (Fr) 16
Bosschaute, Bel., 101
Bosschaute, Bel., 97, 103
Bossolran, Fr. 60
Bossija, Turkey, 292
Bosfarik, Algeria, 297
Bosschveik (Bel) 102
Bosjan, Fr. 70
Bosjeailles, Fr., 52
Boulevard Ornano 20
Boulogne-sur-Mer (Fr) 17, 18, 36
Boulstre, Fr. 62
Boullay-l'Trous, Fr 36
Boulternave, Fr., 60
Bourmetta, (Algeria) 297
Bouquem, Fr 12
Bourazay (Fr) 34
Bourbon l'Arch. Fr. 350
Bourbourg, Fr. 17
Bourg (Fr) 53, 54, 60, 61
Bourges (Fr.) 40, 44, 359
Bourg-la-Reine (Fr) 35, 36
Bourgoin (Fr.) 59
Bourgwinska, Russ. 289
BourmontSt. Blin. Fr. 77
Bourseane (Fr) 44 46
Bournabat, Turk, 283
Bournezeau, Fr. 42
Bousse (Bel) 82, 84
Bouvrez (Swit) 247
Bouwel, Bel, 97
Bova, (Italy), 267
Bovea (Fr) 18
Bovigny, Bel., 90
Bovino, Italy, 266
Boxtel, Bel, 108, 129
Bra (Italy) 252, 254
Brackwede, Pr., 116
Bradford, Eng., 299, 300
Braevroen, 281
Brailo, Roum. 293
Braine-l'Alleud, Belg, 87, 92
Braine-le-Comte (Bel.) 14, 78 84 90, 100, 101, 102, 397, 408
Braisne (Fr) 15
Brake, Ger. 150
Brakel, Ger, 115
Brallo' Ger, 228
Brambach. (Sax.) 188
Brangea, Fr., 61
Brand. (Fr.) 184
Brandeis, (Aus) 206
Brandenburg (Pr.) 154, 254
Brandizzo, Italy, 256
Brandorf, 230
Brannenburg, Ger. 200
Brasowitz, Aus, 218
Brasseiss, Spain. 273
Brassaa, Aus, 226
Brassac (Fr) 60
Brätka, Hun., 229, 2,8
Brauback (Rh) 129, 428
Braunau, Aust, 216
Braunfels (Rhine) 129
Braunsberg, Ger, 190
Bray, Sur-Seine, Fr. 31
Breda, Spain, 271
Breda (Hol) 103, 108, 119, 416
Bredelar, Ger, 153
Bregenz (Aus) 192, 244, 470
Bremen Ger, 107, 116, 118, 144, 148, 149, 150, 151, 158, 160, 163, 164, 436
Bremerhafen Geeste munde, Ger, 436
Brenner, Aus., 205, 470
Brenner (Sp) 274
Brenner, Swit, 132
Brescia (It) 250, 259, 513
Breslau (Prussia, 152, 174, 178, 183, 184, 185, 186, 187, 224, 228, 230, 231, 454
Bressaire (Fr 38, 42
Brest (Fr) 28, 286, 289, 290
Brest, 181, 206, 359
Brest-Litowski, (Russ), 289, 291
Bretenil-Montdidier, Fr 15
Brétigny (Fr) 34, 37
Bretlan (Bad) 192
Bretteville Norrey. (Fr) 26
Bretsfeld, (Wart.) 191
Breuillet (Fr) 37
Breyell, Prus, 153
Brianeon, (Fr.) 257
Briare (Fr) 58
Bricon, Fr, 73
Brieg (Prus) 184, 185.
Brielle (Hol) 416
Briemon (Fr) 48
Briens (Swit) 240, 241, 491
Brieseu (Prus) 182, 183
Brighton (Eng) 299
Brienond. Fr. 51
Brll n-Corbach, Ger, 153
Brindeisi, Aus, 228
Brin, Fr, 63
Brindisi, Italy, 264, 265, 266, 513
Brion France, 53
Brionne (Fr) 21
Brioues, Spain, 269
Brioude (Fr) 60, 359
Briouse (Fr) 27, 30
Bristol, (Eng.) 296
Brive (Fr) 19
Brixen (Aus) 205 470
Brockhofe, Ger, 163
Brodenbach, Prus, 413
Brody, Aus, 206, 217, 286
Brook, Bel. 416
Brohl (Rh) 132
Bromberg Pr., 174, 180, 182, 291
Bronderslev, 279
Broni (It) 250
Bronnbach, Prus. 136
Bronte, Sicily, 534
Broons (Fr) 28
Brooe, Hun., 212
Brorville, Fr., 38
Brsal, Fr, 16
Bruchmuhlbach, (Ger.) 138
Bruchsal (Rh) 132, 192
Bruck, Austria, 199, 205, 211, 221, 225, 235, 239
Bruckenau (Ger) 436
Bruckmühle Wart, 195
Bruges (Bel) 78, 94, 95, 96, 97, 402
Bruges, Fr, 45
Brugg, Swits., 245
Brugge, Ger, 49
Brühl (Pr) 122
Brumath, Rhine, 64, 76
Brummen, Hol, 112
Brunau - Pachebusch, (Pr.) 163
Brunecs, 236
Brunlquel (Fr) 41
Brunig, Pass of the, Swits, 500
Brunn (Au) 204 205, 212, 213, 228, 230, 479
Brunnen, Swits, 233, 248
Bruno, 254
Brunoy (Fr) 48, 58
Brunswick (Pr) 116 148, 149, 150, 154, 156, 158, 160, 162, 166, 177, 455
Brusova, Russia, 288
Brussels (Bel) 12, 14, 72, 78, 80, 82, 84, 85, 87, 89, 90, 96, 97, 98, 100, 101, 102, 106, 107, 116, 122, 125, 129, 140, 153, 154, 160, 397
Brüx, Aust, 207, 234
Bruyeres, Fr., 61
Bryanski, Russ, 291
Bryn, 282
Buccart, Aus, 213, 231
Bucharest, Roum, 235, 293
Buchen Ger 164 168, 16
Buchhols, Ger, 188
Buchloe Ba, 198, 199
Buchs (Swit) 192, 241
Bucine, Italy, 270
Buckeburg (Ger) 158
Buda, see Ofen
Buda-Pest, see Pesth
Büddenstedt, Ger, 162
Budenheim, Pr, 126
Büdesheim, Prus, 127
Budingen, Hesse, 131
Budweiss, Aus, 216, 238
Budweis (Aus) 211, 200, 210, 212, 216, 223, 234
Buell (Fr) 26, 31
Buezawal, Fr. 291
Buffalora, (It.) 267, 514
Buggenhout, Belg, 86, 97
Bühl, Rh., 132
Buir (Pr) 122, 408
Buitenpost, Hol, 110
Buk, Pr, 174
Bukaeszowce, Aust, 207
Bukarest, Roum, 293
Buke (Ger) 115
Bulach, Swits, 243
Bulle, Swits., 246
Bully-Grenay (Fr) 12, 17
Bunsilus (Pr) 183
Buonalbergo, Italy, 266
Burbach (Pr) 116
Bures, Fr, 25
Burg (Pr) 153
Burgau (Bav), 194
Burgbernheim, Bav. 196
Burgdorf (Ger) 156
Burgdorf (Swit) 240
Burgfarrnbach, Bav. 198
Burggemünden, Hesse, 130
Burghaun, Pr, 147
Burg-Lesum, Ger, 148
Burgos (Sp) 268, 539
Burgsinn, Pr, 147
Burnaki. Russ. 289
Burnhaupt, Fr., 71
Burriana, Spain, 271
Burst, Belg, 78
Bürstadt, Pr, 127
Burthecourt, Fr., 63
Burnstyn, Austria, 207
Burxdorf, Ger, 176
Burzylas, Tur, 219
Busalla (It) 254
Buschtebrad, 208
Busdango, 269
Busseau-d'-Ahun, Fr, 42
Bussigny (Fr. 15 16 94 107
Busseau d'Ahun (Fr) 42
Bussi, It, 263
Bussigny (Swit) 245
Bussoleno (It) 255, 256
Bussy-Letiree-Val, Fr. 62
Bustyahasa, Hung, 207, 225
Büschwyl, Swit., 239
Buttirio, (It) 253
Butzbach (Pr.) 146
Butzberg, Swit, 240
Butzow (Ger) 173
Buxton, (Eng), 298, 299
Buzeu. Roum. 293
Buysingen, Bel, 78, 80
Byashetaka, Rus. 288

C.

Cabbe Roqueb, Fr, 55
Cabourg, Fr. 391
Cabsada, Spain, 273
Cadsaucac, Fr., 43
Cadenabbia It., 512, 515
Cadenazzo, Italy, 512
Cadenet, Fr., 49
Cadiz, (Spain,) 274, 539
Cadore, Aus., 472
Caen (Fr) 23, 26, 27, 28, 359
Caestre, Bel., 98
Cafieres (Fr.) 18
Caglari, Italy, 267, 554
Cahors, Fr, 38
Caianello, (It.) 261
Cairo, Egypt, 294, 295
Calaff, Spain, 270
Calahorra (Sp.) 269
Calais (Fr) 14, 18, 78, 80, 360
Calamandrana, 254
Calatafimi (Sicily) 535
Calatayud, Spain, 270
Calau, Pr. 152, 186
Calcum, (Rh) 116
Caldare, It, 263
Caldetas, Spain, 271
Caldiero (It) 256
Calevoet, Bel. 87, 90
Calenzano, It. 262
Cali. Germ. 118
Calella, Spain, 271
Callenelle, Bel 80, 86, 97
Callionb, Egpt., 294, 295
Calmbach, Wart. 193
Calmpthout, Bel, 103
Caloizo, Italy, 255, 257
Calsaic-Carnosek, Aus, 227
Caltagnaga It., 249
Calsaco (It) 251
Calvi, (Corsica) 552
Calw, Ger. 195
Cammarata, It, 267
Cambiano (It) 250
Cambrai, Fr. 14, 16 361
Camburg, Ger, 171
Camen (Pr) 116
Camens, Ger, 176
Cameral-Moravice, Aus 213, 231
Camerlata (It) 244, 252
Camp (Rh) 124
Campanillas, Sp, 273
Campo-di- Mela Sard, 266
Campomarino (It) 264, 276
Canaples, Fr. 22
Cancello (It) 261, 263
Candas, Fr. 22
Candela, Italy, 265, 266
Candelo (It) 250
Candia, Italy, 251, 255
Candiolo (It) 252
Canega Sard, 266
Canelli, Italy, 254
Canet, Spain, 271
Cannes (Fr) 55, 57, 361
Cannole, It, 265
Cannstadt (Wurt), 191, 194, 436
Cantalupo, It. 254,
Canth (Pr) 187
Capdenac, (Fr) 39, 41, 42
Caparroso, (Sp) 270
Capelle-anx-Bois, Bel, 86, 397
Cappellen, Bel. 77, 103, 106
Cappellen, Stolzenfels, 122, 428
Caprera, Island of, 552
Capri, Island of 550
Caprieke, Bel., 101
Capua (It) 261, 514
Capvern (Fr) 44
Cap. Wevelinghem (Pr) 120
Caracollera, Sp, 276
Caravan Bridge (Tur.) 292
Carbayin. Sp. 274
Carbonne, France, 44
Carcajente (Sp) 273
Carcassonne (Fr) 42, 361
Cardedeu Spain, 271
Carden, Pr, 413
Carentan (Fr) 26
Cariati (It.) 267
Carignan, (Fr) 15, 64
Carlsruhe, Bav., 198, 199
Carlsbad (Aus) 188, 196 208, 213, 471
Carlshaven (Ger), 146
Carlsruhe (Bad.) 64, 74, 76, 128, 130, 132, 133, 136, 137, 193, 194, 200, 436
Carlstadt, Swed, 282
Carlstadt, Aus., 196, 213, 233
Carmagnola (It) 252
Carmaux, (Fr.) 60
Carnac, Fr. 353, 361

Carnieres-Nord, Bel. 92
Carpentras (Fr) 59
Carpi, Italy, 253
Carrara, Italy, 250, 262
Carregado (Por) 276
Carregueiro, Sp. 277
Carr-St. Paul, Fr, 47
Cartagena (Sp) 272, 273, 274, 540
Cartal, Tur, 318
Cartama, Spain, 273
Cartigny, Fr. 33
Carvin (Fr) 14
Carwitz, Prussia, 178
Casa Branca, Port. 277
Casalbuttano, It, 260
Casale (It) 254, 286
Casalecchio, (It) 250
Casalette-Vaprio, It, 260
Casalmoro, It, 261
Casalpusterlengo, 257, 259
Casariche, Sp. 273
Casarza (It) 253
Cascina (It) 248
Caselle, Italy, 248
Caserta, It, 261, 168, 574
Casetas, Spain, 270
Caseval, Spain, 277
Casina di Ferra, It, 261
Casiano, Austria, 226, 238
Casoria, Italy, 266
Cassaba, Levant, 293
Cassamicciola, It. 553
Cassano (It) 256
Cassel (Fr) 12, 361
Cassel (Prus) 115, 116, 119, 128, 129, 141, 144, 146, 148, 149, 150, 152, 153, 154, 156, 158, 160, 162, 172, 176, 455
Cassis, France, 53
Castagnole (It.) 252, 254, 258
Casteggio (It) 250
Castejon (Sp) 269, 270
Castel. Pr., 128, 430
Castelalfero (It.) 255
Castellamare (Italy) 26, 514, 522
Caste. Bolognese, (It) 264
Castel d'Agogna It., 255
Castel-Fiorentino, Ita. 262
asteiguelfo, (It) 250
Castellaneta, It, 265
Castellaro, (It) 255
Castelleone, It, 260
Castello (It) 250, 262
Castellon (Sp) 271
Castel Maggiore, 259
Castelnaudary, Fr. 48, 44
Castelnuovo, It) 274, 256
Castelpiano, It. 261
Castel-San-Giovanni, 250
Castel S. Pietro, 264
Castelsarrasin (Fr) 48
Castex Lectourois, Fr. 46
Castiglion, It, 260
Castillejo. Sp., 272, 274
Castillon, Fr, 37, 40, 370
Castres, (Fr) 39, 44
Castronuno, Sp. 273
Castrop (Prus) 116
Castuera, Sp. 276
Catania (Sicily), 26, 267, 535
Catarroja (Sp) 273
Catlenburg, Ger. 149
Cattenières (Fr) 16
Cattolica, (It) 264
Caub (Pr) 128, 430
Caudebec (Fr) 362
Caudete, Spain, 272
Caudo, Fr, 45
Caudrot (Fr) 48
Caulnes Dinan, Fr, 28
Caumont, Fr, 46
Cauterets (Fr) 362
Cava (It) 263, 514
Cava Carbonara, (It) 255
Cavaillon, Fr, 55, 59
Cavallermaggiore (It) 252, 254
Cavarzagozzi, It. 259
Cazarina, Port. 277
Cazaux-et-Gar, Fr. 44
Ceseano, (It) 261
Cesena, It. 258, 262, 263
Cesintrey, Fr, 66
Celakowitz, Aus, 227, 229
Celle (Ger) 160
Celle, Italy, 249
Cenicero, Spain, 269
Centallo, It, 252
Ceprano (It) 261, 514
Ceraino (It) 253
Cercan-Pisely, 213
Cerestres (Fr) 34
Cerey-la-Tour, Fr, 53
Cerfontaine (Bel) 103
Ceriale, 249
Cerignola, It, 264
Cerizay, Fr, 42
Cérons (Fr) 43
Cerraja, Sp. 275
Certaido (It) 262
Cerioso, It, 255, 524
Cervaro, It, 249, 265, 266
Cervera, Spain, 270
Cesena, Italy, 264
Cesson, Fr. 48
Cettigne, Tur. 484
Ceuna, (Sp) 270
Cette (Fr) 35, 43, 57, 60, Centa, Afrien, 546
Chabanais, Fr, 47
Chabone (Fr) 59
Chalis Gierra, Fr, 38
Chagny (Fr) 48, 53
Chalais (Fr) 35
Challillon-St.-Aub. Fr, 38
Chalindrey (Fr) 68
Chalmaison Fr, 68
Challonnes, Fr. 28
Chalons, Camp of, Fr. 362
Chalons-s-Marne (Fr.) 62, 64, 67, 70, 362
Chalons-St. Come (Fr.) 48, 61
Chalons-sur-Saone (Fr) 48, 54, 61, 362
Cham, Bav. 232
Chamarande, Fr, 34
Chambéry (Fr) 51, 53, 54, 260, 362
Chambray, France 31
Chambrey, Fr, 61
Chambord, Fr. 357
Chamounix (Fr) 492
Champousset (It) 54
Champagney (Fr) 68
Champagnole, Fr, 57
Champery (Switz.) 492
Champigny (Fr) 63
Champigneulles, Fr, 63
Champvans (Fr) 52
Chancy (Switz) 54
Chanlers (Fr) 47
Chanseca, Sp, 276
Chantilly (Fr) 16, 21, 362
Chantonnay, Fr. 42
Chao de Macas, Por. 277
Chapau-aux-Pots, Fr, 22
Chapelle-Yvon, Fr, 26
Charente-Tonnay, Fr, 47
Charenton (Fr) 28
Charkow (Rus) 286, 800
Charlerol Bel. 16, 90, 92, 94, 96, 98, 100, 101, 102, 103, 410
Charleville (Fr.) 15, 70, 71
Charlottenberg, Nor., 288, 290
Charlottenburg (Pr) 454
Charlottenlund, Den, 286
Charlso, Rus, 287
Charmande, Fr, 34
Charmes (Fr) 61, 70
Charmant (Fr) 35
Charmont, Fr, 62
Charmoy (Fr) 68
Charnay Condemine (Fr.) 61
Charonne, Paris, 20
Charolles (Fr.) 61
Charx (Fr) 16, 22
Chartres (Fr) 28, 31, 363
Chartreuse, La Grande. (Fr.) 363
Chasse (Fr) 50, 56
Chastre, Belg. 106
Chasseneuil (Fr) 35
Chateaubourg (Fr) 28
Châteaudun (Fr) 37, 363
Chateauneuf, S. L. Fr. 41
Chateau d'Oex Swit. 246, 492
Chateau-du-Loir (Fr) 32
Chateau-Gaillard, Fr. 34
Chateaulin, (Fr) 30, 40
Chateauneuf-s-C (Fr) 40
Chateauneuf (Fr) 45, 47
Chateauneuf, Fr, 50, 63
Chateau Ponsac, Fr, 41
Chateau-ursenard, Fr, 62
Chatebor, Aus, 228
Chateau Renaul, Fr. 37
Chateauroux (Fr) 40, Chateau-Salins, Fr, 63
Chateau d'If, Fr. 374
Chateau-Thierry (Fr.) 64, 67, 363
Chateisaudren (Fr) 28
Chatel-Nomexy (Fr.) 66
Chateley (Fr) 52
Chatelineau (Bel.) 90, 94, 102
Chatellerault (Fr) 35, 363
Châtenay (Fr) 68
Chatillon (Fr) 29, 54
Chatillon-Port-a-Binson (Fr.) 64
Chatillon St. Aube, Fr. 38
Chatillon-sur Seine, Fr 57, 73
Chaton (Fr) 31
Chaudefontaine (Bel 88, 406
Chaulnes (Fr) 21, 33
Chaumont, Switz. 492
Chaumont-en-Vexin, Fr. 22
Chauny, France, 16
Chaussin, Fr, 61
Chauxdefonds (Switz) 239, 242 498
Chaville, Fr., 32
Chavenon (Fr) 42
Chavornay (Switz) 246
Chazay-Marcilly. Fr. 58
Checy-Mardie. Fr. 42
Chelles, Fr. 67
Chemille, (Fr) 38
Chemilly (Fr) 56
Chemnitz (Sax.) 122, 171, 172, 188, 189, 436
Chénée (Bel) 84, 88, 406
Chenonceaux, Fr, 38
Cherbourg (Fr.) 26, 363
Cheseaux, Switz, 247
Chester, Eng, 298
Cheval-Blanc, Fr. 55, 59
Chevillon (Fr) 66
Chevilly (Fr) 34
Chexbres-Vevey (Swit) 246, 492, 506
Chiaravaile, It, 261
Chiavari, It, 250
Chieri, Italy, 249
Chieti, It, 263
Chievres-Attres, Bel, 82
Chiavenna, 243, 244
Chighilly, Turkey, 293
Chignolo Po, It, 259
Chigy-Sieges, Fr, 62
Chigny-Montevrai, Fr. 32
Chillon Switz, 499
Chilly-le-Vignoble, Fr 61
Chinchilla (Sp) 272, 274
Chinon, Fr, 42
Chiomonte, 250
Chiusi (It) 262
Chivasso (It) 251, 256
Chlumec, Aust. 211
Chlumcan, Aus, 234
Chlumetz, Au. 229, 230
Chobanisaia, Turk. 293
Choeques, (Fr) 12
Chodau, Germ. 208
Chodorow, Aust. 207
Cholsy Le-Roi. (Fr) 34
Cholet, Fr. 38, 38
Chomerac (Fr) 50
Chotylow, Russia, 291
Chetzen (Aus) 204
Chousy (Fr) 24
Chrast (Aus) 228, 237
Christiana (Nor.) 281, 282, 285, 645
Chropan, Aus. 212
Chrodin, 228
Chrzanow (Aus) 206
Chur (Switz) 194, 194, 240, 243, 244, 493
Chue les d'Unchy, Fr, 62
Chyrow, Gal. 216, 219, 2
Chwala-Pocernits, Aus 227 229
Ciampino (It) 261, 262
Cibulke, Aus 208
Ciechocinek, Ru sia, 291
Cienpozuelos (Sp) 272
Cieza, Spain, 272
Cignac, Fr. 63
Cinfaes, Port. 277
Cintra, Port, 549
Cire (Fr) 38
Cires-les-Mello, Fr, 22
Cisté (Italy) 248
Cisneros Spain, 273
Ciudad Real, 275, 276
Civita Vecchia, (It) 258, 260, 261, 574
Civray (Fr) 35
Clairmarais, Fr, 390
Clamart (Fr) 32
Clamecy (Fr.) 56
Clan (Fr) 35
Clarens (Switz) 246, 493
Clecy, Fr, 23
Clères (Fr) 21, 23, 24
Clerey (Fr) 73
Clerf, 77
Clermain (Fr.) 61
Clermont (Fr) 18, 67
Clermont-Ferrand (Fr.) 51, 60, 364
Clermont-sur-Loire, Fr. 39,
Clermont L'Herault (Fr.) 46
Clerval (Fr) 52
Cleves (Pr) 120, 144, 456
Clisson (Fr.) 40
Clichy, Fr, 32
Clot, Sp 271
Cluny (Fr.) 61
Cluyzen-Terdone, Bel. 101
Coarrase Nay (Fr.) 44
Cobern (Pr.) 413
Coblenz, (Coblence) (Pr) 16, 122, 124, 129, 413, 427
Coburg, Ger, 169, 436
Coesaglio (It) 256
Cochem (Pr.) 413
Cocheren, Fr, 72
Codogno, It, 257, 259
Codola, It, 263
Cedrolpo, It, 253
Cogne, Italy, 514
Cognac, Fr, 47, 364
Coimbra, Port, 277, 549
Coislin (Fr) 178
Cothen, Ger., 156, 176
Coimbra, Port. 277. 549
Coire, See Chur
Colbe (Prus.) 146
Colberg (Pr) 178
Col-des-Oliviers (Alg.) 297
Colico, 244
Collegno (It) 250
Colligny, France, 53, 70
Collioure, Fr, 43
Colle Salvetti, Italy, 258, 260
Colombes (Fr.) 18, 24, 32
Colombier, Fr, 68
Collonges, Fr, 54
Collonges (Fr) 48
Collonges (Fr) 52
Collonges Font, Fr, 52
Colmar, Rhine 74, 76
Cologne, Prus, 16, 72, 74, 77, 78, 94, 113, 116, 118, 119, 120, 122, 124, 126, 128, 142, 144, 146, 149, 150, 156, 158, 160, 162, 163, 168, 196, 198, 203, 210, 232, 240, 422
Comballas, Switz, 493
Combalimaio, Turin

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Coxhlahn-am-Pont, Belg. 107
Cemboury, Fr. 30
Combe-la-Ville (Fr) 48
Comines (Bel) 92, 94, 100, 397
Comitini, Italy, 263
Commercy (Fr) 64.
Commentry, Fr. 34
Como (It) 243, 244, 252, 514
Como, Lake of It, 515
Compiegne (Fr.) 16, 344
Compiobbi (It) 260
Conches (Fr) 26
Concise (Switz.) 246
Condat (Fr) 99
Condé-Northern, Bel, 77
Condé (Fr) 16, 30
Condé (France) 28, 30
Conde-sur-Noireau, Fr 23
Condé-Smendou (Alg.) 297
Condove (It) 250
Conegliano (It) 222, 258
Confians, Fr. 24, 44, 67, 69
Connern, Ger, 166
Connerre (Fr) 62
Conques, Fr. 361
Constadt, Prussia, 185
Constance (Switz.) 132, 136, 248, 493
Constantine (Alg.) 297
Constantinople, Tur., 518
Constantinowka, Russ. 286
Contich (Bel) 82, 404
Contrexeville, Fr. 384
Conty, Fr. 21
Contursi, It, 263
Convers, Switz. 239
Conz (Prus.) 77, 185
Coolus, Fr. 62
Copenhagen, Den., 168, 178, 282, 502
Copenich (Fr) 183
Coppet (Switz.) 246
Corbehem, Fr. 14
Corbeil (Fr.) 35, 56
Corbetha (Fr) 170
Corbie (Fr) 18
Corcelles, Swit. 239
Corco, 268
Cordelio, Levant, 293
Cordova, Spain, 273, 274, 540
Corcuse, Spain, 273
Corfu, (Island of) 530
Corpoloin (Fr) 48
Corigliano (It.) 265, 267
Corlin (Fr) 178
Cormons, Italy, 233, 253
Cornella, Spain, 47
Corniche Road, the, 515
Cornelo, 268
Corneville (Fr) 30
Cornil, France, 39
Cornigliano (It) 249
Coronil, (Sp) 269
Corpe, Fr. 304
Corsica, Island of, 551
Corsico, Italy, 254
Cortcolano, It., 259
Corte, Corsica, 552
Cortenberg, (Bel.) 88
Cortembosch, Bel., 105
Corticella, (It) 259
Cortina (Aus.) 471
Certona, It. 260
Corunna (Spain) 540
Cosen, Germ., 171
Cosel, see Kosel
Cosne, (Fr) 58
Cossonay (Swtz) 246
Castiglicle (It.) 252, 254
Coswig (Sax.) 189
Catillas, Spain. 272
Cothen, Ger, 160, 166, 176, 177
Cotrone, Italy 267
Cottbus (Fr.) 154, 174, 184, 186, 289
Couey, Fr. 12
Couey-les-Eppes, Fr. 66
Coudrecieux (Fr) 62
Coubé Vérac (Fr) 35, 39
Coullibeuf (Fr) 27, 28
Coulmiers, Fr. 377
Coulommiers (Fr.) 66, 379
Coulonges (Fr). 38
Courbevoie, Fr., 32
Courcelles, (Bh.) 72
Courcelles - Ceinture, Paris, 30
Courcelles, Bel, 77, 84, 93
Courlaoux (Fr.) 61
Coermayeur, Italy, 515
Courtenay, Fr, 62
Courtet, Bitenne (Bel.) 94, 103, 412
Courtheon, Fr. 50
Courtmontoreal. Fr. 46
Courtral, Belg. 78, 80, 87, 92, 93, 94, 96, 100, 397
Courville (Fr) 28
Cousancy (Fr) 72
Coussac (Fr) 34
Coutras (Fr) 35, 41, 47
Couvin (Bel) 105
Couzon, (Fr.) 58
Cracow - Pol., 184, 187, 205 206, 207, 208, 212, 216, 217, 224, 291, 472
Crailsheim (Wurt.) 136, 191, 195
Cramoisy, Fr, 22
Cranenburg, Pr, 120
Cranoe (Fr) 41
Cranzahl, Ger, 188
Crayant, Fr., 36, 39
Creches (Fr) 48
Crecy (Fr) 352
Crefeld (Pr.) 113, 120, 140, 144, 408
Creil (Fr) 12, 16, 18, 22, 23
Crema (It.) 260
Cremona, It. 253, 259, 260, 515
Crempe, Germ., 168
Crenay, Fr., 62
Crepy-Couvron (Fr) 12
Crépy-en-Valois, Fr., 15, 16
Cressnitz, Aust. 235
Crest, Fr. 56
Creusburg, Prussia, 182
Creuznach (Rhine), 72, 77, 125, 126, 128, 432
Creuzthal (Ger) 140
Crévenay (Fr) 68
Crewe, Eng, 298
Crimmitschau, Saxony, 189
Criptana (Sp.) 272
Critot (Fr.) 21, 23
Croix, Fr., 387
Croix Rouge, Bel, 97
Cr-ix Wasq, Fr. 14
Cronfestu (Bel.) 92
Crossen (Sax) 170, 171, 174, 174
Crottori, Germ, 166
Crov-Romainmotier, 248
Csaba (Aus. 222, 237
Csaba Keresztur (Hun.) 224
Csacza (Pr.) 124
Csakatornya, Aus, 220
Csany, Hung. 219, 225
Csap. 225
Csapo-Radnoth, 236
Csefa, 237
Csorvás (Hung.) 237
Ceucsa, Aus, 238
Csurgo, 219
Cuba, Port. 277
Cuecinge (It.) 252
Cuers (Fr.) 55
Cuesmes, Bel, 84, 107
Cuesmes, Trieu Bel. 85, 86, 92
Cuiseaux (Fr.) 53
Culmbach (Bav) 146
Culos (Fr.) 54, 250
Cuneo (It.) 252
Cuperly, Fr., 67
Curegliem, Bel., 85
Curve (Castel) 128
Custozza, Italy, 116
Cutrin, Pr. 174, 180, 182
Czacsa (Hung.) 219
Czakowits, Aus, 227
Czegled (Hun) 214, 219, 222, 2 8
Czenstochau (Pol.) 291
Czerepkouts, (Aus) 207
Czernitz (Pr) 187
Czernowitz, Aus, 227, 216, 217
Cs-ra, Pr. 180
Czerwinsk (Pr) 182

D.

Dachrieden, Ger. 171
Dachsen (Switz) 245
Dachstein, Rh., 71
Dacknan, Bel., 101
Dahl, 382
Dahl, Ger, 149
Dahlerbrucke, Ger, 149
Dahlhausen, Pr. 142, 151
Dahmsdorf auf Nauchebig (Pr) 180
Daimiel (Sp.) 275
Dallau, Germ. 135
Damanhour, Egypt, 294
Dauery, Bourgogne (Fr) 64
Damietta, Egypt, 295
Damm (Pr) 178
Dammartin (Fr) 15
Dange (Fr) 35, 36
Dangu (Fr) 31
Danikon, Aus. 240
Dannebarg, Pr. 165
Dannemarie (Fr.) 52
Dapos, Aus, 238
Dantzic (Pr) 174, 178, 179, 180, 182 456
Daoers, Fr. 12
Darany Aus. 235
Darbo, 281
Dards, Hung. 237
Darligen, 241
Darmestadt (Ger) 64, 123, 126, 127, 137, 437
Darnetal (Fr.) 21
Dassnitz, Ger. 208
Daugaard, Den. 278
Davos am Platez, or St. Johann am Platez (Switz.) 493
Dave, Bel., 94
Dax (Fr) 46, 46
Deauville (Fr) 391
De Bilt, Hol., 110
Debreczin (Hung) 207, 214, 219, 225, 237, 471
Decazeville (Fr) 40
Decimoniani, 267
Dedeagh, Tur. 218
Dedemsvaart, Hol. 110
Deggendorf, Bav. 2 2
Degerfors, Swed. 285
Deidesheim, Ger. 139
Deirmendjik, Turk. 292
Deining, Bav. 203
Deisalingen, Ger. 192
Delft (Hol) 114, 416
Delitzsch (Pr) 154, 176, 177
Delle, Fr., 57
Delmenhorst, Germ. 151
Delnice, Aus. 213, 231
Delstern, Ger. 149
Dembica (Aus.) 217
Demecsar, Aus, 231
Demir-Kapow, Tur. 218
Demmerkirch, Ger, 68
Demetika, Aus. 218
Denain (Fr) 16
Denderleeuw (Bel.) 78, 82, 100
Denzlingen, Rhine, 132
Derby, Eng. 299
Der Saale (Ger) 156
Desenzano (It.) 256, 515
Desio, Italy, 258
Dessau (Pr.) 154, 176, 177, 456
Desselghem, Bel. 80
Dessouk, Egypt, 295
De Steeg, Holl. 112
Dettelbach (Bav.) 198
Dettingen (Wurt.) 138
Dettum, Ger, 160
Dettwiller, Rhine, 64, 76
Deurle. Belg. 80
Deurne. Holl. 108
Deutsch Brod. Aus. 216, 226, 228
Deutsch Eylau, Ger, 182
Deutz (Rhine) 115, 116, 118, 119, 139, 140, 141, 143, 153, 154, 160, 166, 425
Deux-Ponts, see Zweibrucken
Devant-les-Ponts, Ger. 74
Devecser, 225
Develikoy, Turk. 292
Deventer, Holl. 110
Deville (Fr.) 15
Deynze (Bel.) 80, 98
Diablerets, Switz., 502
Diano Marina, 249
Diebalich, (Pr.) 418
Dieburg, Germ. 126
Diedenhofen, Ger. 71, 72
Dieghem, Belg. 88
Diehlau (Aus) 206
Diekirch (Fr) 77
Dielkirchen, 138
Dielsdorf, Swit. 243
Diephols, Pr. 118
Dieppe Fr. 22, 24, 25, 365
Diest, Belg., 105
Dietfurt, Switz. 239
Dietendorf, Ger. 170
Dietmannsried (Bv) 193
Dieuloward, Ger., 72
Dieuze (Fr.) 64, 76
Dies (Rhine) 129
Digoin, France, 53
Dijon, Fr. 48, 52 54, 61, 244, 365
Dillenburg (Pr.) 116
Dilln, Aus. 211
Dinan (Fr.) 366
Dinant (Bel.) 94 412
Dinard (Fr.) 366
Dingelstedt, Ger. 171
Dinglingen, Rh. 132 133
Dinnyés (Hung.) 236
Dinoze, Fr. 63
Dinslaken, Pr, 114
Dintikon, Switz. 243
Diosgyor, Aus. 213
Diószeg (Hung.) 214
Dirschau (Pr) 174, 180, 182
Dissais (Fr.) 35
Dissay-sous-Courcillon (Fr.) 38
Distelhausen, Ger. 136
Ditfurt, Germ. 166
Dittersbach (Pr) 174
Dittersdorf, 230
Ditzingen (Wurt) 193
Dixmude, Bel., 95, 100, 402
Djidjoula, Egypt 297
Djimsovasi-Turk 292
Döbeln (Sax) 188, 189
Doberlin, Turkey, 218
Dobrawitz, Aus., 226, 227,
Dobrenitz - Syrovatka, Aus. 229
Dobrilugh-Kirchh, 152
Dobronka, Rus. 289
Dobrowlany, Gal. 219
Dobromil, Gal. 222
Docelles-C., Fr., 61
Doische, Bel., 102
Dol (Fr) 30, 366
Dole (Fr) 52, 61, 366
Dolhain (Bel.) 87, 88
Dolina, Aus. 216
Dolo, Italy, 256, 259
Dolomite Region, Aus., 471
Dombasle, Fr., 67
Dombovar, Aus. 217, 223
Dombrau (Pr.) 221
Domegliara (It) 241
Domfront (Fr) 23, 28
Domina, Schonlind Au. 216.
Demitz, Pr. 165
Dompierre (Fr.) 15
Dompierre (Fr) 29
Domremy-la-Pucelle (Fr.) 56
Domstadtl, Aus, 230
Don Alvaro, Sp. 276
Donaueschingen Ger 136
Donauwörth (Bav.) 198, 437

Don Benito, Sp. 270
Donjeux (Fr) 66
Donzere (Fr) 50
Dorchester, Eng. 300
Dordrecht, Holl. 103, 108, 417
Dorten, Ger. 194
Dorlisheim (Fr.) 71
Dormans (Fr.) 64,
Dornach, Rh. 71, 74
Dornburg, Ger, 171
Dornbirn, Ger. 192
Dornegg Feistritz, Aus. 211
Dorsten, Belg., 107
Dorsifeld, Pr, 120
Dortmund (Pr) 116, 120, 14 , 144, 149, 153
Dortweil (Fr.) 40
Dos Hermanas (Sp) 274
Dossobuono (It) 253
Douanne, Swit. 239, 246
Doullens, Fr., 22
Dousl Fr. 14, 84, 356
Dour, Bel. 85
Dourdan (Fr.) 37
Douzy (Fr) 55
Dover Eng. 80 299, 300
Douxnoux (Fr.) 66
Drackenstedt, Ger, 162
Draguignan (Fr.) 49
Drammen (Nor.) 281
Dransfeld (Ger.) 150
Drebkaw, Ger. 152
Dreffeac (Fr) 40
Dreilleben-Drackena, 154
Drensteinfurt (Rh) 118
Dresden, Sax. 116, 128, 129, 149, 152, 158, 166, 170, 171, 174, 176, 177, 183, 186, 189, 192, 198, 202, 204, 209, 213, 289 437
Dreux (Fr) 26, 30, 31
Driburg (Ger.) 115, 438
Driebitz (Pr) 181
Driesen (Pr) 180
Dris, Aus. 227
Drissa, Russia, 292
Drobolycz, Turkey, 319
Dronrijp, Holl. 110
Drontheim, Nor. 282
Drouz (Fr.) 41
Dublin (Irel.) 298
Duby, Aus, 208
Dudley, Eng. 298
Dudzeele, Bel , 97
Duffel (Bel.) 82
Dugarens, Aus. 231
Dugenta (It.) 256
Dugny, Fr. 50
Duisburg (Pr.) 116, 120, 144, 421
Duiken, Prus. 153
Dulmen, Pr. 118
Dunaburg (Rus), 287, 3 9, 291, 292
Dunkirk (Fr.) 12, 75, 80, 96, 100, 366
Duperre, Algiers, 297
Duppighelm, Rh. 71
Duren (Pr.) 88, 118, 120, 122, 153, 428
Durkheim, Ger. 139
Durlach, Baden. 132, 137
Durnkrut (Aus.) 219
Dusnik, Aus. 234
Dusslingen, Bav. 198
Dusseldorf, (Prussia) 115, 116, 119, 120, 122, 143, 144, 151, 154, 160, 162, 421
Dutilenheim, Rh, 71
Dutzenteich, Bav, 203
Dux (Aus.) 207, 223, 234
Dux-Ladowitz, Aus. 234
Dux-Lippitz, Aus. 211 2 7
Dybernfurth, Ger. 186
Dylta (Swed.) 284
Dylta Bruk, Swed. 284
Dziadits (Aus.) 183, 185, 206

E.

Eaux Bonnes (Fr.) 366,
Eaux Chaudes (Fr) 367,
Ebelsbach (Bav.) 198
Ebenfurth, Aus 201, 225
Ebenhausen, Bav, 197
Ebensee, Aus. 472
Ebernburg, Ger. 138
Eberabach, Sax, 190
Eberadorf (Sax) 169
Eberabeim, Rhine, 74
Eberstadt (Rh) 137
Ebingbem (Fr) 18
Ebnat Kappel, Swit. 239
Eboli, Italy, 263
Ebreishsdorf, Aus, 225
Ebstorf, Ger. 164
Ecaussines (Bel) 90, 101, 102
Echatsidle, Tur. 3 8
Echallens, Swits. 247
Echem, 156
Echten, Hol., 110
Eckartshausen Wur. 191
Echt, Holl. 108
Eclaron (Fr.) 63
Eclépens (Switz) 246
Ecluse (Fr) 38
Econche (Fr) 30
Ecury, Fr., 62
Edane, Swed 285
Edelfingen, Ger. 136
Edenkoben, Prus. 138
Edesheim (Rh.) 138
Edinburgh (Scot.) 298, 299, 300
Eeckeren (Bel) 108
Eeeke Nazareth, Bel 86
Eecloo Bel. 93, 97 101
Eelen, Bel, 97
Eenaeme Belg., 78
Effringen, Ger. 132
Eger, Aus 184, 196, 202, 208, 212, 221, 222, 223, 474
Egeres, Hung. 219, 238
Eggenfurt, 119
Eggersdorf, Ger. 166
Eggenburg, Aus, 223
Eggmuhl, Ger. 202
Eglisheim, Ger., 74
Egr selle, Fr. 63
Ehningen (Wurt) 194
Ehlershausen, Ger. 155
Ehrenbreitstein, Pr 144, 149, 427
Ehrenthal (Prusa) 428
Ehringshausen (Pr) 116, 130
Eichberg, Aust. 210
Eichholen, Bav, 203
Eichicht, Ger. 171, 172
Eichow, Ger. 152
Eiskjendorf, Ger. 196
Eidsakog, Nor. 282
Eidsvold (Nor) 283
Eilenburg, 152
Eilsleben, Ger. 154, 162
Eindhoven Hol, 101, 108
Einvaux (Fr.) 66
Eiserera, Aus. 221
Eisleben, Germ. 172
Eisenach Ger. 150, 153, 169, 170, 172, 432
Eisenbrod (Aus, 229
Eisfeld (Pr) 169
Eistrup, Ger. 148
Eitorf (Rh) 116
Eksjo, Swed. 285
El Adna, Egypt, 304
El Affroun, Egypt, 307
Elberfeld (Prus) 140, 141 143, 146, 149, 153 154, 162, 421
Elbeuf (Fr) 24, 26, 30,
Elding (Pr.) 180, 456
Elbogen Neusatel, Ger. 208
Elburg-Epe, Hol., 110
El Burgo (Spain) 273
El Cuervo (Spain) 274
Elche. Spain, 536
Elda, Spain, 2, 2
El Edona, Egypt. 306
Elead (Hung) 219, 238
El Escorial, Spain, 268
El Fashu, Egypt, 296
El Fayoum, Egypt, 296
Elgaroas (Swed) 284
Elizabethgrad (Rus) 320
Elisabethstadl, Austr, 238
Ellenserdamm (Ger.) 150
Eller, Prussia, 124
Ellera Italy, 260
Ellesbau, Hung. 219
Ellrich (Ger.) 149
Ellwangen (Wurt.) 191
Elm (Ger), 147
Elmas 267
Elmhult (Swed) 282, 283
Elmsdorf, Ger 171
Elmshorn (Ger) 168
Eine, Fr, 43
Elongen, Bel., 86
Eloyes, Fr 63
Eladorf (Pr) 120
Elefleth, Pr, 150
Elsinore see Helsingor
Elster, (Sax) 188
Elsterwerda, Pr. 184
Elten (Ger) 120
Eltville, Prus, 128, 430
Elven (Fr) 40
Elverum (Nor) 282
El Wasta Expt. 294 296
Els, Germ, 129
Elze (Ger) 150
Emmenbrucken, (Pr) 185
Emboba, Egypt, 296
Embermenil, Fr, 64, 70
Emden Pr, 115, 148, 158, 163, 416
Emerainville-Pontault (Fr) 68
Emilion, Saint (Fr.) 269
Emir Aalam, Turk. 293
Emmendingen (Rh) 131
Emmerich (Pr) 107, 113, 118, 119, 144, 421
Emmingen, Ger, 163
Empalme (Sp) 270, 271
Empalme (Port.) 274
Empel, (Pr) 114
Empoli (It) 262
Ems (Pr) 129, 150, 154 436
Emsdetten (Ger) 115
Emskirchen, Bav. 195
Enchenberg, Ger., 72
Encina, 273
Endorf (Bav) 200
Engadine, Upper, Swit. 205
Engelberg, Swits, 501
Engen, Ger, 136
Engers Ger, 124
Englien (Fr) 18, 18, 22, 34, 367, 395
Englien (Bel) 80, 90
Engis, Bel, 94, 411
Enkenbach, Ger. 138
Enns (Austria) 210
Enschede, Holl 110
Ensival Bel, 88, 407
Entressen (Fr) 50
Entrocamiento (Por) 276, 277
Entsheim, Rh., 71
Ensberg, Ger, 137
Ernegbem, Bel., 96
Epanvillers (Fr) 25
Epehy, Fr. 33
Eperies, (Hun) 216, 219, 222, 224
Epernay (Fr) 64, 367
Epernon (Fr), 28
Epervans, (Fr) 61
Epierre, Fr., 54
Epinac, Fr. 53
Epinal (Fr) 61, 63, 66
Epinay-sur-Orge (Fr) 18, 22, 12, 34
Epiatures, Switz, 239
Epône (Fr) 24
Eppegbem, (Bel) 82
Eppelsheim, Pr, 127, 131
Erazny, Fr. 22
Erbach, (Pr) 123
Erbach (Wurt) 192
Erbersdorf, 230
Erding, Bav. 196
Erdmannsdorf, Sax 168
Erdod, (Hung) 227
Erembodegem, Bel. 78 82
Eremkeul, Tur, 318
Erfelden-Goddel, Pr 127
Erfurt (Prus) 149, 170, 172, 457
Ergoldsbach, (Bav) 202
Erked. Aus, 238
Erkelenz (Pr) 140, 408
Erkner (Pr) 183
Erkrath (Prussia) 140
Erlangen (Bav) 196
Erlau, Hung, 217
Ermetzhofen. Bav. 196
Er-Mihalyfalva, Aus., 207
Ermont (Fr) 18, 22, 32
Ermelsben, Germ. 148
Ernecourt-Loxeville, 64
Ernsthofen (Aus) 221
Erpel, Rhine, 426
Erpolsheim, Ger, 139
Erquelinnes Bel., 85, 94, 102, 410
Ersingen, Germ, 137
Erstein (Rh) 74
Ertingen, Wurt 194
Ertveld, Bel., 101
Ersingen, Germ, 138
Esch, (Bel) 76
Esbly (Fr) 67
Eschede, (Germ) 156
Eschlikon (Switz) 244
Eschweiler-Aue, Ger, 1-3
Eschweiler (Pr) 122, 153, 407
Eskilds'rup, Nor. 282
Eslof Swed, 279, 283, 284
Esmoriz (Port) 277
Esneux, Belg. 107
Espel, 276
Espinos, Spain, 268
Espinga, Spain, 268
Esquaibecq (Fr) 12
Esschen (Bel) 103
Essegg (Hun) 235, 217
Essen (Pr) 120, 141, 144
Essendorf (Wur) 192
Esslingen (Wur) 198 439
Estarreja (Port) 277
Este, Italy, 259
Estinnes-Haulchin, Bel 85, 98
Estissac, see Reve
Estissac, Fr., 62
Estrebchon, (Fr) 46
Estressin (Fr) 50
Etaghlres, Swit 247
Etain, Fr. 67
Etampes (Fr) 34, 367
Etang, Fr, 53
Etaples (Fr) 18
Ethe, B-l, 97
Etichove, Bel., 86
Etival-Clairef, Fr, 65
Etna Mont, Sicily, 535
Etolle (Fr) 50
Etréchy (Fr) 34
Etrepagny, Fr, 31
Etretat, Fr., 30
Ettelbruck, (Fr) 77, 90
Etten (Bel) 110
Ritten Leur, Bel., 103
Ettersbausen, Bav. 203
Ettlingen (Rh) 132
Etzelwang, Bav., 232
Eu (Fr) 21, 22, 367
Eulau, Aus. 217
Eulmont, Fr., 63
Eupen, (Pr) 88, 122
Eurville (Fr) 66
Euskirchen, Ger. 118
Eutin, Prussia, 168
Eutingen, (Germ) 137
Evebrugt, Ger. 153
Evian (Savoy) 367
Evolena Switz. 204
Evora, Portug, 277, 550
Evreux (Fr) 26, 28, 367
Evron (Fr) 28
Evry (Fr) 56
Exaerde, Bel., 101
Exel, Hol. 108
Exeter, Eng., 298, 300
Extenorr, 277
Eydtkuhnen (Pr) 180, 182, 287
Eylan, see Pr. Eylau
Eyne, (Bel) 86
Eysen, Bel., 90
Eythra, Ger. 178
Eza, France, 55
Ezy-Anet, Fr, 32

F.

Fabriano, Italy, 261
Fachingen, Ger, 129
Facture, Fr., 44
Faenza (It) 264

Fagerhs, Swed. 285
Fajd, Egypt, 294
Faido (Switz.) 493
Faisse (Fr) 47. 367
Faissenaro (It) 261, 264
Falgendorf (Aus) 289
Falaise (Fr) 185
Falkenau, Germ., 208, 209
Falkenberg, Rhine, 72
Falkenberg (Fr) 176, 184
Falkenberg, Germ., 154, 178
Falkoping (Swe) 284
Fallersleben, Ger. 160
Falun, Swed, 284
Famechon (Fr) 21. 22
Fanglia, 258
Fano, Italy, 264
Farbus-Vimy, (Fr) 12
Farciennes (Bel) 90
Farigliano, It. 252
Farkasfalva, Aus. 238
Farschweiller, Ger., 72
Fasano, Italy, 264
Fauquemont, Bel., 105
Favarney, (Fr) 66
Fayoum, Egypt, 294
Fecamp (Fr) 24, 367
Fegernheim (Rh) 74
Fegyvernek (Hun) 214
Feignies, Bel., 84, 107
Feldbach, Aus, 225
Feldkirch, Aus, 1,2,472
Feldkirchen, Aust, 221
Feldmochting, Bav. 202
Feldsburg, Aus, 212
Feld, Aus, 222
Felegyhasa (Hun) 214
Felizzano (It) 250
Fellheim (Bav) 193
Fellingsbro, Swed, 284
Felsenegg (Switz.) 493
Felv'm, S. 238
Fentinees, Ger., 72
Fere Champen., Fr. 70
Ferentino, Italy, 261
Ferrara It. 256, 265, 516
Ferre, 218
Ferrieres, Fr, 58
Fesches-le-Chatteau, Fr 57
Fetsund, Den 282
Feuchs, Bav. 203
Feuerbach (Wurt) 192, 193
Feurs (Fr) 36,
Feuhe (Bel) 88, 405
Feyuln. Fr. 50
Fez, Africa, 546

Ficarazzi, Sicily, 267
Ficulle (It) 262
Figeac (Fr) 39
Figline, Italy, 260
Finmelmuhle, 277
Finnoord, Bel., 108
Fichtne, Prussia, 180
Finalmarine, It., 249
Finnestrop, Fr. 140
Finsterswalde, 152
Finstinnen, Ger. 7
Fiorenzuoli, (It) 250
Firminy (Fr) 39
Fischbach, (Fr), 125
Fismes (Fr) 15
Fiume (Aus.) 211, 213, 231, 472
Fiscbt, (Fr) 129
Fistow, (Fr) 180
Flamatt (Switz) 246
Flamboin (Fr) 68
Flavy-le-Martel (Fr) 21
Flawyl (Switz) 244
Flechtingen, Ger. 160
Flemalle-Haute, Bel., 94, 411
Flemalle-Grande, Bel., 94
Flensburg Den, 168, 278
Flezu Produits, Bel., 86. 94
Fleron, Bel, 86
Flers (Fr) 23, 30
Fleurs, France, 41
Fleurance France, 46
Fleurus Bel. 83, 96, 103
Fleurville (Fr) 48
Fleurys-Andelle, Fr., 31
Flieden, (Ger) 147
Flixecourt, Fr. 22.
Flogny (Fr) 48,
Flöha, Sax, 188, 189
Flonheim, Pr. 127
Floreffe (Bel) 90
Florence (Italy) 205, 250, 253, 258, 260, 262, 264, 510
Florennes, Bel. 102, 105
Florensac, Fr, 46
Florida, Spain, 274
Florisdorf (Aus) 212
Flörsheim (Rh) 138
Flurlen (Switz) 239, 240, 493
Flushing, see Vlissingen.
Foerderstedt, Ger. 156
Foggia (It) 254, 265, 266
Foissy, Fr. 62
Foix (Fr) 30, 44
Folkestone (En) 300
Foligno, Italy, 260, 261
Follonica (It) 258
Fons, (Fr) 60
Fontafie (Fr) 47
Fontainebleau (Fr) 48, 58, 367
Fontainel'Evêque, Bel. 92
Fontenay (Fr) 35
Fontenay - sous - Bois (Fr.) 63
Fontenoy - s - Moselle (Fr.) 64
Fontoy (Fr) 71, 72
Fontvannes, Fr., 62
Forbach Ger., 70, 125, 449
Forbes, Austria, 223, 228
Forchheim (Bav) 196
Forchheim, Marche, Bel, 84
Forest. Bel., 78, 80, 397
Forest-Stabia, Belg, 97, 99
Forges-les-Eaux (Fr) 25
Forli, Italy, 264
Formerie (Fr) 21. 23
Formoselha, Port, 277
Forto Enca, (Hun) 2 9
Forst, Ger. 152
Fossaccia, Italy, 264
Fossano (It) 252
Fossato, Italy, 261
Foucherans, Fr., 61
Fouches, Bel, 106
Foux, France, 62
Fouserie, Fr., 29, 368
Fouilloy (Fr) 21, 23
Fouisin (Fr) 68
Fourmies, France, 15
Fournaux, Fr., 42
Fourrieres, Bel, 106
Fraire (Bel) 105
Frameries, Bel. 84, 94, 107
Francin, Fr. 52
Francorchamps, Bel, 90
Franeker, Holl, 110
Franconville (Fr) 14, 22
Frankenberg (in Sax.) 188
Frankenmarkt (Au) 201, 223
Frankenstein (Rh) 138
Frankenstein (Fr) 183, 186, 188
Frankenthal (Rh) 138
Frankfurt-on-Maine 16, 64, 74, 74, 77, 116, 124, 125, 126, 188, 189, 135, 137, 146, 147, 150, 154, 160, 162, 176, 196, 197, 198, 243, 457
Frankfurt-on-Oder Prus, 151, 174, 180, 182, 183, 185, 186, 248, 230, 247, 459
Franois (Fr) 52
Franzensfeste (Aus) 205, 220, 221, 231, 236
Franzensbad, Aus, 182, 196, 208, 223, 472
Franzenstha. 2 9
Frascati Italy 263, 518
Fraune, France, 52
Fraunes, (Bel.) 84
Frauenau, Italy, 260
Frastana, 128
Fratta-Grumo, It, 266
Fratingsdorf, 204
Frauenfeld (Switz) 245, 493
Fraustadt ((Prussia) 181
Freden, (Germ) 150
Fredensborg, (Den) 280
Frederikshern, Den, 280
Fredericia, Den. 168, 278
Frederikshaven, 168, 279
Fredersdorf, Ger, 180
Freiburg (Switz.), 240, 245, 494
Freiburg. Silesia, 187,
Freiberg, (Sax), 189, 439
Freiburg (Brisegau) 74, 132, 137, 459
Freienwalde (Pr) 178
Freiheit, 227, 230
Freihols Ger, 232
Freilassing (Bav) 200, 209
Freinsheim, Ger. 139
Freising (Bavaria) 202
Frejus, France, 58
Fremdstadt, Ger. 154
Fresne-St.-Mamès, Fr, 66
Fresnes, Fr. 16
Fresney-le-Mère (Fr) 28
Freteval, Fr, 37
Frethun, Fr, 18
Freudenthal, 230
Freystadt, Aus. 216
Fribourg, 64. 212, 246, 494
Friedberg (Ger) 146
Friedebert (Pr) 180
Friedrich-Mistek, Pr., 174
Friedland, Pr. 181, 463
Friedrichsfeld (Rh) 138, 137
Friedrichshaven (Wurtemburg) 192, 194, 440
Friedrichstadt, Ger. 164
Friedrichsthal (Rh) 148
Fried-Wilhelmshütte, (Pr) 184
Friellingen, Ger, 163
Friesack, Austria, 221
Fristad, Swed. 285
Frogner, 282
Fromentel (France) 40
Frondenberg, Prus, 153
Fronhausen (Hesse) 146
Frose, Germ., 153, 166
Frontenex, Italy, 261
Frontier, Fr. 16
Frottstadt (Rhine) 170
Frouard (Fr) 64, 72
Frovi (Sweden) 271, 284
Frugarolo (Italy) 254
Fuhlsbtrup, 283
Fuen-Mayor, 269
Fuente de Piedra, 89, 273
Fulda, Pr, 130 147, 459
Fuler, Aus, 224
Fumay, (Fr) 15
Fumel, Fr, 38
Funchal Port, 552
Funfkirchen (Aus) 220, 235, 237
Fured, Baths of, Aust, 472
Furbara, Italy, 258
Furnes (Belg), 96, 100, 402
Furstenberg (Pr) 183
Fürstenwalde (Pr) 183
Fürth (Bav) 196, 19 , 203, 2 7, 440
Furth, Austria, 212, 231
Füses-Abony, (Hng) 217 221
Fusine, Austria, 231

G

Gaabi, Aus. 229
Gadagne, France, 69
Gaesebusch, Ger 443
Gagzensu, Ger. 136
Gaggiano, Italy, 254
Gagny, Fr. 67
Gaillefontaine, Fr, 21
Gaillon (Fr) 24
Gaisbach, Aus, 201, 211
Galata (Roum) 207, 235 293
Gallarate (It) 255
Gallargues, Fr. 59
Galliera, Italy, 259
Gallician, Fr, 57
Galugnano, It. 265
Gamaches, Fr. 21, 22
Gammerages, Bel. 90
Gandersheim (Ger) 164
Gandia, Sp. 273
Ganges, Fr. 59
Gannat, France, 34, 60
Ganserndorf (Aus) 206, 212
Gantofta, Swed. 279
Gany, France, 31
Garam-Berseneve, Aus 224, 231
Garbenteich, Hesse, 131
Gardelegen (Pr) 156, 163
Garrovilla, Spain, 276
Gastorf, Aus. 227

Gataruleben, Ger, 166
Gatschina (Russ) 300
Gau Algesheim, Pr, 130
Gaubickelheim, (Pr 127
Gaulsheim, (Pr) 126
Gault-St. Denis (Fr) 14
Gavre-Asper, Bel. 86
Gazzada, Italy, 255
Gazzo Pieve S. Giu Italy, 253
Gd. Contour, 52
Gebesee Ringleben, G 152
Gebweiler, Alsace, 136
Gedre, Fr, 368
Geestemunde (Ger) 160
Gefle, Swed, 284
Ge ersberg, Aus. 228,
Gellenkirchen (Pr) 8
Geisengen, Ger, 136
Geislingen (Wurtemburg) 192
Geiselhoring (Bavar 233
Geisenheim Prus, 130
Geispolsheim (Rhi)
Geisweid. Germany,
Gelat, Turk, 294
Geldermaisen, Hol,
Geldern, Rhine, 120
Gelnhausen, Germ, 4
Gemlendorf (Pr) 184
Gelnhausen, Ger, 1 147, 440
Geisenkarchen, Ger, 120
Gelosecurt, Fr, 64
Gembloux (Bel) 84, 106, 411
Gemla, Swed. 285
Gemmi Pass, Switz 498
Gemunden, Ger. 147,
Genappe (Bel) 92, 40
Genck, Bel, 57
Gendrey (Fr) 58
Geneffe, Egypt, 294
Genelard, Fr, 53
Generac France, 55
Generalski Stol, Aus 231
Geneva (Switz) 5 61, 74, 240, 242, 244, 246, 250, 494
Geneva, (Lake of) 496
Gengenbach, Ger, 136
Genlis (Fr) 52
Gennep, Pr. 119
Gemon, Italy, 55, 23 2.9.49, 250, 254, 2 294, 518
Genolhac, Fr. 60
Gensingen-Horw, P 127
Gensungen. Prus, 146
Genthin, Ger, 154
Georgensgmund, Bav 196
Georgsmarienhutte, Pr. 119
Georgswalde, Ebers, Aus, 209
Gera (Sax) 190, 191, 17 189
Gerard (Fr) 89
Gerdauen Prus, 82

erny, Fr. 61
Gerlachsheim, Ger, 135
Germaine, Fr. 61.
Germersheim, Germ, 135, 138
Gernsheim, Germ, 136
Gernsheim, Pr, 127
Geroldstein, Pr, 118
Gerona, Spain, 271, 540
Gerpinnes (Bel) 122
Gerresheim (Prus), 140
Gersau, (Switz), 476
Gerstungen (Ger) 146 153, 170
Gerwisch, Prus, 154
Gertwiller, Rhine, 71
Gesecke, Pr, 115
Gessenay, (Switz.) 345, 496
Gesundbunnen, 177
Getafe, Spain, 272, 274
Gevelsberg, Pr, 141
Gevrey (Fr) 48
Gewenhaim, Ger, 71
Geyadincourt, Fr. 22.
Ghent (Bel.) 14, 78, 80, 82, 86, 90, 92, 93, 97, 98, 100 101, 396, 4 2
Ghereghell, Tur. 218
Ghiaour Keui, Turk, 293
Ghislingheim (Bel) 80
Ghistelles, Bel, 96
Ghizeh, Egypt, 296
Ghlin, Bel, 82, 84
Giardini, Sicily, 267
Giardinetto, Italy, 266
Giarre, Sicily, 267
Giarole (It) 256
Gibanovka, Russ. 289
Gibraltar (Spain) 540
Gien (Fr) 41. 58
Gieres-Uringe, Fr, 51
Giessen (Hesse) 116, 129 132, 131, 146, 440
Gif, France, 36
Gifnorn, 160
Gijon (Spain) 274, 541
Gilze-Rijen, Hol, 108
Gioia, Italy, 265
Giovinazzo, It, 264
Girgenti (Sicily) 263, 535
Gironde (Fr) 43
Gisors (Fr) 22, 25, 31
Gistad, Sweden, 284
Gits, Bel, 92
Giulianova, Italy, 264
Giurilignano, Italy, 265
Giurgevo, Tur. 293
Givet, Fr. 15, 44, 102, 368
Givors (Fr) 58
Gjentofte, (Den) 280
Gjovig, Den, 282
Gladbach (Prus) 140, 144, 148, 153, 154, 408
Glandorf, Aus, 221
Glanegg, Aus. 321
Glanerbrock, Hol, 110
Glan Münchweiler, Fr, 133
Glarus (Swit) 241, 496
Glasgow (Scot) 298, 299 300
Glauchau (Sax) 171
Gleichenberg Aust) 479
Gleiwitz (Pr) 184
Gleschendorf, Ger. 166
Glion, (Switz.) 501
Glinna-Nawanya, Aus. 215
183. 186, 459
Glognnitz (Aus) 211, 215
Glons, Bel, 108
Glos Montfort, Fr, 24, 26, 30
Glostrup, Den, 280
Glowan (Ger) 164
Gluckstadt (Ger) 168
Gmünd, Aust., 213, 213
Gmund (Wur) 191, 223, 440
Gmunden (Aust) 201. 210. 472
Gnadau (Ger) 156
Gnadenfrei, Ger. 186
Gnesen, Pr. 174
Gnesta (Swits) 283
Gniekowo, Fr. 175
Gobantes, Spain, 273
Goch (Rhine) 119, 120
Godelheim, Ger, 115
Godesberg (Rh) 122, 421
Godewaersvelde, Bel, 92
Godi, Italy, 264
Goding, 222
Godinne, Bel, 94
Gödöllö, (Hung, 224
Goes, Ho., 108, 111
Goesalkowitz Ger. 185
Gogolin (Pr) 184
Goldshofe, Wurt, 191
Golfe-Jouan (Fr) 55
Golheim-Dreisen, Ger 139
Gollersdorf, 226
Gombos-Bogojev, Aus, 237
Gomel, Russia, 290
Gomez Narre, Sp, 268
Gomirje, Aus. 231
Gommern, Pr. 154, 177
Gonsenheim, 127
Goor, Hol, 118
Gopiritz, Austria, 235
Goppingen (Wur) 192
Gorner (Switz) 466
Gorkau, Aus. 217
Goringo, Italy, 256
Görlitz (Sax) 152, 174 173, 184, 186, 190 229
Gorsel, Holl, 110
Gors, Italy, 281
Goslar, Germ, 149, 158, 162, 166, 460
Gossau (Swit) 244
Gosselies, Belg, 98
Gossmannsdorf, Bav., 196
Gossnitz (Sax) 170, 171. 173 187, 189
Gotha (Ger) 150, 170. 171, 440
Gothenburg (Swed) 279, 282, 284, 285
Gottesheim, Ger. 137
Göttesberg, Pr, 174
Gottingen, Prusa, 150, 156, 162, 460
Gottmadingen, Baden, 123
Gotzendorf, Aust, 236
Gotzis, Ger. 193
Gouda (Holl.) 113, 417
Gouvehelles, Fr, 22
Gouvray, France, 22, 25
Gouvernville (Fr,) 23.
Gouvy, Bel. 60
Gouweiler, Rhine, 71
Graben-Neudorf, Germ, 133
Grabow (Ger) 164
Grafenhainchen (Pr) 176
Grafenstadar, Bhl,
Grafenberg, Prus. 142
Grafrath, Bav. 190
Graffskaya Russ. 289
Graivaronons, Swed. 284
Graian Alps, Italy, 514
Grainville-Godenville (Fr) 24
Grajal (Spain) 273
Grajew, Russia, 181, 291
Gramat (Fr) 39
Gramatneusiedl, Aust, 201, 236
Grammat - Neusiedl, Aus. 201, 235
Grammene, Bel, 98
Grammont (Bel), 82, 90
Gramschütz, Prus, 186
Gran, Hun. 214, 473
Granada, Spain 276, 541
Grand Canary Port, 554
Grand Combe (Fr) 60
Grand Hallux, Bel. 90
Grandsee (Switz) 246
Granenburg, Prus, 116
Granges, Fr, 61
Grangesberg, Swed. 279
Granics (Pol) 291
Granja (Portugal) 277
Gran-nana (Hun) 214
Gr. Wosek, Aus, 226, 229
Granollers (Sp) 271
Grandvillars, Fr, 57
Grans, France, 55
Granville (Fr) 30, 368
Grao, Spain, 273
Grasse, Fr. 57
Gratz (Aus) 211, 220. 221, 224, 225, 232, 473
Gratzen (Aus) 223
Gravelines (Fr) 17
Gravelotte, Fr, 444
Graveson (Fr) 50
Gray (Fr) 52, 66, 68
Grand Dorean Gasthehe Bel, 103
Grebenstein (Ger) 146
Grefrath, Prus. 114, 120
Greifenburg, 236
Greiffenberg (Pfad) 174
Greiffenberg (Schl) 176
Greifswald, Pr, 178
Greiz, Sax, 189
Grenelle, Paris, 20
Grenoble (Fr) 51, 53, 59, 368
Gress-nay Italy, 519
Gresy-sur-Aix, Fr, 53
Gretz (Fr) 68
Greussen (Ger) 172
Greve (Ger) 115
Grevenbroich Pr, 13:
Grevesmhuen (Ger.) 140
Grevesmühlen, Ger, 173
Griadska, Russ, 288
Griazi, Russ. 287, 289, 290, 291
Griersheim, Prus, 127
Griesskirchen (Aus) 210
Grignano, Italy, 233
Grijota (Spain) 273
Grimma, Sax, 189
Grinning, Aus 215
Grindelwald (Swit) 496 501
Grisolles (Fr) 41,
Grodek, Aust, 217
Grodno (Rus) 287
Groenendaal (Bel) 106, 107, 409
Groers, Ger. 156
Groesbeck, Ger, 120
Grombach, Baden, 133
Grönenbach (Bav) 193
Groningen, Holl, 110
Grorud, Den. 282
Grosch-Imauth, Aus. 226
Gross - Anmens.eben, Ger 149, 160
Gross-Aulheim, Pr, 128
Gross-Busseck, Fr 130
Gross-Gandern, Ger. 186
Gross-Gerau (Rh) 126
Gross-Gottarn Ger, 171
Grossenhain, Ger, 182, 174
Grossenluder, Ger. 130
Grossehring, Ger. 172
Gross-Hettingen 72
Gross-Karben, Pr, 146
Gross-Kikinda (Hun) 214
Gross-Kohrheim, Pr, 12:
Gross-Lintein, Ger, 163
Gross-Raming, Aus, 221
Gross-Schönau, Germ, 190
Gross-Umstadt Pr, 121
Gross Weikersdorf, Au. 223
Grossbeeren (Prus) 176
Grossenhain (Sax) 184. 189
Grosserhingen, Ger, 72
Grosseto, Italy, 258, 262
Grosskreutz (Pr) 154
Grossrehrdorf, Pr. 186
Grossw.arseix (Hun) 212, 219, 227, 238
Gross-Wisternitz, 230
Grottammare, (It) 264
Grottkau, Ger, 185
Grotzingen, Ger, 137
Grouw, Hol. 110
Gr. Pilsen, Au. 227
Gr. Reifling, 221
Grulich, Aus. 213, 228 229
Grumello, Italy, 256
Grumo, Italy, 205
Gruna, Sax, 188
Grünau, Pr, 184
Grundseth (Nor) 281
Grünesberg, Hesse, 130, 186
Grünheide Pr, 179
Grünsfeld (Ger) 135
Grunstadt, Ger, 139
Grupont, Belg. 106
Grurringen, Ger, 136
Grusabach, Aus, 204, 212 221
Gsbtak, Russ, 289
Guadalajara (Sp) 270
Gualdo Tadino (It) 261
Guarena, Spain, 276
Gubedjie, Turk. 293
Guben (Pr) 152, 174, 182, 183, 186
Gudbzeh, Turkey. 218
Gué de Constantine, Alg, 297
Guichen-Bourg-de-Comptes, Fr, 30
Guignicourt (Fr) 12, 66
Guillefontaine, Fr. 23
Gujan-Mestras, Fr, 44
Guillaucourt (Fr) 21
Guinzano, Fr, 28
Guitres, Fr. 41
Guldenbodan (Pr) 180
Gula, Fr. 413
Gulakogen, Nor. 281
Gumbinnen (Pr) 180
Gümlingen (Switz) 240, 242
Gundelsbassen, Ger, 195
Gunderschoffen Fr. 72
Gunderstheim, Ger, 127
Gunsbach, Ger, 76
Gunsleben, Ger, 160
Gunterblum, Fr, 126
Gunterstorf, 226
Gunterstrahausen (Hesse) 146, 151, 166
Gunzenhausen (Bav) 196, 198
Gusen (Pr) 154
Gusow, Ger, 180
Gusselby, Swed. 279
Gusten, Ger, 173, 166
Güstrow (Ger) 157 173
Gutenhof-Veltl (Aus) 226
Guterloh (Pr) 116
Guttingen, 217
Gutzlaugen (Ger) 146
Gyarmo, Aus. 238
Gyertyamos, Aus. 214
Gyomore, Aus, 228
Gyongyos, Hung, 217
Gyorok, Hung. 212
Gyrsgham, Bel. 82
Gyula, 237

H

Haag (Hun.) 210
Haag (Switz) 244
Haan (Francis) 140
Haardt, Prus. 120
Haarlem (Hol) 114, 417
Habay, Belg. 106
Habsein, Ger, 74
Hadamar, Pr, 129
Hadesmkeui, Tur. 218
Hadikfalva - Radts, Aust, 227
Hadmersleben (Ger), 166
Hadersleben (Ger) 164
Hadhaz, Hung, 219
Hadji-Elias-Yanimaha Turkey, 218
Hadres-Markersdorf Aus, 218
Hadsteen, 278
Haecht, Belg., 86
Haelfert, Belg., 78
Haeren, Bel, 82
Haerlebeke, 395
Haga, 283
Hagen (Pr) 140, 141, 149 153
Hagendingen, Ger, 78
Hagenow (Ger) 157, 164, 174
Hague, Hol, 108, 113, 115, 114, 115, 158, 417
Hagueau (Ger) 87, 88

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Pages below 300 refer to Time Tables; above 346, to Descriptive matter.

Hahnstätten, Pr, 129
Haida (Aus) 329
Haider Pacha, Tur. 218
Haidhausen, 194, 200
Haidhof, (Bav.) 282
Haiger (Pr) 116
Hainewald, Germ, 190
Haiman (Pr) 183
Hajmaskér, 225
Hal (Bel) 78, 80, 84, 90, 328
Halbe, Pr, 184
Halberstadt (Pr) 146, 148, 154, 158, 160, 163, 166, 450
Halden, Aust, 207
Halifax (Eng) 300
Hall (Aus) 205
Hall (Wur) 191, 195
Halle Wst 44, 150, 152, 153, 156, 166, 170, 172, 174, 176, 177, 460
Hallein, Aus. 210
Hallsberg (Swed). 284
Hallstadt (Aus) 473
Halmi, Austria, 207
Haltern, Pr, 107, 118
Ham, (Fr) 21, 28
Hamar (Nor) 288, 282
Hambach, Ger. 76
Hamberg, Pru. 107, 115, 118, 119, 149, 156, 160, 166, 163, 164, 461
Hameau (Bel) 108
Hamelen Wald (Ger) 158
Hamelin, 119, 144, 146
Hamm (Pr) 115, 126, 141, 144, 60, 461
Hammir, Belg, 107
Hanau (Hesse) 128, 147, 461
Hangest (Fr) 18,
Hango, Russ, 289
Hannover (Ger), 112, 113, 116, 119, 124, 129, 148, 149, 150, 151, 156, 157, 158, 160, 162, 163, 164, 166, 172, 177, 461
Hansbeke (Bel) 78,
Hansdorf (Pr) 183
Hanweiler, Fr, 125
Harburg, (Germ), 118, 119, 148, 150, 156, 165
Hardegarijp, Holl. 110
Harderwijk, Holl. 110
Haren, Hol. 110
Harff, Pr, 120
Harfleur, Fr, 24,
Harlebeke, Belg., 80
Harlingen, Hol. 110
Harmandy, Tur., 218
Harmignies, Bel, 85, 92
Haro (Spain) 269
Harterode-Leo. Ger. 195
Harsum, Germ., 156
Hartmannshof, Ger, 238
Harxheim Zell, 139
Hasa, (The) Germ., 440
Harsburg, Ger. 149 154, 158, 162, 166 441
Harwich, Eng. 299
Haslach, 280
Haspe, Prus. 141
Hasselbergen, Pr. 118, 119
Hassel, Bav, 199
Hasselt, Bel, 97, 105, 108, 405
Hassloch, Ger. 138
Haste, Neumdorf, Ger., 119, 138
Hastiere, Bel. 94
Hassfurt, Bav, 198
Hattem, Hol, 110
Hattencourt, Fr. 33
Hattenheim, Pr, 128
Hatterahaim, Bn., 128
Hastingen, Fr, 136, 142, 144
Hatvan (Hung) 214, 219, 221
Haubourdin, Fr, 17
Hausent-Warts, 208
Haufering, Aus. 198
Haugsdorf, Aus, 212
Hauptstuhl, Rh, 138
Hausach, Germ, 136
Hausing, Bav, 193
Hautmont, Bel, 16, 84, 107
Haut-Pre. Bel, 88,
Hauts-Geneveys, Switz 329
Havardup, 280
Haverain, Belg. 106
Havinnes (Bel.) 80
Havre, Fr, 24, 368
Havré Ville, Bel, 92
Hayingen, Ger, 71
Haynichen, Sax, 188
Hasebrouck, Pr, 12, 92 100
Hechingen (Wurt) 190, 192
Hedel, Holl. 108
Hedeper, Ger. 154
Heddhusene, Den, 280
Heen, Norway, 281
Heer-Agmont, Bel, 94
Heer-Arendskerke, 111
Heerseele (Belg.) 78
Heidelberg, (Germ) 64, 74, 131, 134, 133 135, 137, 150, 192, 441
Heidenheim, Wurt, 19
Heidesheim, Pr. 126
Heidingsfeld, Ger, 135, 196
Heidmuhl Ger. 150
Heigenbrucken, 195
Heilbronn, Ger, 191, 195, 441
Heiligendorf, 237
Heiligengenbeil, Ger, 180
Heiligenstein, Ger, 138, 178
Heilig Kreutz, Alsa, 74
Heillee-Mouchy, Fr, 22
Heimbach, Pr, 125
Heimdal (Norway) 282
Heimertingen, Bav, 193
Heinrichau, Ger, 180
Heirweg, Belg. 96
Heitersheim, Baden, 128
Hejgasfalva, Aus. 238
Helchteren, Hol. 108
Helder, Holl, 114
Heligoland Eng. 461
Hellerup, Den. 280
Helmarshausen, Pr. 146
Helmond, Holl, 108
Helmstadt, Germ, 135
Helmstedt, Rh, 154, 162
Helsingborg, Swed. 279
Helsingfors, Fin, 289
Helsingor, Den. 280
Hemming, Rhine, 64, 76
Hendaya, Sp. 45, 2, 5
Hendschikon, Swi, 243
Henfenfeld, Ger, 232
Hengelo, Hol. 110, 112
Hennebont, Fr, 30
Hennef, Rh, 116
Hennersdorf, 230
Hennuyeres, Bel. 78
Henri-Chapelle, Bel. 8
Hensinnes, Bel, 102
Heppenheim, Rh, 137
Heppens, see Wilhelms haven
Herbesting, Wurt, 191
Herbertingen (Wurt) 194
Herbesthal, Pr, 88, 122, 467
Herbeylt, Turk, 292
Herbusse, Fr, 62
Herblay, Fr, 18, 22
Herborn, Pr, 116
Herbolzheim, Baden, 132
Herdecke, Ger. 141, 142 151
Herdorf, Pr, 116
Hereford, Eng, 298
Hermannis, Bel, 97, 101, 105
Herford, Pr, 116, 462
Hericourt, Fr, 54
Herin, Fr. 16
Herlasgrun, Sax, 188
Herlesdorf, 171
Herleshausen, Ger, 176
Hermalle, Bel, 94
Hermanowicze, Aus. 217
Hermannstadt, Ger, 221, 228, 473
Herme, Fr, 68
Hermes Berlbec, Fr, 22
Hermsbergtheim, Bav, 196
Herne, Rh, 116
Herny, Rhine, 72
Herrnhut, Sax, 190
Herrlingen (Wurt) 194
Herrindorf, Aus. 234
Herrhausen, Rhine, 74
Herrljunga, Swed, 284, 285
Hersbruck Bav, 238
Hersfeld, Pr, 147
Herstal, Bel, 108
Hertogenbosch, Hol, 108
Herve, Bel, 86, 87
Hersberg (Prus) 176
Hertine, Austria, 2-7
Herzberg (Germ) 149
Herzogenbuchsee, Switz, 240, 242
Herzogenrath, Pr, 140
Hesselholm, Swed, 283
Hethars, Aus. 216
Hesdeber (Germ) 148, 166
Hesville, Fr, 31
Heule, Bel, 92
Heverlé, Bel, 103
Heufeld, Wurt, 195
Heyst, Bel. 97, 103
Hidas-Nemeti, Hung, 219
Hiedau, Austria, 221
Hilbia, Egypt, 295
Hildburghausen, Prus. 169
Hildesheim, Prussia, 150, 156, 158, 160, 462
Hillerød (Den) 280
Hilversum, Holl, 114
Himberg, Austria, 236
Hindelbank, Aus. 240
Hinnerup (Den) 278
Hirschberg (Schl) 174
Hirsenberg, (Belg.) 89, 248, 230
Hirson, France, 15,
His Mane Touille, Fr, 46
Hitzacker, Ger. 165
Hjellum, Norway, 281
Hjorring, 279
Hlabocep, Aus. 234
Hlinkso, 228
Hobro (Den) 279
Hochdahl (Prussia) 140
Hocheim, Rhine, 128
Hochfeld, Prus. 130
Hochfelden, Rh., 64, 76
Hochhausen, Ger, 136
Hochspeyer, Rhine, 128
Höchst, Rhine, 123, 128
Hochstadt, Bav, 135, 195, 196
Hochstädt - Dürnigheim, Ger, 128
Hochstetten, 138
Hoch-Neukirchen, Gr, 153
Hoch-Stublau, Pr. 182
Hockai, Bel. 90
Hockenheim, Bad, 133
Hödnitz, Austria, 204
Hoesselt, Bel, 108
Hof-Gastein, Aus, 478
Hof, Saxony, 177, 187, 196, 198, 223
Hofen (Wurt) 193
Hofgeismar, Ger, 146, 150, 160
Hoffen, Rhine, 74
Hoffenheim Bad, 133
Hofheim, Pr, 127
Hohenbocka, Pr, 184
Hohenbruck, Aus. 229
Hohenems, Ger. 192
Hohenelbe, 209, 230
Hohenfulzen, Ger, 129
Hohenstadt, Aus, 205, 237
Hohenstein, Prus. 171
Hohenstein (Sax) 182, 217
Hohenstorf (Germ) 15
Holsterbo, Den. 279
Holte, Denmark, 280
Holtzheim, Rh., 72
Holyhead, Wales, 298
Holzdorf, Prussia. 176
Holzhausen, Pr, 119
Holzkirchen, Bav, 195, 196
Holtschitz Seestadt, Aust, 207
Holzminden, Ger, 115, 162
Holzwickede (Pr) 141, 144
Hombeck, Belg, 86
Hombeg, Pr. 141
Homburg, (Pfalz.) 138
Homburg, Prussa, 64, 72, 135, 441
Homorod, Aus, 238
Homnna, 212, 225
Hondouville, Fr, 28
Hönebach, Germ, 146
Honfleur, Fr, 26, 369
Hongaerde, Bel, 84, 100
Honefos, Norway, 281
Honnef, Pr, 124
Hönningen, Pr, 124
Hoogesand, Hol, 110
Hoogeveen, Hol, 110
Hor, Sweden, 283
Horasdiowic, Aus, 243, 228
Horb, Wurt, 190, 193
Horchelm, Pruss, 122, 124
Horde, Pr, 144
Hordt, Ger, 74
Herstein, Germ, 136
Horgos, Austria, 237
Hork, Swed, 279
Horka, Pr. 184
Horlkofen, 194
Horn, Aus. 226
Hornberg, Ger. 136
Horn-Sigmunds, Aus. 212
Hörning, Den, 278
Horos-Kent, Turk, 293
Horrenberg, Dormagen, Prus. 120, 122, 408
Horsand, 281
Horsens, Den, 278
Horst, Germ, 168
Hörstel, Germ 158
Horst Sevenum, Holl, 108
Herta, Sp. 271
Hostalric, Spain, 271
Hostiwar, 213
Hostiwic, Aust, 208
Hospitalet, Spain, 271
Houdan, Dorme, 30
Haugarde, Bel, 84
Hougsund, Nor, 281
Houilles, France, 24
Houlgate, Fr, 27
Hesplinnes, Bel, 94
Houten, Hol, 108
Hovedgaard, Den, 278
Hovind, Nor, 282
Höxter, Pr, 115
Heyenswerda, Pr. 184
Hradek, 224
Huddinge, Sweden, 283
Hudle, Germ, 150, 151
Huesca, Spain, 272
Huertor Tajar, Sp, 276
Huesca, Spain, 270
Hugstetten, Ger., 137
Hull, England, 300
Hüls, Pr, 112, 125
Hülshorst, Hol, 110
Hümme, Ger. 146, 153
Hundlingen, Ger., 72
Hundsbach, Rhine, 74
Hunfeld, Pr, 147
Hungen, Pr, 131
Hunt, 225
Husum, Germ, 164
Hussac, Dep. 297
Huttenberg, Aus, 221
Huy, Bel, 16, 94, 411
Huy-Tilleul, Bel, 96
Hvalstadt, 281
Hyon-Ciply, Bel, 85, 94
Hyds, Fr, 24
Hyères, France, 55, 367
Hyeres, Isles of Fr 369
Hyvinge, Russ, 289
I, and J,
Ibbenbüren, Ger, 158
Ichtegham, Bel, 96
Iddard-Roorda, Hol, 110
Ideghem, Bel 82,
Iesi, Italy, 261

Ingersheim, Ger. 195
Inkustan, 267
Inkun, 246
Inline, Aus. 198, 199
Inlo Leutschau, 224
Inringen, Ger. 137

Illo, France, 60
Illertissen, Bav, 193
Illfurth, Ger, 68
Illora, Spain, 276
Illye, Hungary, 212
Illsted, 281
Imlelin, Ger, 184
Immendingen, Germ, 136, 190
Immenstadt, Bav, 191
Imola, Italy, 264
Imsbach, G r. 1.8
Incheville, Fr. 21. 22
Incisa, Italy, 254, 260
Ingelmunster, Bel., 92, 96, 98, 100
Ingelheim, Ger, 116
Ingolstadt, Ger. 195, 196, 442
Ingramsdorf, Ger, 187
Ingrandes-sur-Vien, Fr. 35
Innocklaw, Pr, 174
Innichen, 216
Innsbruck, Austria, 2 c, 201, 202, 205, 221, 236, 254, 471
Insterburg, Prus, 179, 180, 181
Interlachen, Swit, 240, 241, 496
Inverness, Scot, 300
Ingersdorf, Aus. 245
Iphofen, Bav. 198
Irowraclaw, Ger. 175
Irrenlobe, Bav, 202, 238
Irun, Sp, 45, 268, 541
Irzersdorf, Aus. 225
Ischia, Island of, 552
Ischl, Aus, 474
Iseghem, Bel., 92
Isenburg, Rh, 137
Iserlohn, Prus, 135, 136, 460
Ishikiar, Turk, 293
Isigny, Fr, 26
Isle Adam, Fr, 18,
Isle Barbe, Fr. 58
Isles (Æs) Switz, 497
Ismailia, Egypt, 294
Isny, Ger., 191
Isoletta, It., 261
Isola Bella, It, 512
Isola del Cantone, It. 254
Isola d'Asti, It. 252
Ispringen, Germ, 137
Issoudun, Fr. 40
Issoire, Fr. 60, 300
Is-Sur-Tille, Fr., 58
Issoncourt, Fr. 31
Ittenil, Fr. 35
Itzehoe, Germ. 168
Ivisa, Spain, 553
Ivree, It. 251
Ivry-la Bataille Fr. 31
Iwuy, Fr. 16
Izsarra, Sp. 269
Jabbeke, Bel. 78, 86
Jablonowo, 182
Jablunken, Pr. 214
Jadraque, Sp, 270
Jaen, Spain, 541
Jagstfeld, Wurt. 133, 193
Jagsthelm, Wurt, 191
Jagstzell, Wurt, 191
Jahde, Pr. 462
Jalons-les-Vignes, Fr. 64
Jambes, Bel., 94
Jamioulx, Bel. 103
Jannowitz. Prus. 174
Jarmenil, France, 61
Jarmeritz, Aus. 212
Jarnac, France, 47
Jaroslau, Austria. 217
Jaroslaw, Russ, 290
Jarville, Fr., 66
Jassenova, Hun 214, 220
Jatsy, Moldav., 227, 243
Jativa, Sp. 273
Jauer, Pr. 186
Jedlesee, 225
Jegorlewsk, Rus. 289
Jekaterinosl. Rus. 286
Jeletz, Russ, 287
Jemelle for Rochfort, Bel, 106
Jemmappes, Bel 80, 82, 84, 86, 94, 98, 409
Jena, Saxe Weim. 171, 442
Jenbach, Aus, 205, 474
Jenikau G., Aus. 226
Jennerndorf, Aus, 225
Jerez de la Frontera, Sp, 274, 540, 542
Jerle, Swed, 284
Jerfva, Swed, 283
Jerxheim, Ger, 154, 160, 162
Jessaint, Fr, 68
Jessnitz, (in the Lans) 177, 183
Jette, Bel, 76
Jeumont, Bel., 94
Jever, Ger. 150
Jicin, 209, 230
Jihoun, Aus, 208
Jodoigne, Bel, 84
Johannisberg, Pr., 430
Joigny, Fr, 48
Joinville, Fr, 66,
Joinville-le-Pont, Fr, 63
Jönkoping, Swe, 284
Jonzac, France, 47
Josephstadt, Aus, 228, 229
Josephow, Russ, 232
Jossa, Ger, 147
Joue les tours, Fr. 42
Jourtens-Cery, Swit. 247
Jubech, Germ, 164, 168
Judenburg, Aust, 221
Julich, Ger, 144, 153
Junas, Fr., 59
Jungbunzlau, Aust, 226, 227
Junkerath, Pr, 118
Jupille, Bel., 90
Jurbise, Bel, 82, 84, 409
Jussey, France, 68
Juterbogk, Pr, 176
Juvisy, Fr. 24, 46
Jvenska, Aus. 218
Jura, Switz. 239

K

Kaaden-Brunred, Aus 208
Kabadje, Tur. 218
Kabel, Germany, 140,
Kacsnik, Tur. 219
Kaden-Mallberg, Aus. Kafermarkt, Aus, 216
Kafr-el-Ayat, Egypt, 296
Kair Dawar, Egypt, 295
Kafr Terrach, Egypt, 295
Kafr Zavat, Egypt, 294
Kahla, Ger, 171
Kahl, Germ, 128
Kahlenberg, Aus, 215
Kahlenbergerdorf, Aus, 223
Kaipias, Fin, 289
Kaiser, Pr. 413
Kaiserslautern, Rh, 132, 442
Kaiserwaldau, Pr, 183
Kaiserwerth, Rhine 421
Kalkhene, Ger, 161
Kalkschniskovoska, Russ, 285
Kalaat-Sedieh, Eg. 295
Kalatsch, Russ, 287
Kaldenkirchen, Pr, 120, 153
Kaischeuren, Prus, 122
Kaltbad, 240
Kalusz, Aus. 216
Kamenskaja, Russ. 290
Kamenz, Pr. 154, 186
Kamnitz- B. Schon, Aus, 209
Kampen, Holl, 110
Kane-Mahaissi, Turk. 219
Kanitz Ethens, Aus, 204
Kanizsa, Hungary, 213, 217, 220, 235
Kanderstag, Switz. 498
Kaposvar, Aus, 217
Kappellen-Druswelier. Germ, 133
Kapador', 224
Kara Boulsar, Turk, 219, 292
Karacsonfalva, 236
Karacsull, Turkey, 218
Karbitz, Aust, 207
Karcsag, Hung, 219
Karl, Ger. 181
Karguentah, Alg, 297
Karlsburg, Hung, 211, 212, 238,
Karlstad, Swed, 285
Karlstadt, Aus. 231
Kaschau. Aus, 214, 219, 222, 224, 231
Kaschitz-Schonh, Aus, 234
Kasjatin, Russ, 286
Katowic, Austria, 223
Katzineholm, Swed, 283, 284
Katzenvenne, Pr. 118
Kattowitz, Prussia, 184 187, 291
Katunizsa-Stanimaka, Turkey, 218
Katzendorf, Aus, 238
Kaufering, Bav, 200
Kautering, Bav, 199
Kayadilik-Has-Key, Turkey, 219
Kayss, Turk, 292
Kecskemet, 214
Kehl, Ger. 64, 77, 131, 432
Kelheim, Ger, 442
Kellmunz, Bav, 193
Kelsterbach, Pr, 126
Kelsah, Ger, 185
Kemecse, Hun, 231
Kemnath, Neustadt, Bav, 232
Kempen, Prus, 112, 120, 125, 226
Kempten, Bav, 187, 193, 196,
Kemsingen, G r, 132
Kercesies, M. 219
Kermeil, Tur. 219
Kesselheim. Prus. 427
Kerkastel, 76
Kestenholz, Ger., 74
Kesathely, Aus, 220
Ketzenheim, Pr, 127
Kettwig, Pr, 142
Keupelkil, Tur, 218
Keuprulu, Tur, 218
Kevelaer, Germ. 120
Khimska, Russ, 288
Khvirostanka, Aus, 289
Kiederaslaben, Bav, 200
Kiel, Prussia 150, 156, 158, 169, 462
Kieritzsch, Germ, 187
Kiesen, Switz, 240
Kiew, Russia, 206, 286, 287
Kil, Swed, 285
Kineschma, Russ, 287
Kippenheim, Pr, 138
Kiralyhasa, Hung, 207, 225
Kirchheimbold, Pr. 127, 139
Kirchheimboland, Ger. 138
Kirchen, Rh, 116, 139
Kirchhain, Hesse, 146
Kirchheim, Rh., 71
Kirchheim, Wurt., 194, 195
Kirchlaibach. Ger, 232
Kirchseeon, Ger. 200
Kirn, Rhine, 125
Kirnach Ger. 136
Kiraanovo, Russ, 288
Kis-Bér, Hungary, 220, 236
Kis-Csell, 225, 228
Kiscnenew, Russ. 286
Kis-Majtony, 207
Kis-Kapus, Ger. 201, 238
Kis-Terenne, Aus. 224,
Kis-Uj-Szallas, Hun. 219
Kis-Vardara. Aus, 231
Kissingen, Bav., 197, 223, 462
Kisseleg, Wurt, 191
Kis-Keszi, 225
Kitzingen, Germ. 198
Kiwersy, Rus, 286
Kizil Soprak, Tur, 218
Kjoge, 280
Kladen. Prus. 163
Klagenfurth, Aus. 221, 235
Klampenberg, 280
Klausen, Austria, 205
Klausenburg, Hung. 219, 287, 238
Klebach Land, 236
Kleinau, Ger, 169, 173
Kleinenbroich. Prus. 140
Klein-Blittersdorf, G. 135
Kleinmunchen, Hun 210
Klein Neustadt, 224,
Klein-Steinheim, G r, 147
Kleinrederchingen, Ger., 72
Klein Umstadt, Pr., 122
Kleinskal. Aus. 229
Klengen, Ger, 136
Klinganberg, Pr. 189
Klinaka, Russ. 288
Klobuk, Austria. 234
Klomin, Aus, 216, 227
Kloften, 282
Klosterle, Aus, 208
Klosterneuburg Aus. 223
Kloster Wennlingen, Pr, 119
Kl. Ostheim, Ger, 185,
Kl. Reifling. 221
Kl. Winternh. Pr. 127,
Knielingen, Baden, 137
Kobbelbude, Germ, 180
Kobeljake, Russ, 290
Kochendorf, Wurt., 195
Kocsard, Aus, 238
Koekange, Hol, 110
Kœkelberg, Bel., 85
Kœsen, Germ, 170
Kofering, Ger, 202
Köflach, Aust. 222
Kogenheim, Rhine, 74
Kohlfurt, Prus. 152, 174, 182, 184, 188, 228, 230
Kohlscheidt, Prus. 140
Kojetein, Austria, 212
Kokenhusen, Russ, 292
Kolbermoor, Wurt, 195
Kolding. Den. 168, 278
Kolec, Aus. 234
Kolin, Aus, 204, 226
Kolomea, Aus. 207
Kolomna, Russia, 289
Kolos-Kara, 238
Koloma, Egypt, 296
Kolpino, Russ. 288
Koluski, Russ. 291
Komaneza, Gal., 222
Komotau, Aus. 188, 207, 208, 211, 216, 217, 234
Kongsberg. Nor. 281
Kongsvinger, Nor. 282, 285
Konig, Pr, 123
Königsrätz. (Aus.) 217, 228, 229, 474
Königinnoi, Aus. 229
Königsbach, Ger. 137, 139
Königsberg. Prus. 174, 179, 180, 181, 182, 287, 462
Königsberg-Mariak, Ger. 208
Konigsborn, Prus. 154
Königsbronn, Wurt. 191
Königsdorf, Prus., 122, 408
Königshain, Aust. 228
Königshofen. Ger 136
Konigshutte, Ge, 184
Konigslutter, Ger. 154
Königstein, Saxony, 190
Konigswald, Aus. 217
Konigswart, 233
Konigswinter, Pr. 124, 425
Königszell, Prus. 186,

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Pages below 200 refer to Time Tables; above 246, to Descriptive matter.

Kostia, Ger. 172, 180
Kostelzegen, Switz. 242
Kostelop, Russ., 286
Köping, Sweden, 284
Kopparberg, Swed, 279
Kopvidnitz, Hung. 213, 235
Kork, Rhine, 138
Kormend, 225
Kornoerzban, Aus, 224
Kornschki, Rus. 286
Kornsburg, Aus. 220,
Kornthal, Wurt, 193
Korosben, Prus, 181, 182
Korsor 280
Korraas, Norway, 284
Korsor, Den. 278, 282
Kos Beamar. Turkey, 292
Koschedani, Russ, 287, 290
Kosel (Pr.) 184,
Koslow. Russ. 289, 290
Kosolata, Aus. 228
Kosten, Pr, 184, 217
Kostomiat, Aus. 227, 229
Kostrin (Sax) 170, 171, 172
Kowrig, Anhalt, 176
Kowjic, Austria. 226
Kothmaisching, Aus, 232
Kotbousers, Pr, 182
Kotour, Egypt, 295
Kotwirk, Aus. 230
Kotzen, Russ. 291
Kötzschenbroda, Sax, 189
Koulitzka, Russ. 288
Koullei-Bourgas, Tur, 218
Kousmaska, Russ. 288
Kovrow, Russia. 287
Kowno, Rus. 287
Kourascie, Egypt, 295
Kowel, Rus. 286
Kozlow, Russia, 288
Kozma, Aus, 211
Krabbendijke, Hol. 111
Krainburg, Aus. 231
Krakau, see Cracow
Krainy, Aus. 204, 208, 216 227
Krapicowald, Aus. 215
Krasna, Austria. 217
Krassowa, Hung. 230
Kratzau, Aus. 190
Kray, Prus. 120
Krebitz, Austria, 209
Kreiensen. Ger. 141, 149, 150, 156 162
Krementschug, Russ., 290
Kreuz, Aus, 213, 223
Kreulawka, Rus, 292
Kreuchenwies, Gr, 136
Kreuth, Bav, 242
Kreuz, Bav, 196, 213,
Kreuz, Pr, 178, 180, 182, 184
Kreuznach, Bad. 430
Kreuznach, see Creuznach
Kreutz, Hung. 235
Kreutzburg, Rus. 292
Kriegern, Aus, 234
Krima-Neudorf Aust. 216
Krippe, Prus, 486
Krippen, Aus, 190
Kristinehamn, Swe. 285
Krivany, 2 4
Krivulak, Tur, 218
Krivin, Rus, 286
Kr jauke, Pr., 175
Krodersen, Laka, Nor. 281
Krömon, Aust., 204
Krompach, 221,
Kronach Bav. 195
Kronweiler, Rh, 125
Kropswolde, Hol. 110
Kruscienko, Gal, 222.
Krozingen, Baden, 132
Krub, Aus 230
Kruinengen, Hol. 111
Krukovska, Russ. 288
Krupa, 209
Krwschopol, Rusi, 286
Kryibo, Swed, 283
Kufstein, Bav. 200, 205, 2 6, 253
Kuflenburg, Hol. 108
Kukus, Aus. 229
Kulikowa Pole, Rus. 280, 290
Kulm, Aus. 217, 240
Kum-Kapow, Tur, 218 290
Kungsgard, Norway, 284
Kupa, Bav. 195
Kuppenheim, Ger. 136
Kupferberg, Aus, 216
Kupferdreh, Ger. 141, 142
Kupperstieg, Rh. 116
Kupfern, Aus, 231
Kurak, Russia, 286, 287
Kurtenhof. Russ, 292
Kurtics. 222
Kusel, Ger., 133
Kustendjie, Wal. 293
Kutchuk-Ichekmedje, Turkey, 218
Kuttenberg, 226,
Kuttenthal, Austria. 227
Kutno, Pol. 291
Kvaal, Norway, 282
K. Wurstherhausen, Pr, 184
Kyllburg, 118
Kyuieka, Russ, 254

L.

Laa. Aust. 204, 212
Laaber, Bav. 203
Laak. Aust., 211
Labarre, France. 52
Laberweinting, Ger, 233
Labes, Prussia, 178
Laboissiere. Fr. 33
Laboutarie, Fr. 34
L'Arbresle, Fr., 58
La Blancarde, 61
Labouheyre, Fr, 45
La Bouilladisse, Fr. 57
Labourse, Fr., 30
La Bousule, Fr., 63
Labruguière, Fr, 44
La Buissiere, Bel., 94
La Cadiere, Fr., 59
La Canada, Spain. 276
La Caracas, Spain. 540
La Celle-Bruere, Fr, 42
La Chambre, Fr, 64
La Champ Cond, Fr. 50
La Chapelle-A.. Fr. 33
La Chapelle au Bois., Fr., 66
La Chapelle-d-L., Fr. 39
La Capelle Meslin, Fr. 61
La Chapelle S. Denis, Fr. 20
La Chple. St. Mesmin,
La Charité, Fr 52
La Chiffa, Algiers, 297
La Ciotat, Fr, 55
La Cornia, 258
La Côte-S.-Andre, Fr. 53
La CôtedeGrace, Fr. 369
La Couronne, Fr. 35
La Cremade, Fr. 44
La Croix Blanche, Fr., 61
La Croisière, Fr, 50
Laeq, France 44
Ladamos, Aus, 201
Ladenburg, Bb. 137
La Encina, Sp. 272
Laeken, Bel. 76, 85
Lafarlede, Fr, 55
La Fère, Fr, 12
La Ferté Alais, Fr, 56
LaFertéBernard, Fr, 28
La Ferté, Fr. 40
La Ferté Macé, Fr. 27
La Ferte-sous-Jouarre, Fr. 67
La Fleche, Fr., 39
La Forté-sur-Amance Fr. 68
La Fouillouse, Fr, 59
La Fresnais, Fr, 30
La Gineta, Spain, 272
LaGlaciere de Gentilly, 22
Lagmansholm, Swe. 284
Lagnano, It, 255
Lagny. Fr. 7.
Lagny-Thorigny, Fr., 67
Lago Maggiore, It, 524
La Gorgue-Estair, Fr. 17
La Gouesnière, Fr, 30
La Granja, Spain, 542
La Grave d'Ambarès, Fr., 35
La Gravoine, Fr, 53
La Hale Fouessiere, Fr. 40
La Haye, 82, 103
Lahtis, Russ. 289
La Hulpe, Belg. 106, 409
La Hume, Fr., 44
La Hutte, France, 28
Lahr, Prus. 133
Laibach, Aust. 2 1,231, 474
Laigle, Fr, 26, 30
Laignes, Fr, 57
Laiguaglia, 249
Laissey, Fr, 51
Laitre-s-Amance, Fr. 63
La Jarrie, Fr, 38
La Joux, Fr, 52
Lakirchen, Aust, 210
Lalendorf, Germ. 173
La Loupe, Fr, 28
La Louvière, Bel. 92
La Maison Blanche, 20
Lamanon, Fr, 55
Lamarche Fr. 52
La Mare d'Eau, Alg. 297
Lambach, Aus. 201, 210, 474
Lamballe, France, 28
Lambrecht, Ger. 128
La Menitre, Fr. 39
Lamothe, France, 44, 45
La Mothe, Fr., 38
LaMothe Achard, Fr. 42
La Mothe-Montray, Fr 37
Lamotta, Fr, 40
Lana, Aus, 208
Lanaken, Bel. 105
Lancaster, Eng. 299
Lancenigo, It. 253
Lanciers, Fr. 63
Lancut, Aus. 217
Landau, Rh. 135, 138
Landeck, Austria, 474
Landeghem, Bel. 78
Landelies, Bel., 94
Landen. Bel., 84, 86, 96, 104, 405
Landerneau, Fr, 28, 40
Landeron (Switz) 246
Landesbut, Ger. 175, 222, 253
Landquart, Switz 243, 244
Landsberg, (Pr., Sch.), 176, 180, 198, 200
Landsberg, (a. d. W.) 222
Landscauter, Belg. 90
Landskron, Aus, 205, 279
Landstuhl, Ger. 133, 138
Laneffe, Bel. 105
Langaa, (Den) 279
Langeac, Fr, 59, 60
Langen, Rh. 137
Langenau, (Aust) 209
Langenberg, Ger. 141
Langenbrucken Rh. 138
Langenbruck, Aus. 229
Langendreer Pr. 120, 144
Langenfeld, Pr., 116
Langenfeld, Bav, 198
Langenkarbofen, Bav 203
Langenlebarn, Aus. 223
Langenlonsheim Pr. 125
Langenois, Pr. 174
Langensalza, Ger. 171
Langenselbold, Germ. 147
Langenstein, Ger, 14',
Langenthal Switz. 240
Langenweddingen, Ger 166
Langerwehe, Rhi., 122, 408
Langenzenn, Bav. 200
Langenzerdorf, 224
Langerbrugge, Bel. 101
Langeweg, Holl. 108
Langerwehe, Ger, 408
Langfeilingen, Au. 240
Langhemarck, Bel 96
Langmeil-Muncheweiler, 138, 139
Langnau, (Switz) 242
Langogne, Fr. 60
Langon, France, 43, 46
Lang Göns, Pr. 146
Langres, Fr. 68. 370
Langschede, Pr. 153
Langsdorf, Pr. 131
Langstadt, Pr. 122
Langwedel, Ger. 163
La Nouvelle, Fr, 43
Lannemezan, Fr, 44
Lans, Fr. 16
Lansendorf, Aus. 236
Laon. Fr. 12, 15, 66, 370
La Pacaudiere. Fr, 58
La Palisse, Fr, 58
La Palma (Spain) 272
La Palud, Fr. 50
Lapeyrouse, Fr. 34, 41
La Pinte, Bel. 85, 86
La Plaine, Switz. 54
La Poissoniere, Fr, 38, 39
La Pras, Fr, 54
La Presle, Fr, 42
Lapy, (Russia) 287
Lard), Fr, 34
La Rapee-Bercy, Paris 20
La Reid, Bel., 90
La Reole, Fr, 43
La Riviere, Fr. 52
La Robla (Spain) 269
La RocheChalais, Fr. 35
La Rochede Glun, Fr 50
Larroche, Bel., 103
Laroche, Fr, 48, 56
La Roche sur. Yonne, Fr. 40. 42, 47
La RochelleseRochelle
La Roda, Sp. 272, 273
La Rotta, 458
Las Alcantarillas, 274
Las Cabezas, Sp. 274
Las Caldas, Sp. 269
Las Casetas, Sp. 270
Las Fraguas 269
Las Rosas, Spain, 268
La Salette, Fr. 364
Las Salines, 268, 276
La Sambre, Bel., 103
La Sarraz, Switz. 240
La Selva, (Spain) 272
La Senia, Alg. 297
La Seyne, Fr. 55
La Soutterraine, Fr, 40
La Suze, Fr, 28
Laterina, Italy. 260
La Teste, Fr., 44
Lathen, Pr, 115
Lathus, Fr. 41
La Tour-du-Pin, Fr, 59
Latour, Fr., 45
La Tricherie, Fr, 35
Lattes, Fr., 58
Lauban, Pr, 174
Laubenheim, Pr., 126
Lauda, Germ. 135, 136
Laudenbach, Bav. 105
Lauenburg, Ger. 156, 164
Lauenburg (in Pom.) 179
Lauf, Bav., 232
Laufach, Gev. 196
Laufenburg, Ger 132
Lauffen, Ger, 195
Launsdorf, (Aus) 221
Laupheim, Ger. 192
Laura., Italy. 263
Laurberg, (Den) 278
Laurenburg, Pr. 129
Lauris. Fr., 59
Lausanne, Swit. 52, 230, 240, 244, 245, 246, 247, 497
Lausen Aust. 240
Lauterbach, Hesse, 130
Lauterbrunnen, Swit. 48
Lautrach, 192, 244
Lautrec. Fr. 44
Lauwe Belg. 78, 80
Laval, Fr, 33, 28, 370
Lavarande, Alg. 297
La Verenne St. Maur, (Fr) 63
Lavau. Fr., 62
La Vaulte. Fr. 50
La Veale. Belg. 106

Pages below 300 refer to Time Tables; above 346, to Descriptive matter.

Lavaveix-les Mines, Fr 42
La Vavrette, Fr, 54
Laveline, Fr 61
La Verrerie, Fr. 70
La Veuve, Fr. 67
Lavino, Italy, 250
Lavis, Tyrol. 474
Lavradio, Port. 317
La Voute-sur-Loire, Fr. 59
Lawn, Aus, 234
Laxa, Swed. 384, 285
Laybach, 215
Lay-St.-Christophe, Fr. 63
Leamington, Eng 298
Leberau, Alsace, 74
Le Breuil, Fr. 60
Lebrija, Spain, 374
Lebua, (Prussia) 182
Le Callar, Fr. 55, 57
Le Canet, Fr. 50
Lecce, It. 364, 365, 366
Lecco, It. 246, 257
Le Cheylas, Fr. 51
Le Creusot, Fr. 53, 362
Lectoure, Fr. 46
Leeds, Eng. 298, 299, 300
Leer, Ger. 115, 148, 151, 163
Leer, Norway, 382
Leersund, Nor, 382
Le Dorat, Fr. 41
L'Epine, Fr. 362
L'Estaque, Fr 50
Leeuwarden, Holl. 110
Le Fidelaire, Fr. 46
Le Forest, Fr. 14
Legelshurst, Ger. 132
Legenye-Mihayi, 222, 225, 231
Le Guetin, Fr. 40
Leghorn, Italy, 258, 262 519
L'Ebra, Alg. 297
L'Herbergement, Fr. 40
L'Hommaize, Fr. 41
L'Hillil, Alg. 297
Lehrberg, Bav, 196
Lehrte, Ger. 156, 158, 160
Leibnitz, Aus. 211
Leicester, Eng 299
Leichlingen, (Prus) 140
Leiden (Hol.) 114, 418
Leinefelde, Ger. 171, 178
Leipsic, Pr., 115, 116, 122, 129, 141, 146, 148, 149, 152, 153, 154, 155, 157, 158, 160, 162, 163, 166, 169, 172, 174, 176, 177, 178, 188, 189, 192, 202, 209, 213, 223, 442
L'Isle-de-Noé, Fr. 56
L'Isle-St.-Sorgues, Fr. 59
L'Isle-sur-le-Doub, Fr. 52
Leisnig, (Saxony) 189
Leitmeritz, Aus. 227
Le Hiamma, Alg. 297
Le Luc et le C, Fr. 55
Le Lude, Fr. 39
Le Mans, Fr. 28, 30, 36, 62, 370
Lembeck, Belg. 78
Lembeke, Bel. 101
Lemberg, Rh. 72
Lemberg, Aus. 184, 206, 207, 216, 217, 222, 286 293, 474
Lempaut, Fr. 44
Le Merlerault, Fr, 30
Le Mes e-s-Sarthe, Fr. 27
Le Molay Littry, Fr. 26
Lempdes, Fr. 42
Lend, Aus, 478
Lendelede, Bel. 92
Lengerich, Ger, 118
Langenfeld, Sax. 183, 188
Lenk, Switz, 498
Lennep, (Pr) 141
Lens, Fr. 13, 14
Lens, Bel. 82
Lentini, (Sicily) 367
Lenzburg, Switz. 243
Lenzen, Fr. 165
Lenskirch, Prus. 443
Leoben, (Aus) 205, 221, 231, 235
Leobersdorf, Aus, 211, 215
L'Ouvasse (Alg.) 297
Leon, Sp., 279, 273, 542
Leonberg, Wurt. 193
Leonforte, 366
Leopoldshöhe, Baden, 132
Lepanges, Fr, 61
Lepsény, (Austria) 220
Le Puech, Fr. 40
Le Pausin, Fr. 50
Le Peage de Rouss, Fr. 50
Le Pecq, France, 32
Le Pontet, Fr. 50
Le Puget de C. Fr, 55
Le Puy, France, 60
Le Quesnoy, Fr. 15
Le Rainey, Fr, 67
Lercara, 367
Lerida, Spain, 270, 542
Leroville, Fr. 64, 70
Lerum, Swed. 284
Lesche, France, 351
Lesparre, Fr, 45
Le Soler, (Fr) 60
Le Teich, Fr, 44
Le Theil, Fr, 28
Le Thor, Fr, 59
Le Touquoville, Bel, 94
Le Treport, Fr, 18
Le Vaudreuil, Fr, 34
Le Vigan, Fr, 59
LesAubrais, Fr. 34, 40
Les Arcs, Fr. 55, 59
Les Attafs Alg. 297
Les Aygalades, Fr. 50
Les Pallets, Fr, 35, 36
Lescar, Fr. 44
Les Chares, Fr, 58
Les Convers, Switz. 249
Les Echets, Fr, 60
Les Egllsottes, Fr 35
Les Ifs, Fr. 24
Les Laumes, Fr. 48,
Les Marches, Fr. 41, 54
Les Martres-Veyre, Fr. 60
Les Ormes, Fr, 34
Les Ormes, Fr. 68
Les Pagleaux, Fr. 43
Les Roches de Cond Fr. 40
Les Sables D'Olonne, 42
Les Salines, Alg, 297
Les Trois Moutiers, Fr. 42
Les Terreaux, Verosvres, Fr. 61
Lest, (Austria) 206
Le Thua, Aus. 226
Lessines, Bel. 82
Les Verrieres, Switz, 246
Letmathe, Ger. 140
Leukerbad Switz. 498
Leupeghem, (Bel) 86
Leutesdorf, (Pr) 124
Leutkirch Wurt, 191
Leuze, Bel, 80, 86, 98, 100
Leuze Longchamps, Belg. 84
Levanto, It. 250,
Lexos, Fr, 39, 41
Lexlines, Fr. 48
Lexy, Fr. 43
Lezeux, Fr, 51
Liancourt, Fr, 18
Liatorp, Swe, 283
Libau, Rus, 290
Libenowes, (Aust) 229,
Liboch, Aus. 227
Libourne, Fr, 35, 37, 45, 370
Libramont or Recogne, Bel, 106
Libramont, Lux. 107
Lic, Aus, 231
Lich, Prus. 131
Lichtaert, Bel. 97
Lichtenau, Pr, 174
Lichtenfels, Ger, 189, 196, 198
Lichtenwalde, Aus. 215
Lichterfelde, (Pr) 158
Lichtensteig, Switz. 439
Lichtervelde, Bel, 92, 96, 100
Liebau, (Prus) 175, 228, 229, 230
Liebenau, Ger. 146
Liebenau, Aus. 229
Liebenstein, Baths of 443
Liebenthal Aus. 228
Liebe werda, Pr. 184
Liebiios, (Pr) 131
Lieboch, 222
Lie stadt, Aus. 229
Liege, Bel, 16, 86, 88, 90, 94, 107, 108, 109, 405
Liegnitz, Pr. 181, 186, 463
Lienz, Aus. 236
Lierde St. Marie, Bel, 82, 99
Lier, Nor, 381
Lierre, Bel. 82, 97, 103
Liers, Bel, 108, 109
Liesanitis, Aust. 207
Liestal, Switz. 240
Lieusaint, Fr, 48
Lievenhof, Russia 292
Ligne, Bel, 80
Ligny, Bel, 103
Lingé, Fr, 35
Lille, Fr, 12, 14, 17, 78, 80, 100, 370
Lillehammer, Nor., 382
Lillerod, (Den) 280
Lillers Fr. 12
Lillestrom, Nor, 282
Lillois, Bel, 87, 90
Limal, Bel 92, 103
Limbach, Ger 186
Limberg-Maiss, Aus, 223
Limburg, Prus. 129, 443
Limburg, Ger, 140
Limeray, Fr, 34
Limersheim, Rhine, 74
Limito, Italy, 256
Limoges, Fr, 40, 371
Limours, France, 36
Linares, Sp. 274
Lincoln, Eng, 300
Lindau, Ger, 192, 198, 244
Lindau, Bav, 198 199,
Linde, 279
Linden, Fr. 119
Lindern, Fr, 140
Lindorst, (Ger) 138
Lingen, Ger. 115
Lingenfeld, Ger. 138
Lingolsheim, Bh. 71
Linkenheim, Baden 133
Linkeping, Swe, 283
Lintgen, 77
Linthes, Fr, 70
Linz, Aus, 194, 200 201, 206, 210, 221 474
Linz, (Prus) 124, 446
Lipetsk, Russ. 287
Liphan, Tur. 219
Lippstadt, (Rh) 118
Lipte-Szt.-Miklos, Aus. 224
Lirschesreuth, Aus. 282
Lisbon, Portugal, 276, 277, 548
Lisekan, (Aus) 234
Lisieux, (Fr) 26, 372
Lison, (Fr) 28
Lissa, Pr. 181, 184, 186
Lissewegbe Bel. 97
Liska-Telesva, 225
Lisle-Burgau, Tur, 218
Liverdun, Fr, 64
Liverpool, Eng, 298, 299 300
Livorno, It, 256
Livron, Fr, 50, 55
Liwal, Russia 287
Ljubachewka, Rus. 290
Llaucourt - St. - Pierre, Fr. 22
Loano, Italy, 249
Loban, Sax. 190, 229
Lobberich, Prus. 120
Lobbes, Bel, 94
Lobositz, Aus, 204
Lobsehutz, Ger, 187
Locarno, Switz. 240, 499
Locate, Italy, 255
Lochau, 192
Lochem, Hol, 118
Locknitz, Ger, 178
Locle, Swit, 239, 244, 494
Loemariaker, Fr. 353
Lodelinsart, Bel, 102, 103
Lodève, Fr, 46
Lodi, Italy, 257, 519
Lodosa, Sp. 269
Lodz, Russ, 291
Loeuilly, Fr. 21
Loewen, Pr, 184
Logrono Sp. 269
Lohhof, (Bavaria) 202
Lohnberg, (Pr) 129
Lohne, Ger. 116, 158
Lohr, Ger. 196
Lohsa, Prus. 184
Loisy, Fr, 64
Loitsch, Aus 211, 235
Loivre, Fr, 12, 66
Loja, Spain, 276
Loken, Nor, 381
Lokeren, Bel, 82, 83, 101, 102
Lokve, Au., 231
Lollar Hesse, 146
Lomello, It, 255
Lomnic, 213
Lonato, It, 256
Londerseel (Belg.) 397
London, 18, 72, 1 165, 189, 147, 153, 154, 156, 163, 168, 258, 299, 300
Longdos, Belg. 411
Londonvilliers, 77
Longchamps, Fr, 31
Longerich, Pr, 120
Longeville, Fr, 64
Longlier for Neufchateau, Bel, 106
Longpré, Fr, 18, 21, 22
Longueau, Fr, 12, 18
Longueville, Fr, 24, 68
Longwyon, Fr, 15
Longwy, Fr, 15, 64, 10
Lonigo, It, 256
Lonlay, Fr, 27
Lons-le-Saulnier, Fr, 58, 60, 61
Lonyabanya, 224
Loosbrisli, Belg 92
Loosdorf, 210
Loos, Fr, 17
Lophem, Bel, 92
Lora (Spain) 274
Lorch, Prus, 128, 429
Lorch Wurt, 191
Loreto, Italy, 264, 519
Orient, Fr, 30, 40
Lormont, Fr, 35
Loriol, Fr, 50
Lorrach, Ger, 132
Lorsch, (Pr) 127
Losenstein, (Aust) 221
Lossing, Den. 278
Lossnica, 221, 226
Losowaja, Russ, 286
Loth, Bel, 78, 80
Lottingben, Fr, 17
Lötzen, Prussia, 181
Loudeac, Fr, 28
Loudun, Fr, 42
Louhans, (Fr) 6
Louisendorf, Ger. 152
Lourdes, Fr, 43, 44
Loures, Fr, 46
Lourouse-de-De ble, Fr. 34.
Louvain, Bel, 15, 85, 98, 103, 404
Louverné, Fr, 2
Louviers, Fr, 24, 28, 371
Louvres, Fr, 83
Lovagny, Fr, 53, 51
Lovas, Fr, 58
Lozere, Fr, 36
Lubanska, Russ, 288
Lubaschewka, Rus. 288
Lubeck, Ger, 157, 165, 164, 170, 173, 178,
Lübben, Pr, 186
Lübbenau, Pr, 18
Lucca, Italy, 2 519
Lucea, Baths o 20
Lucenl, Spain,
Lucerne, S 74, 239, 240, 244, 246, 498

Pages below 300 refer to Time Tables; above 346, to Descriptive matter.

Lucerne, Lake of, Swit., 499
Luche Pringe, Fr, 39
Luchowitz, Russ., 289
Lucignano, It., 262
Luckenwalde, Ger, 176
Lucon, (Fr) 47
Ludon, Fr., 45
Ludwigsburg, Ger. 198,
Ludwigslusten, Germ., 74, 125, 126, 135, 138, 432
Ludwigslust, Ger, 164
Ludwigsort, Prus., 180
Luga, Russ. 287
Lugagnan, Fr. 43
Lugano, Swit. 240, 499
Lugau, Sax., 188
Lugo, Italy, 264
Luguvica Lisko, Gal, 222
Lukow, Russia, 291
Lumbres, Fr. 17, 31
Lundby, Swed. 280
Lund, Swed. 283, 284
Lundemo, Norway, 282
Landenburg, Aus., 206, 212
Lüneburg, Ger, 156, 164
Lunel, Fr, 57, 59
Luneville, Fr, 64, 65,
Lungitz, Aus, 201
Luppa-Dahlen, Sax 189
Lupkow, Aus. 222
Lusignan, Fr., 38
Lusigny, Fr, 68
Lussac-les-Chat. Fr, 41
Lustadt, Ger. 135
Lustin, Bel., 94
Lutisburg, Switz., 239
Lutter a. Bbge, Ger, 162
Lutterbach, Fr., 71, 74
Luttre, Bel. 87 90
Lüttringhausen, Prus., 143
Lutzelbourg, Rh, 64, 70
Luxé, Fr, 35, 36
Luxemburg, (Duchy of) 72, 76, 90, 106, 125, 412
Luz, Fr. 371
Luzarches-Survilliers, Fr, 83
Luzech, Fr., 35
Luzra Lischau, Aus 208
Lyck, Prussia, 181, 182
Lyngby, Den., 280
Lyons, (Lyon) Fr, 43 48 50 51, 55, 56, 58, 59, 61, 249, 250, 264, 371
Lyre, Fr. 26
Lyss, Aus. 227, 229
Lysaker, Nor, 281
Lyss, Switz., 242
Lyssach, Aus. 240

M.

Maasbracht, Hol. 108
Maastricht, Hol., 108
Maats, Fr, 68
Maaza, Fr, 45
Macarasse, Italy, 258
Machelen, Bel. 80
Macon, (Fr.) 48, 54, 60, 61, 250, 372
Macugnaga, Italy, 520
Macquigny, Fr. 31
Maddalena, It., 258
Maddaloni, It., 262, 266
Madeira, Island of, 552
Madonna Pilone, Italy, 252 254
Madrid, Spain, 45, 268, 270, 272, 274, 275, 276
Maesoyck, Bel, 97
Maestricht, Hol., 90, 105, 465
Maffles, Bel. 82
Magacela, Sp. 276
Magadino, Italy, 520
Magdeberg, Fr, 116, 148, 149, 150, 152, 154, 156, 157, 160, 162, 163, 165, 166, 177, 465
Magenta, It., 256, 258 5'4
Magione, Italy, 260
Magliana, Italy, 258
Maglie, Italy, 264, 265
Magnac Tourre, Fr, 47
Magnesia, Gre. 293
Magnor, Nor. 284
Magny Fr. 16
Magny, Fr, 52
Magoes, Aus. 217
Magyar-Nados, Aus. 219 238
Mahlwinkel, Fr, 163
Mähr-Ostrau, Pr, 174
Mahsame, Egypt, 294
Maik-Kirrweiler, Ger, 136
Mailly, Fr., 62
Mainbernheim, Bav. 198
Mainkur, Germ. 128
Maintenon, Fr, 28.
Maismieres, Fr. 21
Maison-Alfort. Fr, 48
Maison Carrée, Alg. 297
Maison-Rouge, Fr, 68
Maisons, Fr. 24
Maisse, Fr. 56
Maisieres Charleville, Fr., 72
Majorca, Spain, 552
Makiar, Aus. 221
Makri-Ichoekmedje, Turkey, 2 8
Maksatina, Russ. 218
Malaga, Sp. 273, 543
Malain, Fr, 48
Malansac, Fr, 40
Malapane, Prussia, 184
Malaunay, Fr, 23, 24
Malaville, Fr., 45
Maly-le-Roi, Fr., 62
Maly-le-Vicomte, Fr., 62
Malchin, Ger, 173
Maldegem, Belg. 93
Malderen (Belg) 86, 397
Malesherbes. Fr. 35, 5
Malines, Bel, 82, 86, 397, 464
Maliegat, Bel, 108
Malmo, Swed, 282, 283, 285
Malo-Vischerskai, 288
Malsch, 132, 183
Malta, Island of, 553
Maltepe, Turkey, 218
Mamer, Bel. 77, 106
Mamers, Fr., 62
Manchester, Eng. 298 299, 320
Manage, Bel, 84, 90, 92 98, 102, 407
Manching, Ger. 195
Manduel, Fr, 57
Manerbio, Italy, 259
Mannheim, Ger., 64, 132, 133, 135, 137, 431,
Mannweiler, 138
Manoppello, Italy, 263
Manresa, Sp, 270, 544
Mansourah, Egypt, 296
Mantes, Fr. 24, 26, 372
Mantua, Italy, 253, 540
Manuel, Sp, 273
Manzanasse, Sp. 274 275
Mapello, Italy 257
Marainviller, Fr, 64
Marano, Italy, 256, 259
Marans, (Fr) 47
Marbach, Bav, 192
Marbach, Ger, 74, 136
Marbais, Bel, 103
Marbehan, Belg. 97, 106
Marburg, Aus, 211, 236
Marburg, Ger, 146, 443
Marcaria, It, 253
Marcellaz, Fr, 53
Marcelleaz, Fr, 21
Marcenais, Fr., 47
Marchegg, Aust., 214
Marche Bel, 107
Marchelepot, Fr. 31
Marche-les-Dames, Bel 94, 411
Marchena, Spain, 270
Marcheprime, Fr, 45
Marchiennes, Bel., 90, 92, 94, 98, 101
Marcianise, 266
Marengo. Italy, 511
Margaux, Fr, 45
Margiezan, 224 226
Margut, France, 64
Maria Kirch, Aus, 74
Marianville, Fr, 68
Mariaschein, Aus, 207
Maria-Worth, Aus., 238
Mariehelm, Swed. 2 9
Marienbad, Aust, 196, 223 475
Marienberg, Rh 428
Marienborn, Pr. 127, 154
Marienbourg, Belg., 103, 105
Marienburg, Pr 180, 238
Marienthal, Ger., 74
Marignac-St. Beat, Fr., 46
Marignane, Fr, 3
Marino, It. 261
Markirch, 74
Markranstedt, Sax. 170
Marksburg, Prus. 428
Marksuhl, Ger, 169
Marktbreit, Bav. 196
Markt Bibart, Bav. 198
Markt Einersheim, Bav, 198
Markt Schorgast, Bav, 196
Markt-Toffer, Aus, 211
Markth. Wurt, 194
Marle, France, 15
Marlenheim, Rh, 71
Marliere, Fr, 60
Marloie, Bel. 106, 107
Marmagne, Fr, 53
Marmande. Fr. 43
Marmaros-Sziget, Aus 225
Marmolejo, Sp. 274
Marnas, Swed. 284
Marnheim, Pr. 127, 139
Marolles, Fr, 34, 62
Maromme, Fr. 23, 24
Maros-Ludas, Aus. 238
Maros-Vasarhely, 238
Marquise Rinxent, Fr, 18
Marrubin, Italy, 267
Marsac, Fr, 39, 42
Marsala, Sicily, 535
Marsberg N., 153
Marseilles, 43, 48, 50, 55, 56, 57, 58, 60, 61, 63, 249, 370
Marsol-Prado, Fr. 61
Marsillargues, Fr, 57
Mars la Tours, Fr 444
Marsta, Swed. 283
Martainville, Fr, 21
Martinsheim, Bav, 155
Marten, Ger, 144
Martigné, Fr. 23
Martigny, Swit 247, 500
Martigues, Fr., 63
Martonvasar, Hun, 236
Martorell, Sp. 271
Martres Tolosane, Fr, 44
Marsabotto, It. 259
Marsdorf, Prus. 174
Masnedsund, 280
Masnou, Sp, 271
Massa, Italy, 250
Massy, France, 36
Massiac, Fr, 42
Mastenbrook, Hol, 110
Ma-tig, Aus. 229
Matasponselos, Sp. 268
Mataro, Spain, 71, 544
Matto-de-Mirenda, Sp. 276
Matrei, Aus., 205
Matterhorn, Switz. 500
Mattersdorf Aus. 220
Mattersdorf, Germ., 154, 162
Matzenheim, Rhine, 74
Maubeuge, Bel, 16, 84, 94, 102, 107, 409
Maulbronn, Wurt, 192
Maulburg, Germ, 131
Maurs, France, 42
Mauthausen, Aus, 216
Mauze, Fr, 38
Maxan, Germ, 147
Maximiliansau, Ger. 133
Mayence, Prus, 16, 74, 120, 122, 125, 126, 127, 128, 196, 198, 203, 232, 431
Mayenne, Fr, 23
Maximet, Fr, 44
Mazères-le-Salat, Fr, 46
Mealhada, Port. 277
Meana, 248, 250
Meaux, Fr, 67, 373
Mecheln, see Malines
Mechernich, Pr, 118
Mechlin Beg, 405,
Meckesheim, Germ. 133 135
Meckiar, Germ, 147
Mede, Italy, 255
Medellin, Sp, 276
Medinaceli, 278
Medinaceli, Spain, 270
Medina-del-Campo, Sp, 268, 273
Medjidie, Turk, 293
Meelhuus, Norway, 282
Meerane, Sax, 171,
Meerholz, Ger, 147
Meersen, Bel., 105
Megara, Egypt, 296
Mehlitheuer, Sax, 187
Mehlem, Pr, 122
Mehun, Fr, 40
Meidling, Aust. 211, 212, 225
Mainberg, Pruss. 463
Meiningen, Ger. 169, 442
Meissen, Sax, 189
Meitzendorf, Ger. 160
Melegnano, Italy. 257
Melito, Italy, 267
Melitopol, Russ. 286
Melk, Austria, 210
Melle, Germ, 158
Melle, Bel, 78, 82, 86, 90, 397
Melnik, Aus. 227
Melreux, Belg. 107
Melsungen, Prus, 146
Melun, Fr, 48, 58
Melso, It, 256
Memel, Pr, 179, 463
Memmingen, Bav, 193
Ménars, Fr, 34.
Menden, Ger. 151
Menenen, Lev. 293
Menesqueville, Fr, 31
Mengen, Wart. 136, 19.
Menilmontant, Fr, 40
Menin, Bel, 82, 397
Menjibar, Sp. 274
Mennecy, Fr, 56
Menneton-s.-Ch., Fr. 35
Menton (Mentone) Fr. 373
Meppel, Holl. 110
Meppen, Pr, 115
Mer, Fr. 34.
Meran, Austria. 475
Mercensaco, It. 251
Merida, Sp. 276
Merindol, Fr. 59
Merzenthelm, Germ, 136, 195
Mesemont, Bel, 102
Merseburg, Ger, 170
Mersch, Belgium, 77
Mertert, Prussia, 77
Mertzwiller, Fr, 74
Mervile, Fr, 17
Merxheim, Rhine, 74
Merzig, Rh 125
Meschede, Ger, 153
Mesert, Italy, 540
Mesgrigny, Fr, 68
Mesnay Arbois, Fr, 52
Mesnil-S-Oger, Fr 70
Mesnac Fr, 30
Messancy, Bel., 106
Messel, Pr, 300
Messel, Pr, 196
Messempre, Fr, 66
Messina, Sicily, 267, 535
Messinghausen, Ger. 153
Messkirch, Germ. 136
Mesanil-Guillaume, Fr 26
Messon, Fr., 62
Mestre, It, 233, 253, 256, 259
Mesvres, Fr, 53
Metteleruindau, Ger. 131
Mettenheim, Fr, 126
Mettkau, Ger, 187
Mettray, Fr, 32, 390
Metz, Germ, 64, 67, 72, 74, 77, 125, 128, 444
Metzgerthor, Ger., 77
Metzingen, Wurt, 190
Meudon Fr, 32
Meulan, Fr. 24

Meung-sur-Loire Fr, 34
Meursault, Fr, 48
Meuselwitz, 189
Meximieux, Fr, 53
Meyrin, Swit, 54
Meyringen, Switz, 500
Meze, Fr., 70
Mézériat, Fr, 54
Mezidon, Fr. 26, 27, 28
Mezières - Charleville, Fr. 64, 103
Mezieres-sur-Oise, Fr. 31
Mezo-Laboics, 223
Mezolak, Aus. 228
Mezö Telegd, Hung, 219, 238
Mezö Tur, Aust, 223
Mezy, Fr, 64
Michailowka, Rus. 290
Michelstadt, 123
Michieroux, Bel, 86, Middelburg, Hol., 111, 417
Middelfart, Den, 278
Midon, Fr., 59
Miendzyrzec, Russ. 291
Mielan, Fr, 46
Mietesheim, Ger. 78
Miesbach, Bav, 196
Mies-Kladrau, 223
Mignano, Italy, 261
Migne et les Lourd. Fr. 42
Miguelturra, Sp. 275
Mikeszasza, 236
Mikolar, 207
Miklos, Hun, 236
Milan, It, 205, 233, 239, 245, 241, 254, 255, 256, 257, 264, 520
Milhaud. Fr, 57
Milford-Haven, Eng, 208
Militics, Austria, 237
Milkolajow - Drohowyze, Aus. 216
Millau, Fr. 46
Millas, Fr, 60
Mille Pommes, Bel. 92
Milmorte, Bel, 108
Milosna, Russ. 291
Milspe, Prus, 141
Minaya, Spain, 272
Minden, Prus, 116, 119 141, 144, 156, 158, 160, 403
Minet-el-Gamh, 294, 295
Minieh, Egypt, 296
Minsk Russia, 289, 290, 291
Mionnay, Fr. 60
Minorca. Spain, 554
Miradolo, Italy, 259
Miramas. Fr, 55, 55
Miranda Sp. 268, 269
Mirande, Fr, 46
Mirandola (It), 264
Miranmont, Fr, 12
Mirebeau, Fr, 42
Miremont, Fr, 40
Mireval, France, 57
Mirowce, Tur, 218
Mirto Crosia, It, 267
Misburg, Ger, 156, 158
Mischline, Prussia, 185
Miskolcz, Aus, 213, 214, 215, 216
Misox, Switz, 501
Miss, Russ. 287
Mittbereh, Egypt, 295
Mittelsinn, Ger, 147
Mitterndorf - Moosbrunn, Aus. 201, 225
Mitterteich, Bav, 212
Mjolby, Sweden, 283
Mjondalen, Nor. 281
Mjondalen, Nor. 281
Mnichowic-Strancie, 213
Moabit, Ger. 107
Moehbern, Fr. 183, 185
Möckmühl, Wurt, 195
Modane, It, 54, 250, 261, 274
Modava, Bel. 96
Modena, It, 230, 253, 521
Modling, Aus, 211, 215, 483
Modugno, Italy, 275
Moen, Belg, 87
Moerbeke, Bel., 101
Moere, Bel. 96
Moerdyck, Hol. 418
Moeser, Ger. 154
Mogeldorf, Aus, 232
Mogente, Spain, 273
Mogilno, Prussia, 174
Moglano, Italy, 253
Mogofores, Port. 277
Moha, Aus, 236
Mohacs, Aus. 213, 220, 235, 237
Mohallet-Kibir, Eg, 295
Mohallet-Koh, Eg, 295
Mohcda, Sweden, 283
Moidrey, Fr, 29
Moirans, Fr, 51, 59
Mois, Prussia, 174
Moissac, France, 43, 374
Moita, Portugal, 277
Mola-di-Bari, It, 264
Molfetta, Italy, 264
Mollerusa, Spain, 270
Mollet, Spain, 271
Mölln (in Mecklenb) 173
Molina, Italy, 263
Molina del Rey, Sp 271
Molsheim, Rhine, 71
Mombach, Germ. 126
Mommenheim, Rhi, 64, 76
Momo, Italy, 249
Monaco, Fr, 55, 374
Monasterace, 267
Moncada, Sp, 270, 271
Moncalieri, Italy, 249, 250, 252
Moncalvo, It, 255
Moncel, Fr, 63
Monchaux, Fr. 22
Mönchehof, Ger 146
Moncontant, Fr, 38
Moncontour, Fr, 42
Mondragon. France, 50
Moneteau, Fr, 56
Monfalcone, It. 233
Mongat, Spain, 271
Monistrol, Spain, 270
Monjuich, Spain, 539
Monnaie, Fr, 37
Monneyrille. Fr. 34
Monopoli, Italy, 264
Monor, Austria, 214
Monovar, Spain, 272
Monreale, Sicily, 536
Mons, Bel., 14, 80, 82, 84, 85
Monsempron Libros, Fr, 38, 40
Monsheim, Ger, 127, 139
Mont-St.-Martin, Fr. 15
Montagnac, Fr, 70
Montaguto Italy, 256
Montaigu Vendée, Fr, 40
Montalto, 258
Montanaro, Italy, 251
Montargis, Fr, 35, 41, 56, 58, 62
Montauban, Fr., 42, 43, 374
Montauban de Bret, 28
Montbard, Fr, 48
Montdidier, Fr. 13, 75
Montbarry, France, 49
Montbellard, Fr, 12, 57
Montbizot, France, 28
Mont Blanc, 492
Mont blanch, Spain, 272
Montbrison, Fr, 59
Montcaret, Fr, 37
Montcean-les-Mines, France, 53
Montchanin, Fr, 53
Mont-de-Marsan, Fr, 45
Mont Dord, Fr, 362, 364, 374
Monte Amiate, 263
Montechiaro, It. 259
Monte Generoso, Swit. 500
Montebello, Italy, 256
Montecalvo, Italy, 266
Montecarlo, Fr, 55
Monte Casino, It, 530
Montecatini, It. 262
Montegrotto, Italy, 259
Montelimar, Fr, 50,
Montelupo (It), 258
Monte Mor, Spain, 277
Montendre, Fr, 47
Montereau, Fr., 28, 68
Monte Pescali, Italy, 257
Montepulciano, 262
Montmellier - Bourcheville, Fr, 21, 23
Monte Rosa, Switz, 500
Monterotondo (It), 260
Monte Stelvio, It, 513
Montevarchi, It. 260
Montfavet, Fr, 59
Montgaillard, Fr, 45
Montgeron, Fr, 48
Montfort-sur-Meu, Fr., 28
Montfort-St.-Philbert. Fr. 30
Montherme, Fr. 75
Monthey, Swit., 247
Monthureux, Fr, 68
Monticelli, 254
Montièramey, Fr, 68
Montigny, Fr, 14
Montigny-sur-Sambre. Bel., 102
Montijo, Spain, 276
Montilla, Spain, 273
Mont-le-Vernois, Fr, 66
Montlouis, France, 34
Montluçon, Fr. 34, 42,
Montluel, France, 43
Montmedy, Fr, 15, 64
Montmédian, Fr, 51, 64
Montmelo, Spain, 271
Montmoreau, Fr, 35
Montmorency, Fr., 12, 32
Montpellier, Fr, 40, 57, 58, 374
Montrejeau, Fr, 44, 46
Montreit, Fr 61
Montreuil, s—I, Fr, 30
Montreuil Verton, Fr. 18
Montreux Switzer. 501
Montrichard, Fr, 38
Montricoux, Fr, 41
Montrond, Fr. 56
Montrouge, Paris, 20
Monts, Fr, 34
Montserrat, Spain, 544
Mont S. Guibert, Bel, 106, 410
Mont-St. Martin, Bel, 106
Mont St. Michel, Fr. 29, 354, 374
Montsaru, France, 28
Montsaunan, Fr, 62
Mont Titlis, Switz. 501
Montvalent, Fr, 59
Montsen-Moresnet, Bel 87
Monville, France, 23, 24
Monza, Italy, 252, 254, 521
Monzingen, Ger, 125
Monson, Spain, 270
Mor, Austria, 216
Morafallar, Turk, 293
Moorslede, Bel., 99
Moortzeele, Bel, 90
Moosburg, Bav., 202
Moosham Bav., 203
Moralas Aubray, Fr. 70
Moravicsa, Aust., 214
Morannes, Fr, 28
Morecnx, France, 45
Mordovo, Russia 289
Moret France, 48, 58,
Morgenroth, P., 181, 184
Morg-nthal Au. Sw. 240
Morges, Switz, 246
Morgny, France, 21
Morhet, Lux, 107
Mori, Italy, 265
Morialme, Belg, 108
Morlaix, Fr, 28
Morlanwelz, Belg, 92
Morienes, Fr,
Moritzfeld, Aus. 216
Morivile, Fr. 10
Mormani, France, 68
Mornas, Fr, 50
Moron, Spain, 269
Morschanik, Russ. 289
Mortagne, Fr, 27
Mortara, Italy, 254, 255
Mortillars, Fr, 57
Mortsorf, France, 68
Mosbach, Germ, 128, 135
Moscheiki, Russia, 287, 290
Moscow, Russia, 180, 286, 287, 288, 289, 290, 291, 631
Moscyzn, Pr, 184
Moselweiss, Prus. 413
Moshaisks, Russ, 289
Mosnac, Fr, 47
Mostau-Nabanits, Pr. 208
Mossingen, Bav, 198
Motta S. Anastasia, It. 266
Motta S. Damiano, 259
Motteville, France, 24
Moulins-sur-Allier, Fr, 42, 53, 58, 61, 374
Moulis, Fr, 45
Mount Ætna, Sicily, 535
Mourmelon Petit, Fr., 67, 362
Mourmelon Grand, Fr, 67, 362
Mousquette, Fr. 44
Mouscron, Bel, 14, 78, 80, 100
Mousseac, Fr, 35
Mousay, Fr, 14
Moustapha Pacha, Turkey, 218
Mouster, Bel, 90
Mouthiers, France, 35, 36
Moutiers, Swit. 501
Mouy-Bury France, 22
Movemont. Fr 70
Mouzaiavilse, Algeria, 297
Mozzecane, Italy, 253
Msta, Russia 288
Mstetits, Austria, 227, 229
Mucha, Prus. 184
Muckenberg, Prus. 184
Mugelnduit, Belg, 108
Muggenstarm, Ger, 112
Mühlacker, Wurt., 137, 192
Muhlburg, Ger, 137
Muhldorf, 194
Mühlhausen, Gr, 71, 74, 136, 171, 240
Muhlhofen Prus, 427
Mühlfraun, Aust, 204
Muhlbach, 236
Mulhouse, Ger. (Mühlhausen, 68, 444
Mülheim-on-Ruhr. Pr. 116, 140, 144, 148
Mülheim, Prus, 134, 132, 147, 430
Mullsjo. Swed. 284
Mumling Grumbach, Prussia, 123
Munchendorf Aus. 225
Münchengratz, Austria 227
Munchenmunster, Ger, 195
Munden, Ger, 150, 172
Munder, Pr., 119
Munderkingen, Wurt, 194
Munich, Ba, 76, 128, 137, 147, 150, 194, 195, 196, 197, 198, 200, 201, 202, 205, 210, 232, 233, 253, 444
Munkacs, Austria, 234
Munsingen, Switz, 210
Munster, Ger, 74, 76 107
Munster, Prus, 115, 118, 144, 158, 163, 403
Munster-am-Stein, Rh. 125, 138
Munsterbilsen, Bel 105
Munsterberg, Ger, 186
Munsterlingen, 245
Mura-Keresztur, Aus. 220
Murat, Fr, 42 274
Murcia, Spain, 272, 274, 544
Muret, Fr, 44

Digitized by Google

Murrumbidgee, Aus. 211, 215, 236
Murtzuk, Aus. 186
Murzuch, Ger. 139
Mussey, Fr. 64
Mussidan, Fr. 42
Mussotto, 254
Mutignano, Italy, 264
Mutney-Climch, Fr. 23
Mutzens, Austria, 2.0
Mutterstadt, Germ. 138
Mutzig, Rhine, 71
Mytilowitz, Po, 184, 185, 206

N.

Nabresina, Aus. 211, 233, 235, 253
Nabburg, Bav, 202
Nachod, Aus. 228
Nackenheim, Fr, 126
Nadyby, Gal. 219
Nagasen, Germ.. 162
Nafels, Swiss. 243
Nagold, Ger. 193
Nagy-Alad-Szabb, 217
Nagy-Enyed, 238
Nagy-Gerse, Aus. 231
Nagy-Igmand, 236
Nagy-Jelyk, Aus. 201
Nagy-Karoly, Austria, 207
Nagy-Mihaly, 222
Nagy Sz. Miklos, Aust, 2.5
Nagy-Szollos, 228
Nakel, Prus, 182
Nakry-Netolic, Aus. 22:
Nameche, Bel, 94
Nampa Quevany, Fr, 21, 21
Namslau, Prus., 185
Namur, Belg. 16, 72, 84, 90, 94, 96, 101, 106, 411
Nancois-le-Petit Fr, 64
Nancy, Fr., 61, 63, 64, 65, 66, 70, 71, 72, 77, 77, 374
Nangis, Fr, 18
Nanhofen, Ger, 194
Nannine, Bel, 106
Nanterre, Fr, 32
Nantes, Fr. 38, 39, 40, 47, 375
Nanteuil, Fr, 15
Napagedl, Austria, 206
Naples, Italy 252, 261, 262 266, 321
Narbonne, Fr, 43
Narni, Italy, 260
Narsdorf, 188
Narva, Russ. 290
Narzale, Italy 252
Nasbeit, Egypt, 295
Nassau, Ger. 149 445
Nassjo, Swed., 283, 284, 285
Nattoye, Bel, 106
Nauen, Ger, 164
Naumdorf, Ger., 166
Nauheim, (Bad.), 146
Naumburg, Ger. 170, 171
Naumhof, Sax, 189
Navacchio, It, 265
Nava del Rey. Sp. 273
Navalperal, Spain, 268
Nawa, Egypt, 294
Nazareth, Bel, 395
Neckarelz, 135
Neckargemund, Germ, 135
Neckarsteinach, Ger., 441
Neckarsulm, Bav, 195
Neckarthailfingen, Wrt 190
Nederzwaim, Belg., 78
Neerpelt, Hol, 108
Neerwinden, Bel, 105
Nefahe, Egypt, 294
Negrepelisse, Fr, 41
Nehelm Husten, Prus, 188
Neidenstein, Ger, 135
Neisse, Prus, 185
Neja, Aust. 231
Nejve, Italy, 254
Nemours, Fr, 18
Nenzing, Ger. 198
Nendza, Pr. 187
Nennhorf, Prus. 119
Nennhausen, Ger, 160
Neponsuk, Austria, 213
Nerebowitz, Aus, 216, 227
Nerondes, Fr, 40
Nervi, Italy, 250
Nesohwitz, Aus 227
Neale Fr. 21, 22
Neale Saint Saire, Fr. 35
Nestved, 280
Neu-Arad, 222
Neu Bakov. Aust., 209
Neu-au, Aus. 231
Neublasa, Fr. 61
Neubrandenburg, Ger, 173
Neu Bydgow, Aus. 230
Neuchatel, Lake of Swits, 501
Neuchatel, Swits, 52, 230, 240, 242, 244, 245, 501
Neu Cunersdorf, Pr. 174
Neudenau, Wurt, 195
Neudietendorf, Ger, 170, 173
Neudingen, Ger, 136
Neudorf, Aus. 206
Neuenburg, Wurt, 193
Neuenburg (Neuchatel) Swits, 241
Neuendorf, Rh. 427
Neuenhagen, Ger 180
Neuenmarkt, Ger., 188, 196, 198
Neuenstein, Wurt, 191
Neuenkirchen, Pr. 125
Neufahrn, Ger. 231
Neufahrwasser, Pr, 182
Neufchateau, Fr, 71, 364
Neufchatel, Fr, 18, 22, 25
Neuhmarche, Fr, 22
Neufvilles, Bel, 84
Neuhaldenslaeben, Ger. 149, 160
Neuhausel, Hung, 214
Neuhausen (Rhine) 133
Neuhof, Ger, 147
Neuilli, Fr, 36
Neuilly, Fr. 20
Neu-Kladno, Aus, 208
Neukirchen, Bel, 147
Neulengbach, Aust, 210
Neuluesheim, Ger. 133
Neumarkt (Prus.) 183
Neumarkt, Austria, 203, 210, 221
Neumunster, Ger, 168 169
Neunkirchen, Ger. 138
Neuotting, Ger. 194
Neunkirch, Baden, 133
Neunkirchen, Aus., 211, 215, 238
Neurod-, Prus , 186
Neusaals, Ger, 186
Neusatt-Schabogl, Aus 234
Neuschenern, Ger, 75
Neu Iedil – Durnholz, Austria, 212. 221
Neusohl, Austria. 238
Neuss, Prus., 119, 120, 140, 1.4, 148, 153, 403, 421
Neustadt, Holstein, 168
Neustadt (Bav.) 198
Neustadt, Palatine, 135, 138, 139, 146
Neustadt (Austria) 195, 201, 211, 215, 220, 483
Neustadt-Eberswalde, Pr, 178
Neustadt (a. D.) 164
Neustadt (an Waldn) 169
Neustadt (Hardt) 148
Neustadt, Pr, 74, 172, 178, 179
Neustadt, W. Aus. 201, 221
Neust-Magdeburgs, P 154, 177
Neustraschitz, Aus, 208
Neu Paka, Austria, 230
Neu Szony, Hun, 230 236
Neutomysl, Pr, 174
Neuville (Rhone) Fr, 48
Neuville, Fr, 28, 42
Neuveille, Fr, 35, 58
Neuveville, Swits, 239, 246
Neu Ulm, Bav, 193, 194
Neuweid, Pr, 122, 124, 427
Nevers, Fr, 53, 58, 375
Neviges, Pr, 141
Newcastle, Eng, 299, 300
New Wegersleben, Ger, 160
Nexon, Fr, 40
Nezamislits, Aust, 212, 213
Nice, Fr, 55, 375
Nichellino, It. 252
Nicolai, Prussia, 187
Nicolausdorf, Pr, 174
Nicolosi, Sicily, 535
Nidda, Pr, 131
Niederau, Sax, 189
Niederbronn, Fr, 72, 74
Niederdorf, 226
Niederdornheim, Ger, 127
Nieder Olm, Pr, 127
Nieder-Sachswerfen, Ger. 149
Nieder Saulheim, Pr, 127
Niederlahnstein, Prus, 122, 124
R.-Breisig, Fr, 122
Niederstrand, 209
Niederlindhard, Bv, 4:3, 196
Nieder Ohmen, Fr, 130
Niederhasli, Switz. 243
Niederpollnitz, Ger, 171
Niederschelden, Pr. 116
Niederschlema, Ger. 187
Niederstetten, Bav, 194
Niederstrina l, Ger. 76
Nieder Ramstadt P. 123
Nieder-Wallut. Rh. 128
Niederwiesa, Sax. 188, 189
Niederwöllstadt, Rh, 146
Niederwyl, Aus. 240
Niefern, Ger, 137
Nienburg, Ger, 148
Nienhagen, Ger, 166
Niepolomice, Aus, 2.8
Nierstein, Pr. 126
Niesky, Prussia, 184
Nieukerk, Ger. 120
Nieukirchen, Bel, 92
Nieuport, Bel. 56, 100, 402
Nieuweschans, Hol. 110
Nieull-L'Espoir, Fr, 41
Nijkerk, Hol, 110
Nikolajew, Russia, 290
Nikolsburg, Aus. 212
Niella, Italy 252
Nielles, Fr., 31
Nimburg, Aust. 226 227, 229
Nismes, (France, 55, 57, 60, 376
Nimkau, Prussia, 183
Nimy, Belg, 92
Ninove, Belg, 82
Niort, Fr, 38
Nirem, Belg, 407
Nischni-Nowg, Rus. 287
Nismes, Belg. 103
Nitzgall, Russia, 292
Nivelles, Bel, 87, 90, 92, 98, 403
Niversac, Fr, 39, 40
Nizza Monfer, Italy, 2.4
Nizankowice, Aus, 222,
Nizan, Fr, 41
Nobdenitz, Germ, 177
Nocera, Italy, 261, 263
Noertsingen, Ger, 76
Noeux Fr, 12
Nogent-le-Rotrou, Fr, 28
Nogent-sur-Marne, Fr, 63, 68
Nogent-sur-Seine, Fr, 68
Nolcataro, It, 264
Noldans (Fr.) 66
Noisy-le-Sec, Fr, 67, 68
Nois ay, Fr, 34
Nola, Italy, 263, 515
Noli, Italy, 249
Nonancourt, Fr, 30
None, Italy, 252
Nora, Swe. 274
Norderney, Ger, 446
Norderwyck-Morkhoven, Bel. 105
Nordhausen, Prus, 149, 150, 156, 172, 464
Nordheim, Ger, 195
Nordlingen, Bav, 136, 191, 198
Nordschloss-Weiche, 168
Norea, Spain, 274
Norf, Fr, 120
Norkitten, Ger. 180
Norre Asby, Den, 278
Norre Alsey, 282
Norre Sundby, 277
Norrköping Swed, 283
Norsholm, Swed, 283
Norten, Germ, 150
Northampton, Eng. 298, 299
Northeim Ger, 149, 150, 156, 172
Nortorf, Ger, 168
Notre Dame d'Oe Fr, 37
Nossen, Saxony. 189
Nottingham, Eng, 299, 300
Nouvonle, Aus., 235
Novara, It, 249 255, 256 283
Noveant, Rhine, 77
Novelda, Spain, 272
Novgorod, Russ, 290
Novi, It. 218, 251, 254
Nowki, Russ, 287
Nowo Ukranka Russ, 290
Nowotscherkask, Russ. 290
Noyal, Fr, 28
Noyelles, Fr. 18
Noyon, Fr. 376
Nuenen Tongerlee, Hol, 108
Nuisement, Fr, 62
Nuits, Fr, 48
Nuits-sous-Ravier, Fr, 48, 57
Nules, Spain, 271
Nunspeet, Hol 110
Nuremberg (Nürnberg) Bav. 196, 198, 203, 233, 234, 446
Nussdorf, Aust, 215, 223
Nyborg, Den, 278
Nyek, Hung, 236
Nylen, Bel, 97
Nymegen, Hol. 120 418
Nyiregyhasa, Hun. 219 231, 234
Nykjobing, 282
Nyon, Swits, 246
Nyustya, Hun. 222

O

Obax-Buzet, Bel, 87, 90
Ober Ammergau, Ger., 445
Oberandorf, Bav. 200
Oberassel (Düsseld) 124, 140
Oberdachsetten, Bav, 196
Ober Donauburg, 216
Oberglatt Switz. 243
Oberge-gumbel, Aus. 217
Oberhagen Ger. 149
Oberhaun, Pr. 147
Oberhausen, Rhine, 113 116, 117, 118, 144, 16.
Oberhollabrunn, Aus 226
Oberkotzau, Ger, 196
Oberlahnstein, Prus, 122, 124, 129, 428
Oberlangenstadt, Bav, 196
Oberleitensdorf Aus. 217
Obernheim, Ger. 2.

Digitized by Google

Obernitz, Aus. 234
Obernjesa, Ger. 150
Oberrad, Ger. 134, 147
Oberstein, Rhine. 135
Ober-Ramstadt, Pr. 133
Oberraubling Ger. 202, 203
Oberursel, Ger, 134
Oberwesel, Pr, 122, 429
Oberweiler, Ger, 439
Oberwiddersheim, Pr., 131
Oberwinter. Ger., 426
Oberriet, Swit. 244
Obol, Russia, 292
Ocaña, Spain, 271
Ochtmersleben, Ger., 151
Ochsenfurt, Bav. 156
Ochsenkirchen, Prus. 152
Odense, Den, 278
Oderberg Ger., 74, 184, 184, 200, 212, 222, 224, 230
Odessa, Rus, 184, 286, 287, 290, 291
Odenhille, Ger, 160
Oedt, Prussia, 112
Oederan, Sax, 189
Oedenburg, Aus, 220, 225, 475
Oehringen, Wurt, 191
Oelde, Ger, 116
Oels, Prussia, 151, 185
Oelsnitz, Sax, 188
Oertzenhof, Ger, 173
Oesau, Ger, 169
Oestrich-Winkel, Pr., 128
Oettingen, Bav, 76, 198
Oetringen, 77
Oeventrop, G., 153.
Oeyenhausen, Ger. 158
Ofen, Hun, 213, 219, 236, 470
Offenbach, Rhine, 134, 147
Offenburg, Rhine, 132, 136, 239
Ofleben, Ger, 154, 162
Oger, Russia, 282
Oggersheim, Rhine. 138
Ogulin, Aus. 213, 231
Ohlau, Pr, 184
Ohligs Wald, Pr, 140
Oiry, Fr, 70
Oiry-Mareuil, Fr, 64
Oisans, Le Bourg d' Fr. 376
Oisemont, Fr, 21
Oissel, Fr. 24, 26, 30
Oisterwijk, Hol. 108
Oker, Ger, 149
Okonlovska, Rus, 288
Okriako, Aus. 226
Okroulita, Aus, 226
Olang, 216
Olbersdorf, 230
Olching, Ger. 194
Oldenburg, Germ. 148, 150, 151, 158, 163
Oldenzaal, Hol. 112
Oldesloe, Pr. 165
Olevano, 254
Olegrio, It. 255
Olhoules-St.-Nazaire, Fr. 55
Oliva, Pr, 179
Olivaes, Por, 548
Oliveirade Barros, Por, 277
Olloy, Belgium, 103
Olmenetta, 259
Olmutz, Aus, 205, 212, 213, 229, 230, 237, 475
Oloune, Fr, 42
Olsberg, Ger. 153
Olsène, Bel, 80, 395
Olst, Hol, 110
Olstrup, 280
Olsuanica, Gal, 222
Oltem, Swit, 232, 240, 242, 245, 246
Olviopol, Russia, 290
Omaraka, Galicia, 218
Oneglia, Italy, 249, 515
Onasain, Fr, 14
Onnens, Swit, 246
Oos, Rhine, 132
Oostcamp, Bel 78
O-stroesbeke, Bel, 96
Opalenica, Pr 174
Opatowitz, Aus. 228
Opladen, Ger. 124, 140
Oporto, Porta, 277, 550
Oppeln, Pr, 184
Oppenheim, Germ, 126, 431
Oppburg, Ger, 172
Orange, Fr, 50, 377
Orambaum, 286
Oravitza, Hun. 214, 220
Orbec, Fr, 26
Orbiquet, Fr, 26
Orbitello, Italy, 258, 260
Orchamps, Fr, 52
Orchies (Fr.) 17
Orcino, 256
Orcsidorf, Aus. 222
Ordona, Italy, 265
Orduna, Sp. 269
Orebro, Swed. 284
Orehoved, 282
Oressa, Corsic, 551
Orel, Rus. 286, 287, 291
Oret, Bel. 102
Orgeries, France, 31
Orgon, France, 51
Origny-Ste.-Ben, Fr, 31
Oristano, 267
Orlamuide Ger, 172
Orleans, Fr, 31, 34, 35, 42, 41, 377
Orleans Ceinture, 20
Orleansville, Alg. 297
Orlo, Aus. 216
Ormayrd, Swed. 285
Ormond, Switz. 502
Oron, Swit. 236
Oroshaza, Hung. 237
Orp-le-Grand, Bel. 84
Orroir, Belg. 87
Orry-la-Ville, Fr, 23
Orsara, 266
Orsay, Fr. 36
Orscha, Russ, 289
Orschweiler, Ger 132
Orta, Lake of, Italy, 249, 533
Orta, Italy, 260, 262
Orthez, Fr, 44, 46
Orthoux, Fr., 59
Ortona, It. 264
Ortenscourt, Fr, 70
Ortrand, Pr. 152
Orvieto, Italy, 262, 523
Oschatz, Sax, 189
Oschersleben, Ger. 146, 160, 166
Osimo, Italy, 264
Osnabruck, Ger. 107, 116, 148, 156, 158
Osnes-Pure, Fr, 66
Ospedaletto, It. 249, 256
Ossegg, Bo, 216, 217
Ossentehensks, Russ 288
Ossun, France, 44
Ostaschkovska, Rus 288
Ostaschkowo, Rus, 290
Ostend, Bel. 72, 78, 93 96, 116, 140, 154, 401
Osterath, Pr. 120
Osterburg, Ger. 163
Osterburken, Wurt. 135, 195
Osterhofen, Bav, 203
Osterholz-Scharmbeck Ger. 148
Osteria, Bianca, It. 262
O. termunchen, Ger. 200
Ostermundingen, Swt 240
Osterode, Ger. 149, 182
Ostheim, Rhine, 74
Osthofen, Rhine. 126
Ostrau Witkowitz, Pr. 174, 206
Ostrow, Russia, 287
Ostuni, Italy, 264
Oswiecim, Aus. 184, 206
Oleczyna, Prussia, 180, 182
Otranto, 264, 265
Ottebol, Swed. 285
Ottendorf, Ger. 168
Ottensoos, Ger, 232
Ottersweiler, Ger, 132
Ottignies, Bel, 92, 98 103, 106, 410
Ottweiler, Rhine, 125, Ottenrath, Ger. 153
Ouchy. Swits. 497, 502
Oudenarde, see Audenarde
Oudeschoot, Hol. 110
Oued-Fodda, Alg, 297
Oued-Djer, Alg. 297
Oued-Malah, Alg. 297
Oued-Merdja, Alg. 297
Oued-Rion, Alg. 297
Oued Rouina, Alg. 297
Oued-Sly, Alg. 297
Ouest, Ceinture, 20, 32
Ouglovska, Rus. 288
Ougree, Bel., 94, 411
Ouril, Turkey, 218
Ouloudjak, Turk. 293
Oulx, 250
Ouroux St-Christophe Fr 61
Ourscamp, 376
Ousby, Swed, 283
Outeiro, 277
Ousoner-Damp, Fr, 41
Ovar, Portugal, 277
Oviglio, 254
Oxns, Nor, 281
Oxford, Eng. 298
Oyrieres, Fr. 68
Ozouer-le-Vouglis, Fr, 68
Ozzano, It, 255
P
Pabillonis, Italy, 267
Pacy-Eure, Fr. 31
Paderborn, Rh. 115
Padua, It. 256, 259, 264, 583
Paestum, Italy, 522
Pagny-sur-Meuse, Fr. 64, 72, 77
Pagny-sur-Moselle, Rh. 71, 72
Painbeuf, Fr. 375
Paimpeau, Fr. 36
Palanquinos, Sp. 273
Palagiano, Italy, 265
Palaokeui, Aus. 218
Palavas Fr., 58
Palazzolo, Italy, 256
Palencia, Sp. 268, 273
Palermo, Sicily 267, 535
Palezieux, Swit, 246
Palles, 257
Palidoro, Italy, 258
Pallanza, Italy, 544
Palma, It. 553
Palmella, Port. 277
Palo, Italy, 258
Palota, Hun. 214
Pamiers, Fr. 44
Pamplona, Sp. 270, 544
Panchot, Fr, 41
Pancorbo, Sp. 268
Pange, 77
Pansdorf, Ger. 168
Pannenhuis, Bel., 88
Pantin, Fr. 67
Papa, Aus., 228
Papasly, Turkey, 218
Papenburg, Ger. 115
Papignies, Bel. 82
Paracuellos, Spain, 27
Paradas, Spain, 270
Paradise, Russ. 292
Parey-le-Mental Fr. 61
Paredes, Spain, 273
Pare de St. Maur. Fr. 63
Pardorf, Aust. 236
Pardubitz, Aus. 204, 228, 239
Pargny, Fr. 64
Paris, Fr, 12, 14, 15, 16, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 44, 45, 47, 48, 50, 52, 54, 55, 56, 57, 58, 61, 62, 63, 64, 65, 66, 67, 68 69, 70, 71, 72, 73, 76, 77, 84, 94, 103, 107, 110, 128, 129, 132, 137, 140, 153, 154, 158, 160, 162, 194, 200, 201, 240 245, 245, 250, 254, 268, 377
Parma, Italy, 250, 524
Parona, It. 253
Parsac, Fr. 42
Parzarbeg, Bav, 203
Parschnitz Aust., 209, 227, 228, 229, 230
Partenstein, Ger. 166
Partstein-Hutten, Ger, 232
Pasajes, Sp. 268
Pasdes Lanciers, Fr, 50
Pasewalk, Ger. 178
Pasian-Schiavonesco, Italy, 253
Pasing, Ger. 194, 197, 199
Paskani, Moldavia, 207
Paskau, Pr. 174
Passau, Aust. 201 203, 210, 232, 233, 446
Passignano, Italy, 260
Passo di Coresse, Italy, 260
Passow, Pr. 178
Pasty, Fr. 20
Pasztó, Hungary, 224
Patay, Fra. 29, 31
Paternieu Fetaz, 136
Patrohs, Hun. 231
Paturages, Bel., 86
Paulhaguet, Fr, 60
Paus, Fr. 44, 46, 385
Paullac, Fr. 45
Paulhan, Fr. 46
Pavia, It. 255, 259, 524
Pavillons, Bel. 102
Pavilly, Fr. 24
Paviole, Italy, 259
Payerbach Aus. 217, 215
Peak, The Teneriffe 554
Pedro-Abad, Spain, 274
Pegau, Ger. 172
Peggau, Aust. 211
Pegli, It. 249
Pegões, Port. 277
Peine, Ger. 148
Peis enberg, Bav., 197
Peissant, Bel, 85
Peitz, Ger. 152
Pelplin, Pr, 182
Pelsdorf, Aust. 230
Pelsocx, Aus, 223
Peltre, Ger., 72
Penaflor, Spain, 274
Penarroya, Sp. 276
Pendik, Turkey 218
Penne, Fr, 36, 40, 41
Penig, 186
Pent ma, Italy 261
Penzberg, Ba., 197
Penzing, Austria, 210
Peperga, Hol. 110
Pepinster Bel., 77, 88, 90, 94, 406
Perbenyik, Aus, 231
Perenchies, Fr, 18
Peri, Tyrol, 253
Perigueux, Fr, 39, 40, 41, 375
Perjemos, Aus 205
Perlojarvi, Russ, 289
Pernegg, Aus. 211
Pernersdorf-Pfaffendorf Aus. 212
Pernhofen-Wulzelhofen, Aus. 212
Peronne Fr. 33, 75
Perpignan, Fr, 43, 60, 385
Perregaux, Alg. 297
Pertengo, Italy, 256
Pertuis, Fr., 50, 59
Perue, Aus, 234
Perugia, It. 260, 524
Peruweiz, Bel. 16, 80, 86, 97
Perwez, Bel. 84
Pesaro, Italy, 264
Pesseutima, Italy, 253
Pescara, Italy, 263, 264 266
Peschiera, It. 256
Pescia, It. 262
Pessione, It. 250
P.ssac, Fr, 45
Pesth, Hun., 212, 214, 219, 220, 222, 223, 224, 225, 233, 237, 238, 470
Peterhoff, Russ. 286
Petrabug-Jechn, Aus. 234
Peterndorf, 237
Petershain, Pr. 152
PeterWardein, Hun 473
Peterwitz, Pr. 187

Perchtau, Austria, 249, 253
Petrossany, Aus. 211
Petzenkirchen, Aus. 220
Peyrand, Fr., 59
Pevrebourne, Fr., 44.
Peyrouis, Fr. 50
Pfaffenau, Fr. 46, 70
Pfalzdorf, Pr. 130
Pfaffersheim, Pr 127
Pfarre-Bad, Switz. 508
Pfeffingheim, Pr. 127
Pfohren, Ger 131
Pforzheim, Ger., 137, 193
Pfreimt, Bav. 202
Pfullendorf, Ger. 136
Phalempin, Fr. 14
Philippeville, Bel. 165
Philippine, Bel., 1.1
Philippopoli, Tur 2
Philippsburg, Ger 74
Pilsting, Ger, 233
Piacenza, It. 250 257, 524
Piadena, It., 253
Piano, Italy, 259
Pianzano, It. 253
Piave, It. 253
Piccquigny, Fr. 18
Pierre, Fr., 61
Pierrefitte-Stains, Fr. 23
Pierrefitte-Nest, Fr. 4
Pierrefitte, Fr., 45, 385
Pierrefonds les Bains Fr. 385
Pierrelatte, Fr. 50
Pierrepont, Fr. 45
Pierrepont, Fr. 15
Pietersgoenbr, Holl. 114
Pieterlen, Swit. 262
Pieton, Belg., 44, 92, 9
Pietra Santa, Italy, 250
Pietrullaire 2.9
Pieve Albignola, 255
Pieve a Nievole It. 262
Pigna Andora, 249
Pignans, Fr. 55
Pignataro, Italy 261
Pihmikau, Aust. 230
Pilsen, Aust. 216, 223, 234, 237
Pina, Sp. 268
Pinerolo, Italy, 253
Pinhal Novo, Port. 277
Pinneberg, Ger, 168
Pinnow Ger. 177
Pinos-Puentes, Sp. 276
Pinto, Sp., 272
Piolenc, Fr. 50
Pirzus, Greece,
Pirna, Sax. 190
Pisa, It. 250, 258, 262, 524
Pisciano, Italy 252
Piski, Hungary, 211 212
Pistoja, It. 250 262 545
Pistorf, Ger., 76
Pitesti, Roum. 203
Pithiviers, Fr., 35
Pizarra, Spain, 273
Pizzighettone, It. 2.9
Plagwitz-Linden, Ger, 172
Plan, 227
Plana, Aus. 213
Plan-stadt, Ger 131
Plasse, Austria, 231
Plass, Aus., 234
Plattling, Bav. 203, 232
Plauen, Sax. 187
Pleinfeld Bav. 196, 198
Pleinting, Bav. 203
Plée Jugon, Fr 28
Plessis 185
Plettenberg, Prus, 140
Ploarbe, Sard., 266
Ploshingen, Wurt. 190, 192, 1 4
Pl. ssci, Roum 204
Plesse-l'Hermitage, Fr. 28
Plombières, Fr. 48, 385
Plön, Prus, 168
Poinard Lemion, Fr. 28
Poinnerin, Fr, 28
Pluvigner, Fr 40
Plymouth, Eng. 298
Poalsbods, Swed. 83
Pobes, Spain, 269
Poblet, Spain, 546
Pocinho, Port. 477
Pochlarn, Aust. 210
Podebrad, Aust. 226, 232
Podenzac, Fr, 43
Podersam, Aus. 234
Podieze, Pol. 208, 217
Podesig, Prus. 182
Podnart, Aus, 231
Podsolnetchna, Russ, 288
Podwoloczs., Aust. 217
Podwolexyska, Rus. 285
Poeuvapelle, Bel. 9
Poli Castro, Italy, 261
Poggibonsi, It. 262
Poggi Renaiioo, It. 259
Pohl, 206
Poincon, Fr, 57
Poissy, Fr. 24
Poitiers, Fr. 35, 38, 428 447, 385
Poix, Fr. 17, 43
Poix, Bel, 106
Pojana, Italy. 256
Pola, Austria, 475
Polna, Aust., 228
Pola de Gordon, Sp. 264
Polep Aus 227
Polesella, Italy, 259
Polleoro, It, 267
Polignac, Fr 388
Poligny, Fr, 53
Polita Sandau. 209
Polliat, Fr. 54
Pol. Wa. tenberg, Ger. 218
Polotzk, Russ. 291, 298
Poltawa, Russ. 290
Poltschach, Aust. 211
Pombal, Portugal, 277
Pommeranie, Russ 288
Pommeroeul, Bel. 80, 86
Pommolsbrün, Bav. 232
Pommritz, Sax, 190
Pompeii. It. 263, 545
Pompelle, Bel, 47
Pont bills, Bav, 202
Pont la Russ, 227
Pons, Fr, 48
Pont-allier, Fr, 52
Pont-aevaux, Fr, 48
Pont-arlier, Fr. 52, 239, 241
Pont-asieve, It. 260
Pont-a Mousson Rh 72
Pontcharra St F., Fr, 58
Pont-d-Ain, Fr, 53, 4.
Pont-de-l'Arche, Fr. 24 31
Pont-de-Brique, Fr. 17, 18
Pont de Dore, Fr. 51
Pont de Flandre, Fr. 20
Pont-de-la-e le, Fr. 14
Pont du Chateau, Fr. 51
Pont du Gard, Fr. 35, 370
Pont-du-Jour. Fr. 20
Pont de Lignon. Fr. 59
Ponte 8 Marc., It. 256
Ponteba, Algeria, 247
Pontecagnano It 263
Pontecurone, It. 250
Pontedecimo, It. 254
Pontedera, It. 2.8
Ponte de Benevento, It. 266
Pont de Bord, Fr., 61
Pont de Vejle, Fr, 54
Ponte di Brenta, It. 256, 259
Ponte Galera, It, 258
Ponte Ginori, It. 263
Ponte Lagoscuro, It. 259
Pont-hure, It. 250
Pont-Magnu, Fr 65
Pont-S Giovanni, 260
Ponte Valentino, It 266
Pont-de-Liv, Fr., 56
Pont-de-l'Etoile, Fr. 5
Pontgouin, Fr. 28
Pont, Herbert, Fr. 26
Ponticino, Italy, 260
Ponti, Italy, 259
Pontivy, Fr. 28, 40
Pont l'Evesque Fr 26
Pont-les-Brie, Fr. 33
Pontoise, Fr. 21, 22, 25, 386
Pont-rson, Fr., 39
Pont-Remy Fr 18.
Pontresina, Switz. 503
Pont St. Vincent Fr 60
Pont-sur-Vanne Fr, 62
Pont-sur-Yonne Fr. 28
Ponte-di-Mara, Fr. 21, 22
Pont Varin, Fr. 73
Ponti, Italy, 259
Ponzans, It. 256
Poperinghe, Bel 92, 100
Poppenhausen, Bav 197
Popoli, Ita y 263
Poprad Felka, 224
Porcari, It. 262
Pordenon, It. 233, 25.
Porsteche Russ 297
Portella, Italy, 250
Porrentruy, Fr., 57
Portacamaro It. 255
Portalegre Spain, 276
Porta, Prus 116
Port Boulet, Fr, 39
Port Brillet, Fr. 28
Port Mahon, Spain, 554
Portets, Fr. 44, 47
Portet St. Simon, Fr. 44
Portiet, Fr. 47
Portieux, Fr. 70
Portici, It. 263
Porto Civitanova, It. 264
Porto Empedocle, It. 263
Porto Maurizio, It. 249, 255, 485
Porto Recanati It. 264
Port d'Atelier, Fr, 66, 68, 69
Port-des-Piles, Fr. 34
Port-Sainte-Marie, Fr. 43
Porte St. Marv. Sp. 544
Porto Torres It. 267 554
Portsmouth, Eng. 300
Portsantsaône, Fr. 66, 68
Port Vendres Fr. 43
Posadas, Sp. 272
Posen, Prus, 85, 174, 175, 180, 188, 189, 194, 196, 464
Posing, Ger, 232
Possneck, Ger. 172
Possenhofen, Ger. 197
Possnits Joslowitz, Aus. 204
Postelberg, Aus. 223
Potassa, It 258
Potes, Spain, 544
Poti Rus. 286
Potschappel, Sax, 189
Potsdam, Pr. 154, 158, 454, 464
Pottendorf-Landegg Aus. 221
Pott nst in, Aus. 229
Pouxues les Eaux, Fr 375
Puzargues, Fr. 43
Pouxeux Fr. 63
Pouzeur Belg. 107
Powayn, Prussia, 168
Pozuelo, Sp. 268
Pozzo di Strada, It. 248
Pozzuolo, 252
Pra, Italy, 249
Praechia, Italy, 250
Pragerhof, Aus 211, 219, 220
Prague, Bohe. 175, 88, 204 205 208 209. 2 2, 213, 216, 223, 227, 228, 229, 230, 232, 2 4, 237, 476
Prat-et-Bonrepaux, Fr 26
Prato, Italy, 250, 262
Pratola, It 263
Pratteln, Switz 2.0
Praust, Prus, 182
Pravady, Turk, 293
Prcos Fr. 8
Predmeritz, Aus. 228
Preetz, Germ, 168
Preganziol, It, 253
Preignac, Fr. 43
Premia, Sp. 271
Premstetten, Aust. 212
Prenzlow, Pr, 178, 465
Prerau, Aust. 205, 206, 212, 230
Presenzano, It. 261
Preschen-Bilin, Aus. 20
Pressath, Ger, 232
Presse, Le, Switz. 503
Pressnitz Reichsdorf, Austria, 216
Pressburg, Hungary 2 2, 214, 219, 477
Preston, England, 298
Pr. Eylau Pr. 181, 465
Pr. Stargadt, see stargadt
Priedor, 218
Prigievitza Sat. Jvan, Hung 237
Prilley Chasseur, Swit 247, 497
Prissé Fr. 61
Pritschwitz Sax 154, 18
Pristina, Tur. 219
Privas Fr 56
Promontor, Aus. 236
Pr topopowka, Russ 290
Proskurow, Russ. 286
Prossnitz, Aust. 213
Prostken, E., 2, 291
Protiwin, Austria, 223
Provins Fr 18
Prouzel, Fr. 21
Prufenig, Bav. 203
Przemysl, Aus. 2.7, 219, 222
Pskow Rus 287
Pudewitz Pr. 74
Puente Genil, Sp. 273
Puertollano, Spain, 270
Puerto de S. Maria, Sp. 274, 544
Puerto Real, Sp. 274
Puig, Spain, 271
Puiseaux, Fr. 6
Pully Switz. 497
Pulkau, Austria, 212, 226
Pulsnitz, Pr. 186
Purbach Schrems, Aus 221
Purkersdorf, Aus. 210
Purstein, 208
Puspok Ladany Hun. 214 219, 228
Puthuss, Prus, 465
Puteaux Fr. 24
Putnok, Aus, 223
Putten Holl. 110
Puy Le Fr 59, 386
Puy l'Eveque, Fr. 38
Puy de Dôme, Fr. 364
Puyoo, Fr. 14 46
Pyrimont Fr. 54
Pyrmont Wald 119, 465
Pyrmont, Lug de, Prus 119

Q.

Quaderna, It. 264
Quarregnon, Bel., 80, 82, 84, 86
Quatrecht, Bel, 85
Quedlingburg, Ger, 166
Quero Sp. 272
Quetteville Fr. 26
Quevy Bel 84, 107
Qu y rac, Fr. 45
Quimper Fr. 1 el, 14, 82 84, 86 409
Quimperl Fr. 10 40
Quintana, Spain, 273
Quint Fr. 118, 124
Quintin Fr. 28
Quintos, 277
Quissac, Fr. 59
Quistgaard Den, 80

R

Raab Hun., 236, 236
Rabastens, Fr. 46
Rabishau Prus, 174
Raccoingi, It. 252
Racic Pisck, Aust. 22
Raddusa, It, 266

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Pages below 300 refer to Time Tables; above 246 to Descriptive matter.

Adimara ori - Lees, Aus 211
Adua, Hungary, 212
Adnitz, Aus. 237
Adolfzell, Ger. 113, 116
Adolorf, Bav. 263
Advany, 212
Adymin., Aust, 217
Adziw.llow, Aus, 206, 280
Aeatz, Switz 243, 244, 503
Aguhn, Pr. 177
Aguas, Aus. 481
Aiano, Italy 261
Aigen, Aus. 212
Aindorf, Bav 2 0
Aismes, Fr, 14. 17
Akonitz, Aus, 206
Akso, Aus, 224
Alba, Switz, 279
Amberwil Hera, fr, 70
Amelwuller, Fr. 45,
Amile, Egyp , 231
Amuilles, Bel, 64, 9', 10.
Amchot, Fr, 54
Anders, Den. 279
Andatjor), Nor. 241
Ankwell, Ger. 198
Anin, Aust 235
Anwatt, Bel, 63
Anstadt, Pr, 131
Aon Fletape, Fr, 65
Aphele, Fr, 40
Apulano, It, 262
Appo, Swed, 285
Appenzell, Switz 243
Appenzerauwyl, Sw. 243
Appoltswciler, Ger., 4
Apsdelnaja Rus. 206
Aqgrad, Turkey, 294
Aquatt, Ba, 134, 136
Aradelo, Ger. 150
Arstenburg, Prus. 181
Arc, Pru-sia, 142
Arthenow, Pr, 160
Artibor, Prus, 187

Artlabom, see Regens burg

Artingen, Pr 124, 142,
Artschach, Aus, 231
Artschitz Oberlaut, Aust, 267
Artle, Fr, 61
Artzehurg Ger, 168 465
Artzll gen, Ger. 150
Aaucourt, Fr. 65
Aaudten, Pr. 186
Aausnitz, Austria, 213
Aaunheim, Pr, 125
Aavenna, Italy, 261 515
Aavenaburg, Wurt. 19
Aavinta, Bel, 82
Abbe-Regnen, Bel, 90
Abeejo, Swit., 202
Abchten-stein, Wurt, 194
Abesara, Bathsol, 115, 5
Abeck-winkel, Aust 21
Abeckinghausen, Prus, 118
Abdl, Austria, 201
Abdon, Fr, 30, 4
Abdwtia Bav 193
Abgensburg, Ger 1, 2, 3, 4, 3 234, 233, 246
Abgenstorf, Bav, 202
Abeedo, It 25', 267
Abgnolsheim, It 252
Abgnolard, Fr, 27
Abgnegno, Spain, 476
Abhaincourt, Fr. 70
Abhime, Fr, 116
Abibnitz, Pr. 174
Abichecourt le-C., 64
Abichenau - Gablonz, Germ, 229
Abichenau, Switz. 503
Abichenhaleh, Sax. 18 187, 188, 170
Abichenbich, Falls of Switz rland, 500
Abichenberg, (Bohl.) 184, 190
Abichenberg, Bav. 13,
Abichenberg (Styria) 229, 218
Abichenhall, Bav, 209 447
Abichshoffen, Fr. 72
Abid hasah Nie.nes, Aus 201
Abima, Fr. 12, 5, 64, 66, 67, 70 73, 86
Abinfeld, Germ. 165
Abinheim, Pr, 123
Abinosa, Sp, 267
Abinskirchen, Pr. 130
Abitschen, Pr. 184
Abilsano, Alg., 297
Abmagen, Rh, 124, 426
Abmilly, Fr, 43
Abmilly, Rhine, 72
Abmitzenant, Fr, 63
Abnabeld, Prus. 143
Abns, Nor, 281
Abnchen, Ger. 132
Abnaix Bel 86, 87, 98
Abnedo Spain 279
Abnedsburg, Ger, 168
Abnnes, Fr. 28 30, 186
Abnningen, Wurt. 193
Abnteria, Sp, 268
Abns-ndorf, Pr, 130
Abppen, Pr, 174, 176
Abpv, Au., 208
Abschetnikovska, Russ. 227
Absina, Italy, 525
Abssage-ge-Vzanizio, 207
Abthel, Fr, 15
Abtournac Fr. 80
Abzbu h, Ger. 196
Abtz Aus. 226
Abeuilly, Fr, 40
Abeuss, Sp. 272
Abeuth, Bav. 187, 202
Abeutlingen, Wui., 36, 190
Abeuver, Bel., 168
Abeve, Russia, 287
Abevel, Fr. 42
Abi, Aus, 238
Abevigny, Aux Vaches Fr. 74
Abewal, Russ, 206
Abow, Hung, 419
Abezzato, It. 256
Abhoda, Pr, 112
Abheinbreibach, Rh. 426
Abheine, Ger, 112, 215, 158
Abheinock, Switz, 244
Abheinfelden, Ger. 132
Abheinfelden, Aus. 1, Bav. 1, 3
Abheinweiler, Rh. 138
Abhenac, Prussia 4, 8
Abheydt, Ger. 140
Abheydt-Geneiken, Pr, 153
Abhi-nw. Bel, 106, 4, 1
Abhô, Italy, 255, 256
Abhode-Saint-Genese Belg. 87, 90
Abhone Glacier, Switz. 503
Abiardo, It. 261
Abiesan, Ru sia, 289
Abiheu.ont, Fr, 31
Abican, 2 3
Abiedau, Austria, 210
Abiellingen, Wurt. 194
Abied, Aust 2 0
Abiedels, Ger. 74
Abiedtwil, Switz, 240
Abiegel, Germ, 132
Abiesa, Ger, 185, 189
Abiesengebirge, The, 447
Abiffelberg, Switz., 503
Abifredi, It. 257, 2 8
Abigas, Rus. 286 287, 291. 293
Abigi, Switz, 212, 503
Abignano, Italy, 262
Abigoli, It, 262
Abihimaki, Rus. 289
Abijswijk, Hol, 114, 120
Abiland, Hol, 61
Abilly-La-Montagne, Fr 64
Abily-Semwy, Fr. 70
Abima-Sacca, Aus. 243
Abimabonya, Hung. 221
Abima-zombat, Hu. 222
Abimini, It. 261, 526
Abincon de Soto, Sp. 267
Abinck, Ger, 147
Abingelheim, Ger. 168
Abingsted, Den. 288
Abiom, Fr, 60, 386
Abion, Fr. 45
Abipafratta, It. 262
Abippoldsau, Ger, 417
Abscie, Fr, 41
Abs-Orangis, Fr., 56
Abite', Ger. 180

Abiva, Aus. 277
Abivaligure, 249
Abivarolo, It. 254
Abive-de-Gier Fr. 56, 387
Abives, Fr, 53, 59
Abivesaltes, Fr, 43
Abivieres de Pisseure Ir, 5'5
Abivoli, It Iv, 2, 8
Abixdorf, Ge 177
Abixensari, Bel, 16, 41
Abixheim, Ger., 74
Abix nguen, 76
Abjasche, Russ., 2'9
Abocamps, Fr, 56, 58,
Abobecco Point, It. 259
Abobertsholm, Swed. 284
Abobertville, Alg. 297
Abocca d'Evendro, 261
Abocca-secca, Italy, 261
Abocca-strade, 261
Abocella Italy, 267
Abochetta, Ital , 259
Abocca-palumba, 267
Aboche, Fr. 52
Abochelle, La, Fr. 8 47, 370
Abochenhausen, Ger 138
Abochi-Comte Fr. 82
Abochefort, Fr. 38, 45 47 387
Abochfort, Fr, 52
Abocl s'ort, Bel, 412
Abochlitz, 188
Abocour, Hol, 109
Abodah, Egypt, 296
Abodallo, It, 251
Abodelheim, Ger. 135
Abederau, Sax, 152, 176
Abodes, Fr, 41
Abodiny, Bav., 232
Abodkjo sho-Dun., 279
Aboermond, Holl. 78
Aboeskilde, Den., 280
Aboeux, Fr, 14
Abognac, Fr, 50
Abogoredo, It. 258, 257
Abogwyl, Switz. 240
Abohrbach, Rhine, 72, 134
Abohrsdorf Zwickau Au. 209
Abohsheim, Wurt, 195
Aboindorf, Pr., 22
Abohsel, Fr, 33
Abohsen, 82
Abohkstadse, Pr. 184

Abolandseck, 122 4 35
Abolle, Switz. 246
Abolo-Nove, It. iv. 253
Aboman Bogsan, Aus 216
Aboman Mud., 207 2, 3
Abomanoche, Fr. 42
Abomanel Le Mas, Switz 247
Abomensahorn, Swit, 1, 2, 3, 4 , 244 245
Abome, It 256, 253, 258, 260, 261, 262, 527
Abomedunee, , el. 108
Abomerhof, Aus. 211
Abomerahof Rus. 292
Abomilly-s-Andelle, Fr, 31
Abomilly, Fr, 26, 70
Abomilly, Fr, 68
Abomiti - Felsenthr, Switz. 240
Abomney, Russ, 290
Abomorantin, Fr. 38
Abomont, Fr, 70
Abmont, Switz, 246
Abonco, It. 254
Abond d'Orleans, Fr. 16
Abonneberg Germ, 171
Abousdorf, Prussia, 143
Abood, Bel. 77
Aboosendaal, Holl. 103 108 111
Aboquevaire, Fr., 87
Aborschach, Switz, 192, 244, 245
Abosenru Aus, 223
Abosenbach, Bav. 196
Abosenberg, Ger, 224, 232
Abosengarten, Ger, 127
Abosenheim Bav. 195, 200
Abosenhohe, Pr, 123
Abosenlaui Baths, Switz 5 3
Abosenthal Graupen, Aus 237
Abose-sb rg, Swed, 283
Abosico, It, 267
Abosheim, Rhine, 71
Abosiers, Fr, 21
Abosieres-aux-Salines Fr, 82, 96
Abokilde, Swed, 280
Abosinwl. Russ, 292
Abosny, Fr, 24
Abosny-sous-Bois, Fr 68
Abosochstein, Aus. 231

Abossano Italy, 267
Abossberg, Wurt, 191
Abossillon, Fr, 54
Abossinieres Switz., 50
Abossitz Pendorf, Aus 2
Abosska, Germ, 172
Abossian, Pr, 16 , 77
Abostswein, Sax. 189
Abosta, Italy, 250
Abostock, Aus, 201
Abostock, G , 247
Abostow, Russ, 286, 8
Abotebro, Swed, 28
Abotenburg Ger, 6
Aboth, Ger, 145, 196
Abothenbach, nr. Nürnl 232
Abothenburg, Ger, 186, 19
Abothenburg on, Oder 174
Abothenbach Bav. 186
Abothenfels, Germ, 156
Abothenkrug, Ger. 164, 168
Abothen tadt, Bav 202
Abothenstein, Ger, 171
Abothdiess, 182
Abothsurben, Ger, 186
Abotselaer, Bel. 63
Abottenacker, Wurt, 191
Abottenburg, Wur, 190
Abottendorf, Bav. 138
Abottermann, Aust, 221
Abotterdam, Hol. 72, 73, 107, 108, 109 111, 117, 118, 119 128, 129, 168, 160 418
Abotterdreno Italy, 250
Abottweil, Wurt, 136, 190 192
Abombaix, Fr. 14, 78, 80, 387
Abomen, Pr. 21, 22, 23, 24, 26, 28 30, 31, 38
Abonjan Neffes, Fr. 46
Abonners, Bel, 92, 93 99, 100
Aboux, Bel, 90
Abovereibelle, Il. 253
Abovereda, Tyrol 205 253 477
Abovigo, Italy, 259
Above, Fr., 33
Abschewo, Russ. 290
Abudigau, Switz. 240
Abubinsk, Russ., 278
Abuda Guszowska, Russ
Abud rsdorf, 180
Abudesheim, Pr. 128, 430
Abudig, Aus. 234
Abudzinitz, Pr. 184
Abuell, Fr, 18,
Abueil, Fr, 33
Abuffach, Rhine 74
Abudolstadt, Ger, 171
Abufer, Fr, 35
Abuhy Eng. 298
Abugles Fr, 46
Abuhland, Prus, 174, 1 226, 240
Abuhland, Pr, 152, 18
Abuhrort Rhine, 117, 1 144, 468, 421
Abumbeke, Bel., 92
Abumsburg, Aus 190, 2
Abunnenhohl, Ger. 16
Abumilly, Fr. 53
Abunkel, Pr, 190
Abupperswyl, Swit. 24
Abusselsheim, Germ.

Digitized by Google

Pages below 380 refer to Time Tables; above 340, to Descriptive matter.

Rosas, Italy, 264
Rastchuck 2.5, 253
Ratta, Aus. 222,223,224
Rati, Switz, 243
Ruysbroeck, Bel. 78, 80, 377, 408
Rybnik, Prussia, 187
Rybinsk, Russ, 290
Rzezow, Aus, 217

S.

Saal, Ger. 195
Saalfeld, Ger. 170, 172, 178
Saap, Hung. 229
Saalfelden, Ger., 76
Saaren, Ger. 187
Saarbrucken, Bav. 72, 77, 120, 125, 128, 132, 444
Saarburg, Rhine, 76
Saargemund, Rhine, 72, 76, 125
Saarlouis, Pr. 125
Saas im Grund, Switz, 503
Saar-Union, Ger. 76
Saarwerden, Ger. 76
Saas, Aust. 208, 234
Sabadell, Sp. 270, 544
Sable, France, 28
Sables, d'Olonne, Fr, 40
Sabbioneta, Rus, 228
Sacarem, Por. 276
Sachsenhausen, Ba. 134
Sacile, Italy, 253
Sackingen, Switz 133
Sadowa, see Königratz.
Saerstroon, Nor., 272
Safjan, Swed. 283
Saf Saf, Alg. 297
Saran, Prussia. 185, 183
Sagor, Austria 211
Sahagun, Spain, 272
Sail, Pr. 17
Saincaize, Fr. 40. 58
Saina, France, 15
Saint Chartes, Alg. 297
Saintes, Fr. 47
Saintes, Bel. 80
S. Ambrogio, Italy, 250
S. Antimo, Italy, 276
S. Antonino, Italy, 250, 253
Ste-Barbe-du-Fleiat, Algiers, 297
S. Benedetto, It. 264
S. Bonifacio, Italy, 256
S. Casario, Italy, 265
S. Chirdrian, Sp. 268
S. Damiano, Italy. 250
S. Donato, Italy, 275
S. Donnino, Italy, 258
S. Germano, It. 256
S. Germano, It. 261
S. Giov. d'Asso, It, 260, 263
S. Giov. Manzano, It, 253, 253
S. Giuliano, It, 252, 262
S. Gu seppe, Italy, 259
S. Guiseppe-di-Cairo, Italy, 251
S. Lavano, Italy, 250
S. Lorenzo, 249
S. Lor. Maggiore, It. 264,
S. M. Maddalena, It. 2 9
S. Marcello, Italy, 258
S. Martino, It. 256
S. Mazzanello, It. 252
S. Michele Italy, 205
S. Minieto, Italy, 258
S. Nicolo, Italy, 250
S. Pier d'Arena or sampierdarena, It. 249, 254
S. Piero, Italy, 250, 262
S. Pietro Verona, Italy, 250, 264, 265
S. Romano, Italy, 258
S. Salvatorre, 262
S. Sebastian, Sp. 268
S. Severo, It, 258, 264
S. Stefano, It 254, 257
S. Vincenzo, Italy, 251
S. Zeno Golzano, 259
St. Acheul, Fr., 310
St. Adresse, Fr, 289
St. Affrique, Fr. 45
St. Aignan Noyer, Fr, 32
St. Amand, Fr. 17
St. Amand de Vendome, Fr. 37
St Amand-le-Boix, Fr 35
St. Amarin, Fr., 71
St. Ambroix, France, 57
St. Amour, Fr., 53
St.-Andre-Word, 233, 238
St. André-le Gaz, Fr. 59
St. André de Corcoy, Fr., 60
St. Antonin, Fr, 41
St. Antoine, P. St. F. Fr. 37
St. Aubert, Fr., 41
St. Aubin, Fr, 24
St. Aunes, France, 57
St. Avold, Rhine, 72
St. Ay. France, 34
St. Barthelemy, Fr. 60
St. Benoit, Fr, 35, 62
St. Benoist, Fr, 41
St. Bernard Pass, 500
St. Bonnet, 75
St.-Bonnet-en-Bresse, Fr., 61
St.-Bonnet-Elbeuse, Fr, 34
St. Brice, Fr., 89
St. Brieuc, Fr, 28
St. Calais, Fr, 32
St. Cecile-la-Valouse, Fr. 61
St. Cergues, Switz, 505
St. Cesaire, Fran 4, 55
St. Chamas, France, 50
St. Chamond, Fr., 56
St. Christophe, F. 41
St. Clement, Fr., 65
St. Cloud, Fr, 32, 387
St. Colombie Fr., 57
St. Combe, Fr., 18, 23, 32, 388
St. Denis-de-Piles, Fr, 35,
St. Denis du Sig, Al, 297
St. Denis-Bovesse, Bel. 106, 411
St. Denis Westrem, Bel. 82, 86
St. Die. Fr., 65
St. Didier, Fr., 53
St. Dizier, Fr., 63, 66
St. Esprit, Fr. 171
St. Eloi, Fr., 41
St. Emilion, Fr. 37, 370
St. Erme Montaigu, Fr, 66
St.-Erme-Mont, Fr., 12
St. Estephe, Fr., 45
St. Etienne, Fr. 41
St. Etienne, Fr. 56, 59, 388
St. Etienne de L. Fr. 37, 45
St Etienne en Bresse. Fr. 61
St. Felix, d'Avail, Fr. 60
St. Firmin, France, 16,
St. Florentin, Fr. 48
St. Fons, France, 50
St. Gallen, Switz., 240, 244, 505
St. Gaimier, France, 56
St. Gaudens, Fr. 44
St. G orgen, Aus. 2c 121
St. Georges, France, 48
St. Germain's, L., Fr. 30
St. Germain, Fr, 48,
St. Germain, France, 32, 388
St. Germain d'Estouil Fr. 45
St. Germain du M. d'Or. Fr 58
St. Germain des Fossés France, 56, 58, 60
St. Germain-des-Pres. Fr 12
St. Germain Lespin, Fr. 58
St. Germain du Plain, Fr. 61
St. Germano, Italy, 530
St. Germer, Fr., 22
St. Gervais Mathe. Switz. 492
St. Ghislain, Bel., 80, 82, 84, 86, 94, 97, 98, 409
St. Gilles, Fr, 57, 353
St. Gill's Wast, B. 101
St. Girons, Fr. 46
St. Goar, Prus. 123, 428
St. Gourhansen, Prus. 128, 42,
St. Gobain, France, 16
St. Gothard, Switz 240 505
St. Hilaire au Temple, Fr., 67
St. Hippolyt, Rh, 53
St. Hubert, Bel 412
St. Imier, Switz, 242
St. Ingbert, Germ. 139
St. Ivan-Salva-Eguas, Aus. 220
St. Jamien, Fr, 47
St. Janos, Hun. 236
St Jean de Lux, Fr. 45, 388
St. Jean de Maurienne, Fr. 54
St. Joseph, France, 60
St. Julien, Fr 52
St. Julien-du-sault, Fr., 48
St. Just. France 18, 70
St. Just, Fr., 59
St. Lambert, Bel. 65
St. Laurent d'A. Fr. 55
St. Laurent-des C. Fr 37
St. Laurent, St. Julien, Fr, 45
St. Leger, Fr., 22, 53
St. Leu d'Esserent, Fr, 18,
St. Lo. France, 26, 388
St. Lorenzen, Aus. 241
St. Loubes. France, 45
St. Loup Luxeuil, Fr. 60
St. Lucs. France, 39
S. Ludwig, Ger. 74
St. Macaire, France, 43
St. Maixant. France, 36
St. Malo, Fr, 30, 388
St. Mandé, Fr., 63
St. Marcel. Fr. 61
St. Marcellin, Fr., 51
St Margrethen, Switz, 244
St. Mariens, Fr. 47
St. Mars-la-Bruyere France, 28
St. Martin-d Estre, Fr 58
St. Martin, Fr., 50, 70
St. Martory, Fr. 44
St. Maure. Fr. 34
St. Maur les Fossés, Fr., 63
St. Maur Port Creteil, Fr 63
St. Maurice, Switz, 242, 246, 247, 505
St. M. de Bienfaite, Fr. 26
St. M. de Milloc, Fr., 28
St. Medard-d'Eyran Fr. 43
St. Menehould, Fr. 67
St. Meemin, France, 60
St. Michael, Aust. 221
St. Michel, Fr., 34, 47
St. Michel, France, 50
St. Michel, Fr., 65
St. Mihiel, Fr. 70
St. Morits, Switz, 505
St. Nabord, Fr., 63
St. Nazaire, Fr, 39
St. Nicholas, Fr, 40
St. Nicholas, Bel. 92 405
St. Omer, Fr., 12, 17, 88
St. Ouen, Fr. 22
St. Ouen l'Aumone, Fr., 18, 22
St. Paul, Fr. 22
St. Perres les V., Fr. 60
St. Pé. Fr. 44
St.-Peter-Froyenne, 233
St. Peter, Aus. 210, 211, 235
St. Petersburg Rus. 180, 286 2c7, 288, 289, 290,
St. Pierre, France, 58
St. Pierre-brouck, Fr 17
St. Pierred'Albigny, Fr. 54
St. Pierre-d'Aurillac, Fr. 43
St. Pierre des Corps Fr 34, 39
St. P.-de-Mailloc, Fr. 26
St. Pierre-du Vouvray, Fr. 34
St.-Pierre-les Calais, France, 12 18, 60
St. Pilt, Ger, 74
St. Poiten Aust. 210
St. Quentin, Fr 11, 31, 70, 84, 107 388
St. Rambert, Fr. 50 54,
St. Remy, Fr. 23, 3
St. Remy, Fr. 60, 3 3
St. Riequier, Fr, 30
St. Romain, Fr. 34
St. Romain de Pop, 58
St. Romain-le-Puy, 1 99
St. Roque, Spain, 54
St. Saturnin d'au Fr.
St. Sauveur, Fr., 388
St. Savinien, Fr, 47,
St. Sebastian, Spai 268, 546
St. Servan, Fr. 389
St. Sorlin Milly, Fr. 6
St. Stephano, Tur. 2
St. Supice, Fr, 35, 39, 40, 41, 44
St. Symphorien, Fr 41
St. Theconnec, Fr, 26
St. Thibery, Fr. 46
St. Tola, Prus. 112
St. Trond, Bel. 105, 4
St. Tropez, France, 8
St. Valentin, Aus. 21 206, 221, 223, 231
St. Valery, Fr., 17, 389
St. Vallier Fr, 50
St. Veit, Aus 221
St. Victor, France, 24
St. Vincent, Fr. 45
St. Vincent, Baths of Italy, 511
St. Vit France, 52
St. Vivien, Fr. 45
St. Wendel, Rhine, 12
St. Wolfgang Aus. 473
Saint-Sat-Peter, Aus. 24
Sala, Sweden, 283
Salaise, France, 52
Salamanca, Sp. 273, 545
Salb rirand, 250
Salbris, France, 40
Salcini, 262
Salerno, Italy, 263
Sal. Italy, 252
Salechan, Fr 46
Sales, Switz, 2.6
Saleux, Fr., 1, 27
Salgo Tarjan, Hung, 206, 226
Salida du Salut Fr, 46
Saline, Italy 263
Saline, France, 52, 387
Salisbury, Eng. 360
Salles-la-Source, Fr. 41
Salmunster, Prus. 147
Salonica, Tur. 218
Salon, France, 55
Salonnes, Fr. 63
Salpetria, Italy 66
Saluzzo, Italy, 254
Saluzzola, Italy, 250
Salvatierra, Spain, 268
Salzbrunn, Aus. 477
Salzburgen, Germ, 112, 115, 145
Salzburg, Aus, 200, 201, 209, 210, 477
Salzdetfurthen Ernb., Germ. 152
Salzsattel, Germ. 162
Salzig, Prussia 128
Salzkotten, Pr, 115
Salzkammergut, Aus, 477
Salzungen, Pr, 169
Samos, Greek I. 293
Samos, Spain 474
Samonden, Switz 504
Samaloor, Egypt, 2

Google

Samssai, 267
Sambor, Hun 219
Samer, Fr 17, 387
Sampigny, Fr 70
Samoggia, Italy, 250
Samter, Prussia, 184
Samur, Fr., 39, 42
Sancerre, France, 58
Sanct Johann, Aus, 478
Sandau, 22
Sander Busch, 150
Sanderslebon, Ger, 16
San Fernando, Sp, 274
San Gavino, 267
San Giorgio, It 255, 259
Sanluri, 267
San Martino, It, 263
San Maurizio, It 248
San Pedro, Spain, 274
San Pol, Spain, 271
San Remo, Ita 249, 529
San Roman, Sp. 273
San Valentino, It, 263
San Vicente, Sp 272
San Vito d'Otranto, It. 264
San Vittoria, Italy, 254
Santa An a Sp in. 276
Sant' Anna, Port, 276
Sta. Coloma, Sp. 271
Santa Cruz, Sp 274, 554
Santa Elena, Sp. 274
Santa Eulalia, Port, 276
Santa Maria, It 261
Santa Olla, Sp. 268
Sanuie, Germ., 150
Sander, Nor'ay, 282
Sandiglia o, Italy. 250
Sandviken, Nor. 281, 284
Sangerhausen, Ger. 172
Sangiorgio, It 263
Sangone, Italy, 254
Sannazzaro, Italy, 255
Sannois, Fr 18, 38
Sans, Spain, 271
Sans Feliu, Spain, 271
Sansevorino, It 263
Santa, Egypt, 29
Santander, Sp 269, 545
Santarem, Por, 276
Santenay, France, 53
Santhia, It 250, 256
Santiago, Spain, 545
Santibanes Spain 269
Santuario, It, 252, 259
Saragossa, Sp, 270, 545
Saraisk, Russ, 289
Saratov, Russ, 2 8
Sardinia, Island of, 554
Sarembey, Tur. 218
Sargans, Swit. 343, 344
Sarinena, Spain, 270
Sarmtoa Italy, 250
Sarkad, 237
Sarnen, Switz. 504
Sarno, Italy 263
Sarospatak, 245
Saros-N 215
Sarraz Le, Switz, 504
Sarrebourg, Fr. 64
Sarrequerumines 106
Sarria, Spain, 272
Sarstedt, Germ, 150
Sartirana, Italy, 254
Sarvar, Aust. 225
Sarsana, Italy, 250
Sas de Gand, Bel, 101
Sassari, Sard. 267, 554
Sassendorf, Fr. 115
Sassa, Italy 250
Sathonay, Fr, 60
Satigny, Switzerland, 54
Satkau Teschnitz, 208
Satoralja-Ujhely, 225
Satteldorf, Bav, 195
Saulce, Fr., 5c
Saulgau, Wurt, 191, 194
Saumur, Fr, 39, 42
Sansenberg, Prussia, 185
Saussay-l'Andel, Fr, 31
Sauve, Fr, 59
Savelino, Russ. 288
Saverdun, Fr, 44
Saverne, France, 64
Savenay, France, 39, 40
Savigliano, Italy, 252
Savignano, Italy, 266
Savigny Beaurepaire, Fr. 61
Savigny, Fr. 68
Savigny-sur-Orge, Fr., 34
Savona, Italy, 249, 258, 259, 530
Savonnieres, France, 39
Sax, Spain, 272
Saxon, Swit. 247, 504
Saxon Swi zerland 4:8
Scali-di-Giocca, Sard., 267
Scarboro', Eng. 299
Sceaux - Celnture, Fr. 35, 36
Sceaux, France, 35
Schaan-Vadux, 192
Schaerbeeck Bel, 82, 8
Schaffhausen, Switz. 131, 136, 244, 245, 504
Schalkenstein, Falls of Switzerland 504
Schamen, Hol, 114
Schaidt, Germ, 138
Schalkswuhle Ger, 142
Schalkwijk, Hol, 108
Schandau, Ger. 447
Schandelah, Ger, 151
Scharachbergh, Rh, 71
Scharzenach, Ger., 13
Scharzf. Lauterberg, Germ, 149,
Schassburg, 238,
Schattau, 226
Schebitz, Pr., 184
Schedmda, Hol. 110
Scheer, Wurt. 194
Scheerding, Aus. 210
Scheffenz, Germ, 135
Scheibe, Germ, 150
Scheide Windske, Bel. 90
Scheles, Aus. 231
Schelklingen, Wurt. 194
Schellebelle, Bel. 86
Schemnitz Aus. 224, 231
Scherfede, Ger. 153
Schermbeck, Fr. 107
Scheveningen, Hol 41
Scheuringen, Switz. 240
Schiedam, Hol. 114, 419
Schieder, Pr, 119
Schiepatten, Pr, 128
Schifferstadt, Rhin 138
Schildau, Pr, 174
Schinznach, Switz. 245
Schivelbein Prus, 178
Schkeuditz, Pr, 156
Schlackenwerth, 208
Schladen, Ger. 149, 154
Schlesdern, Pr, 116
Schlanz, Aus 214
Schlawe, Prussia, 178
Schlieppenz, Aus. 226
Schlebusch, Prussia, 140
Schleistadt, Pr., 74
Schleswig, Prus 18.4.5
Schlifengen Rhine, 132
Schlierbach, Germ, 135
Schliersee, Bav., 1.6
Schlieuse ein, Bav., 208
Schlochthern, Germ, 147
Schluckenau, Aus, 209
Schmalkalden Pr, 169
Schmerinka, Russ, 2 6
Schmiedeberg, Aus, 216, 477
Schmiedefeld, Ger. 186
Schmolln, Germ, 171
Schneeburg, Germ., 187
Schnackope, Ger, 477
Schneidemuhl Pr, 180, 182
Schönberg, Germ, 173, 177, 229, 237
Schonbrunn, Aus. 174, 206, 230, 482
Schonbuhl, Switz, 240
Schönebeck, Ger. 1 4, 156
Schonenwerth, Sw 240
Schonfeld, Aus. 20
Schönhausen, Pr, 60
Schoningen, Germ, 154, 162
Schonlanke, Pr, 180
Schönlinda, Aus, 209
Schonthal, Switz, 240
Schonungen Bav. 198
Schonow-ld, Aus. 226
Schoonaerde, Bel. 86
Schopfheim, Germ, 113
Schoppenstedt, Ger, 1 0
Schoppertun, Ger, 76
Schoppuitz, Prussia, 184, 185
Schorndorf, Wur. 191
Schrombenhaen, Pr, 81
Schrosberg, Bav, 195
Schubben, Prus, 178
Schulitz, Pruss, 180 182
Schupfen, Switz, 242
Schussenried, Wur. 192
Schwaan, Ger. 173
Schwabach, Bav. 196
Schwaben, 194, 196
Schwabmunchen, Bav. 196
Schwaden, Aus. 227
Schwadowitz, Ger, 228
Schwakenreuthe, Ger, 136
Schwalbach, Pr. 465
Schwandorf, Bav. 202, 223, 232
Schwanberg, Aus, 232
Schwanenstadt, Aus. 201, 224
Schwanheim, Pr, 136
Schwartau, Ger. 168
Schwartsent, Ger. 187
Schwarza, Ger, 171
Schwarzach, Ger., 192
Schwarzenau Aus, 223
Schwarzenbach, Bav., 196, 232
Schwarzenbeck Ger 64
Schwarzenfeld, Bav, 202
Schwaz, Austria, 205
Schwats-Kuttowitz, Aus, 207
Schwechat Kledering, Aus. 227
Schwedt, Ger. 77
Schweedsus, Pr, 174
Schweidnitz, Pr. 186
Schweighausen, Ger. 72
Schweinfurt, Bav, 197, 198
Schwelm, Prus. 41, 466
Schwenninger, Bav. 192
Schwerin, Ger. 156, 163, 173
Schwerte, Pr, 141, 144, 149, 153
Schwetzingen, Germ, 131, 133
Schwienochlowitz, Pr, 184, 187
Schwindegg, Wurt, 193
Schwytz, Switz, 504
Sciacca, Sicily, 536
Scibini-el-Com. Eg. 295
Scibin-el-Kanater, 294
Scladen, Ger. 149
Scle neaux, Bel, 94
Scyssel, Fr. 54
Sebastiabruck, Ger, 148, 163
Sebezen Aus 227
Secbin, France, 14
Secugnago, Italy. 257
Sedan, Fr. 15, 64, 65, 389
Sedmikow, Aust, 217
Seechtem, Prussia, 122
Seehausen, Pr, 173, 178
Seelisburg, Switz, 504
Seesen, Ger, 149, 162
Seeshaupt, Bav, 197
Segni, Italy, 261
Segovia, Spain, 545
Sehnde, Germ, 156
Seidlekeny, Turk, 292
Seligenstadt, Bav, 198
Selle -ear-Cher, Fr, 58
Selzaete, Belg. 101
Selzthal-Liesen, Aus. 221
Sembach Neusemabach, Bav, 138
Semil, Aus. 209
Semmering, Aus. 211 215
Sempach, Switz. 239
Semarpont, Fr. 22
Senas, France, 55
Senden, Bav., 194
Senelmihow, Russ, 286
Senefle, Bel, 92
Senegaglia, Ita. 530
Senftenberg, Pr, 152 176
Senftenberg, Aus. 229
Senlis, Fr, 6
Sennewoy, Fr, 57
Sennfeld, Wurt, 198
Sennnheim, Ger, 71
Sens, Fr, 4c, 62, 389
Sentheim, France, 71
Seon-St. Andre, Fr, 5c
Seon-St. Henry, Fr, 50
Sepey, Switz, 504
Seraing, Bel. 94, 411
Serapeum, Egypt, 294
Seregno, Italy, 252
Seresin, France, 50
Sergiefpossat, Rus, 290
Seriate, Italy, 256
Serifontaine, Fr,
Sermaize, France, 64
Serminelles, Fr. 52
Serqueux, Fr. 21, 22, 23, 25
Serquigny, Fr 24, 26, 28
Serralunga, It. 255
Serramanna, 267
Serra S. Quirico, It, 261
Serravalle, It. 254, 264
Servian, Fr, 60,
Servas, France, 50
Servian, Fr. 72
Serv-l-Manieres, Fr. 31
Sessanna, Aust. 21 , 235
Sesto Calende, 255
Sesto S. Giovanni, It., 252, 256
Sestri, Italy, 25c, 262
Sestri Ponente Ita. 249,
Settenz, Aus, 207
Settimo, Italy, 256
Setubal, Portug. 277, 550
Seveux, Fr, 06
Seville, Sp 274, 275, 54
Sevres, France, 32
Seybusch, Hung. 203
Seyb thenreuth, Gr, 232
Seyssel, France, 54
Sezanne, Fr. 70
Sezze Italy, 259
Sgurgola, Italy, 261
Shabas, Egypt, 295
Shaleufe, Egypt, 294
Shefield, Eng. 294, 300
Sheidieck, Switz, 504
Sheytanjik, Turk, 2 3
Shirbin, Egypt, 2 5
Shrewsbury, Eng. 298
Shumla Reed, Turk. 293
Sibret Lux, 107
Sicher Fels fils. Tur, 21
Sichrow, Aus. 229
Side e, Russia 291
Siegburg, Rh. 126, 124
Siegeldorf, Ger. 200
Siegen, Ger. 141, 146,
Siegmar, Ger 180
Sienna, It., 260, 530
Sierck, Ger, 74
Sierndorf, Aus. 226,
Sierre Switz., 246, 247, 504
Sieglingen, Bav, 195
Sigmaringen, Ger. 136, 194
Sigmundsherberg, Aus 224,
Signa, Italy, 258
Signau, Switz, 241
Siguenza, Spain, 270
Sikirrieza, Bel. 103
Silkeborg, Den 278
Silla, Spain, 273
Sille le-Guillaume, Fr 26
Sillei , Pr, 284,
Sillery, Fr, 67
Silique, Italy, 267
Simbach, Aus, 201, 210
Simbelmuen, Eg. 295
Simmering, Aus, 228
Simpelveld, Bel, 105
Sinalunga, 261
Sincery, Fr., 16
Singen, Germ, 132, 246
Sinekli, Tur, 218
Sinigaglia, It. 2 6, 530
Sinsheim, Germ., 132, 134,
Sinzig, Rhine, 122, 125, 426
Siofok, Hung, 220
Sion, Switz, 247, 504

Digitized by Google

Stanech Switz 240
Stanek, Aus. 213, 235
Staterou, Fr. 50
Statard. Holl., 258
Stat, Fr., 289
Stattin. Aust. 204, 226
Staudenberg, Den. 472
Staurnes, Nor, 282

Stiernwiewice. Pol 292
Stiratovo, Russ, 287
Stive, Den., 8 9
Stjernsholm, Nor. 281
Stjerping, 279
Stobun, Russ, 289
Stöde, Swed, 264

Stollenberg, Nor, 281
Stomslven, Nor. 281
Stral, Aus, 231
Stroobouwits-Brdf, 230
Stutsch, 228
Stugsund, Swed, 260
Stuhlnau, Aus. 228
Stwjanski, Russ, 286
Stuyfzaye, Belg, 93
Stuppen, Nor., 281
Stuwalkiald. Bel. 102
Stwalkalden. Ger, 169
Stwedjebacken, Swed. 264
Stwidar, Aust, 230,
Stwirtz, Aus. 226
Stwolenak, Rus. 289, 291
Smyrna, Levant, 2.2, 253
Snaaskerke, Bel. 96
Snamenka, Russ, 290
Snaroa, Norway, 281
Snlatyn, Aus, 2-7
Snberg, Nor., 281
Snberchheim, Rhine, 135
Snbeslau 213
Snb-lesbo, Aus. 219
Snboroia, Hungary, 213
Snouellamos Spain, 272
Snoden, Germ 128
Snödertelje, Swed, 283
Snost, Holl, 110
Snrst, Prussia 115, 119, 143, 144, 266
Snvestdijk, Hol. 422
Snöhagen, Wurt. 94
Snignet, Bel. 84
Snisnczo Fr. 15, 389
Snisrolo, Italy, 264
Snisro, Italy, 280
Snlcura, Swit., 52, 244, 304
Snlferino, Italy, 515
Snlspacz, Italy, 276
Snoldeburen (Soleure) Switz. 242, 304
Snlliers, Italy, 253
Snllies Pont, 1' 4
Snllingen, Ger. 137, 140, 154, 262
Snlre-sur-Sombre, Bel. 94
Snltau, Ger., 163
Snlmona, Italy, 263
Snlsky, Russ. 209
Snmain, Fr, 14, 16,
Snmmacampagna, It., 256
Snmmebrolle, Belg. 84
Snmme Tourben, Fr. 67
Snmmeran, Ger. 256
Snmmeran, Switz, 240
Snmmery, Fr. 21, 23

Summering Pass, Aus., 283
Sommerfeld, Prus. 183
Sommesous, Fr., 68
Sommieres, Fr., 59
Som-s-Ujfal, 224, 226
Soucebox, Switz, 242
Soudenbalmen, Ger. 72
Soudrio, Italy, 530
Sonnebergsan. 6.2, 6
Southocks, Bav. 195,
Sorcy, France, 64
Sorenina, Italy, 260
Sorgus, France 52
Soran, Germ., 18., 152, 174, 183
Sore, Denmark, 280
Sorrento, Italy, 512 535
Sosnowice, Po 184, 291
Sosto Aus, 218
Sottegu-n., Belg., 77, 84, 90, 100
S tt vi le, Fr. 267.
Sousa, F., 44
Soutiis France, 41
Soutli., Tur. 318
Sa-ebeke-B. Fr. 45
Sours, Port., 277
Southampton Eng. 300
Sonvigny, Fr. 42, 329, 490
Sousa-lba, Port., 277
Spa, Belgium, 72, 88, 90, 406
Spalato, Aus. 484
Spalt, Bav. 196
Spandau, Prus. 160, 164
Spananiso, Italy, 261
Sparreholm, Swed, 283
Spicher, Fr. 118
Spridorf, Fr. 124
Spello, Italy, 260
Speyer, Ger. 131, 135 138, 447
Spezia, It. 510. 264, 530
Spicheren, Ger. 449
Spielfeld, Aus. 211
Spirno, Italy, 249
Spillern, Aus. 226
Spinetta, Italy, 250
Spire. see Speyer
Spirovskaia, Russ, 288
Spittal, Aus, 236
Spitteldorf. Prus. 185
Spluegen, Switz. 2.4, 305
Spoleto, Italy, 260
Spoleorno, 249
Spremburg, Fr. 184
Spremdlingen, Fr. 127
Spremtano, Italy, 253
Spring, Fr. 119
Sprottau, Prussia, 183
Squinzano, It. 264, 204
Staab, Aust. 217
Staebelberg. Switz. 305
Staaden, Belg. 96
Stadlau, Aus. 204, 214
Stadthagen Ger. 158
Stadtoldendorf, Ger. 162
Staffel, Prus. 129, 2.0
Staffelhohe, 240
Stafford, Eng. 298
Stailadam, Swed. 279
Stallupönen, Germ., 180
Stalstach, Bav. 197
Stanislau, Aust 207, 216
Staphorst, Holl. 11
Stargard, Pr. 174 176, 180 184, 466
Starkenbach, 270,
Starnberg, Ger. 197, 445

Staroje Selo, Russ. 292
Sta Martha, Sp., 273
Starnhart, Ger. 156, 163 166,
Statte, Bel., 96,
Staudenheim Ger. 128
Stavelot, Bel 90
Stavenhagen, Germ. 173
Stazione-Barbe-du-Tuilac. 297
Steblowa, Aus. 226
Steele, Prus. 141, 148, 144
Steenbeque, Fr, 42
Steenwerck, France,
Steenwyk, Hol. 110
Steeltitz, Ger. 58
Steinbach, Bav. 136, 195
Steinamangr, Aus. 220, 225, 228
Steinau er 147 186
Steinbach, er. 133,
Steinberg, Rhine 64, 76
Steinbrück, Aust. 224
Steinbruck, Aust. 211, 212, 235
Steindorf, Aus. 210
Steiner, Germ., 33
Steinheim, Pr. 119

Steinkirchen. Ger. 133
Stekne, Belg., 101

Stelvio Pass, Switz., 505
Stendal. Germany, 160 163, 165, 166
Sterbfritz, Pr. 114, 147

Sternatia, Italy. 265
Sternberg, Aus. 21 , 229
Sternberg, Pr. 174
Sterpenich, Bel. 106
Sterzing, Aus. 205, 47
Steuttin. Prus. 178, 46
Steyer, Aus 210 221
St yereg., Aus. 201
Stuhlau, Aus. 223, 226
Stuckhausen, Germ. 151
Stuttgiland, Italy, 260

Stockach, Ger. 136
Stockerau, Austria. 226
Stockhausen. Pr. 12.
Stockheim (Hesse) 195

Stockholm a.M. Pr. 131
Stockholm, Swed., 279. Stock, 283. 285, 637
Stockstadt, Pr. 126
Stockstadt a. Rh. 127
Stokka, Norway, 268
Stolbera, Prussia, 182. 184, 407

Stolp, Prussia, 176, 179
Stolzenfels, Pr. 498
Stora, Swed. 274
Storen, Norway, 282
Storvik, Swed, 274
Stovring, 279
Stradam, Ger. 228,
Stradella, Italy, 250

Strahovic, Austria, 223
Straiau, Ger. 237
Straisland. Prus. 176, 466
Strambino, Italy, 251
Strangbella, It. 259
Strasburg, Germ., 173, 178

Strasburg, Prussia, 182
Strassburg, Ger. 64, 71, 72, 74 76, 77, 25, 1 2 13, 200, 20 , 240, 447
Strasen Baths, 77
Strassenhaus, 198
Strasse Bebel, Pr. 186
Strasskirchen. Bav. 203
Straus Sommerein. Hun. 256
Strasswalchen, Aus. 201
Straubing, Bav., 203, 233
Strausburg, Germ. 180
Strausmühl, 209
Strausseau. Ger. 172
Strazeele France. 12
Strehlen, Ger. 186
Streiits, Aus. 204,
Streuallaly. 5 2, 530
Strevi. Italy 259
Striegau. Prussia 186
Strommen Nor, 282
Strib, Den., 2 8
Strumi, Roumania, 479
Stryi, Galicia 216, 219, 222
Stubben. Ger. 148
Stubnya Tepl, Aus, 28
Stuhlweis-enburg. Hun 224, 225, 228, 230, 2 8
Stumitorf. Prussia 180
Stuttgart, Wurt. 76, 128, 3 , 13 , 17 , 190 191, 192, 93, 194, 200, 201, 210, 418
Stybriget, Fr. 72
Styrtschen, Prussia, 181
Subiburg, Fr. 63
Such-lshall, 213
Suchteln, Pr. 112
Suchteln Vorst, Pr. 112
Sue - n-Bric, Fr, 63
Sueszawa Italiani, Moldavia, 2 7 216
Sudenburg-Magdeburg, Ger. 15 162
Su vres, Fr 34, 37
Sues, Egypt, 294
Suippes, Fr, 67
Suis-les-Bordes, Fr. 61
Sulis, Rhine, 71
Sulz-w-W Ger., 74
Sulza, Ger. 170, 171
Sulzbach, Bavaria, 125, 232
Sulzdorf, Wurt. 191
Summerau, Au., 216
Sunching, Bav. 203, 233
Sunny, Aus. 205
Suocursale, Italy, 256
Surdon, Fr. 2
Suresnes, France. 32
Surgeres, France. 38
Sursee, Switz., 240
Sussa, Italy, 256
Sussen, Wurten, 102
Susten, Switz. 4 5
Sustern, Holl. 108
Sury-le-Comtal, Fr, 59
Suzzara, It, 253

Swalmen, Holl 108
Swansea, Eng 298
Swentsiany, Russ, 28
Swetla, Aust, 226,
Swinemunde Prus. 460
Syngham, Belg. 8
Syracuse, Sicily, 267, 536
Syrebach, Russ. 2
Szalacs-N- Aus. 2
Szalisca, Aus, 238
Szamos, 45
Szamos, Aust, 220
Szarvas, Hung, 237
Szathmar, 207
Szczakowa, Austria 206, 291
Szczakowa. Gal, 222
Szczerez, Aus, 216
Szeben, K. Aus, 216
Szegedin, Hun, 214, 2
Szemery, 228
Szered Hungary 21
Szerencs, Aus, 219, 2 225
Szigotvár, Austria 2
Szikszo, Hung, 219
Szilen, Fr, 170
Szlacs, Aus 224
Szobl, Hungary, 214
Szoboszlo, Hung. 2
Szolnok Hungary, 2 219, 222
Szmotor, Aus, 231
Szucsa, Hung. 237
Szt. Gal, Aus, 225
Szt. Imarton, Aus, 224
T
Taastrup, Denmark, 2
Tabor, 213
Tafalla, Spain, 270
Taganrog, Russ, 286
Tagarp, Swed, 279
Tagile, 249
Tailleburg, Fr, 47
Tain France, 50
Tala, Egypt, 295
Talais, Fr. 25
Talamone, It. 258
Talavera, Port 276
Talka, Egypt 2.5
Talmay France, 52
Tamboli, Tur 27, 2 9
Tambow, Russ, 288,
Tamines, Bel. 84, 90, 94, 95
Tangerhütte, Ger, 163
Tangier, Africa, 546
Tanlay, France, 48,
Tannenberg, Aus. 209
Tantah, Egypt, 293, 295
Tantow, Prussia, 178
Taormina, Sicily, 536
Tapiau, Ger. 180
Taranto, Italy, 265, 266 267
Tarare, Fr, 58
Taracon Fr, 50, 57, 63
Tarasp, Switz, 506
Tarbes, Fr, 40, 44, 45, 46, 390
Tardienta, Spain, 270
Tarjan-s, Hun. 224
Tarnapol Austria, 220
Tarnopol Aust, 217
Tarnow, Austria, 217
Tarnowitz, Prussia, 181, 184, 185
Tarragona, 271, 272 546
Tarrasa, Spain, 270
Tarvis, Aus, 231
Tater-Bazardjik, Tur. 318
Tauberbischofsheim, Ger, 156
Taus, 217
Tavannes, Swit. 242

vastchus, Fin, 289
vaux, Fr, 61
vazzano, Italy, 257
vetro, Port, 277
vernelle, Italy, 256
viers, Belg, 84
ber-Kesskeim, Tur, 18
nervenavoda, Tur. 293
houdovska, Rus. 280
moral, Fur, 218
ano, Italy, 262
c-o, Aus. 225
cueni, Roum, 293
celen, Holl. 108
gern See, Ger. 445
inach, 191
suendorf, Rav. 200
h-el-Barood, Egypt. 294
l-el-Kibir, Egypt, 294
lese, Italy, 2 6
mbleque, Spain, 272, 274
nesvar, Hung. 214. 216, 222, 2 7, 478
mol.s, Alg, 297
mpleuve Fr. 17, 80
nay, France, 54
neriffe Island of 554
nte Verte, Bel. 95
ola, 224
epsitza, Boh, 207, 2.7. 223, 234, 478
er Les - Gaimaces T Aus. 223
resposi, Prus, 182, 2.1
ergnier, France, 2.16, 21, 33 84, 94 107
rmini, Sicily, 267
rmoli (Italy), 264
rmonde, Bel. 82 86, 397
rmuth, Bel., 98.
rneusen, Bel. 101
rnin, Italy, 2 0 530
rni Fall of It., 530
rn-vka, Russ. 289
rr.-nova, It. 255
rzi, Italy, 259
schen, 209, 22., 227
ssoumieres, Fr. 39
tény, Hung, 23
tetow, Ger, 173
tfun, Spain 536
tuchein, Germ, 171, 17
haidorf, Ger. 195
hal-, Ger. 154, 158, 166, 163, 166, 418
halb-im, Aus. 221
halter-bien, 194
haus, Pr. 74
hson Fr. 66
harandt, Sax. 189, 148
hayingen, Germ. 143
heis-holz, Aus. 222
hemar Pr 169
henen, France, 39
herisenstadt Austria 204
hersiepol Hung, 23
hevy, Bel, 90
hist, Fr, 21
hielen, Belg. 97
hien Cortiers, Fr, 62
hilelt Belg. 98
hiengen, Swit. 132
hiennes France, 18
hl-rs Fr. 51
hring fed, Den, 282
Thionville, 15, 64 Fr.,
Thiviers, Fr, 40
Thomar, Portugal, 277
Thomery, Fr, 48
Thonon, Fr., 390
Thorn, Prussia, 174-175 180. 182 4 6
Thoune, Swit, 242
Thourout, Bel. 92, 96
Thouars, Fr. 42
Thrasymene Lake, It. 514
Throndhjem, see Drontheim
Thuin, Bel, 94
Thuisy, France 87
Thulin, Belgium, 82, 84, 85
Thum, Swit, 240, 241, 242, 506
Thungersheim, Ger 196.
Thureby, 240
Thusis, Switz. 244, 506
Thy-le-Chateau Bel, 105
Tichlowitz, Aus. 227
Tierce, France, 38
Tielfjerk, Bel, 110
Tiella, Rus. 206
Tilbourg, Bel, 97, 101, 108
Tilf, Bel., 107
Tilleur Bel, .4
Tilly, Belg, 103
Tilsit, Germ, 177, 182
Tingleff, Germ., 164, 168
Tinlot, Aus. 229
Tiraspol, Russia, 286
Tirgul-Frumos, Aust, 267
Tirlemont, Belgium, 84, 88, 405
Tirnova-Seymer 14, Turkey, 2.8
Tirnova, Tur 219'
Tirschnitz, Pr, 208
Tirol-Land, Sard, 266
Tisza-Lucz, Hung, 219
Tisza-Ujlak, 225
Tivoli, Italy, 530
Tobiach, 236
Tocina, Spain. 274
Tocou, S. ain, 2.6
Todtnau, Ger, 435
Tonning, Ger. 164
Tokarevka, Russ, 289
Tolfa, Austria, 214, 218, 478
Toledo, Spain. 272, 546
Tolosa, Spain, 266
Tommerup, Den, 278
Tonco, It, 258
Tongern, Prussia. 154
Tongeren, Bel, 103
Tonnerre, Fr. 48,
Tonneins, France, 43
Toon, Egypt, 294
Topsin, Tur. 218
Torbinsk (Russ 288
Tordera, Spain 271
Torebada, Sweden, 284
Torzau, Ger., 158
Torcach, Ger, 168
Tornócz, Hungary 214
Toro, Spain, 2 3. 513
Török-St.-Miklos, Hun. 219
Tornemunde, Sp, 268
Torazzo di Ver, F. 256
Torre Annunziata, It., 263
Torre del Greco, It. 263
Torreberetti, Italy, 254. 255
Torrenieri, It., 263
Torres Novas, Portugal, 273, 276
Torrita, Italy, 262
Torschok, Russ. 290
Tortona, Italy, 250. 252
Tortosa, Spain, 271
Tosna, Russ 288, 290
Tot-Megyer, Aus 205
Toulin, Aus, 231
Toul, Fr, 64, 390
Toulon, Fr, 5<, 390
Toulouse, France, 39, 41, 44, 46, 390
Tourbes, Fr, 72
Tourcoing, Bel, 14, 78, 80
Tournai, Bel, 80, 86, 97, 100 395, 397
Tournay, Fr., 44
Tournemire, Fr, 46
Tournus, Fr, 48,
Tours, Fr, 34, 37, 38, 39, 390
Tours Orl, Fr. 42
Tourtemagne, Swit, 506
Unter-Draubarg, Aus., 226
Tourville Fr, 24, 26
Toury, France, 34
Touzla, Tur, 218
Tovis, 238
Trabon, Belg, 413
Trabia, Sicily, 267
Trabitz, Ger, 232
Trachenberg, Pr. 184
Tramagal, Port, 276
Tranas, Sweden, 283
Trani, Italy, 254
Trans, Fr, 59
Trappe, Fr, 28
Trarbach, Pr, 413
Traun, Falls of, 208 472
Traunfell, Aust, 211
Traunsee, Austria, 478
Traunstein, Bav, 200
Trautenau, Aus., 230
Trautenau, Aust, 227
Trautmannsdorf, Austria, 236
Trazegnies, Bel. 84, 98
Trebbin, Ger, 176
Trebitsch, Aus. 226
Treeate Italy, 2 6
Treibach, Austria, 221
Treignat Fr, 48
Tremosna, Aus, 223, 234
Trendellburg Pr. 146
Trento, see Trient.
Trepi rt, Fr, 21, 22
Trepuzzi, Italy 264, 265
Treuchtlingen, Bav, 196
Treuen, Saxony. 188
Trewes (See Trier)
Trevi, Italy, 2 0
Treviglio, Italy, 256, 260
Treviso, It. 233, 252, 531
Trevoux, Fr. 48
Treysa, Hesse. 146
Trianda, Turk. 292
Tribsees, Ger. 431
Trieblau, Aust, 221
Trie-l France, 22
Trient, Tyrol, 205, 253 4-8
Trier, Prus 72, 77, 118, 125, 12, 448
Triesdorf, Bav. 196
Trieste, Au , 211 219, 220, 233, 235, 236, 253, 479
Trifail, Aust. 235
Tr guetes, Fr. 62
Triptis Ger., 172
Trivy, Fr., 61
Trofarello, It, 249, 250 252
Trofayach, 235
Trogstad, Nor, 282
Troisdorf, Ger., 1 6, 24
Trois-Ponts, Bel 90
Trois Vierges, Belg. 90
Troschkenen, Bel. 78
Troneros, 273
Tronzano, Italy, 256
Troppau, Austria, 187, 200, 2 2, 230
Trosslingen, Wurt, 152
Trothia, Ger. 166
Trouville sur Mer, Fr, 26, 91
Troyes, Fr, 62, 68, 70, 73, 91
Trubau B. Aus. 213, 2 0, 2 7
Trye-Chateau, Fr. 32
Trebonitz, Austria, 206 291
Trzynietz, Pr. 224
Tsarsko-Selo, Rus, 286
Tschernowitz, Aus. 216
Tschertkowa, Rus, 29
Tschochau-Hinai, Au 207
Tschudowo, Russ. 29
Tubingen, Wur, 150, 193
Tubise, Bel, 78, 397
Tudela, Sp. 2 0 547
Tula, Russia, 287
Tulln, Pr, 9
Tuin, Aust, 231
Tuoro, Italy, 260
Tumba, Sweden, 283
Tunbridge, Aus, 232
Turan, 224
Tur-Batowes, Aus 230
Turbali, Turkey, 294
Turgi, Switzerland, 245
Turin, Italy, 54, 205, 233, 249, 250, 252, 254, 256, 264, 531
Turkenfeld, Bav. 198
Turkheim, Ger. 76
Turkismuhle, Pr. 125
Turmitz, Austria, 2.7
Turnau, 20., 227, 232
Turnhout, Bel. 97, 101, 404
Turnhout, 223
Turnhuits, Aus., 208
Tuttlingen, Wurt, 36 190
Tuturano Italy, 265
Tutzing, Bav, 197
Twer, Russia, 288
Tworog, Prus. 182
Tyrnau, Hung. 212
Tyskestranden, Nor., 281

U.

Ubbach, Ger. 195
Ubensberg, Ger. 195
Uccle, Belg., 85, 90
Uden, Bel. 119
Udevalla, Swed. 285
Udine, Italy, 233, 252, 532
Udwitz-Gorkau, Aust, 207
Uebersee, Bavaria, 200
Ueckingen, Ger, 74
Uelzen, Germany, 156, 162, 163
Uerdingen, Prus. 120, 144, 408
Uffenheim, Bav. 196
Uherske - Hradiste, Bohemia, Aus. 216
Uhyst, Pr. 184
Umstedt, Ger, 171
Uhsmannsdorf, Pr 184
Uitgeest Holl, 114
Ujfalu-B. Tur, 219
Ujvar Feherto Hung. 219
Ukely S. A. Aus. 231
Uldecona, Spain, 271
Uiflingen, 77
Ulfersdorf, Aus., 207
Ulleraley, Den, 270
Ulm, Wurt. 192, 193, 194, 200, 448
Umlowitz, Aus. 216
Unghvar, 234
Unhoscht, Bohemia, 208,
Unkel, Pr. 124 426
Unlingen, Wurt. 194
Unna, Pruss, 141, 144, 153
Unterbobingen, Wurt. 191
Unterbeihingen, Wurt, 190. 194
Unter Draubarg, Aus., 226
Untergrieshelm, Wurt. 195
Untergrombach, Germ, 132
Unterkochen, Wurt. 191
Untermarchthal Wurt. 194
Unterschupf, Ger, 135
Unzmarkt, Aust. 221
Upsala, Swed, 283
Urbach, Pr., 124
Urach, Ger, 190
Urlage, Fr., 391
Urmitz, Pr, 122
Urna, 267
Urupino, Russ, 287
Ushuh, Tur, 2.8, 219
Usingen Russia, 290
Uster, Swits. 2.3
Ustrzyki, Gal. 222
Ustyug, Aus., 235
Utrecht, Hol 108, 110, 113, 114, 419
Utrera, Spain, 269, 270, 274
Utsuki, Rus. 288
Uttersberg, Swed. 248
Uttigen, Swit, 240
Uttwell, 245
Utznach, Switz. 243
Uxel, Pr, 58
Uzum,-Keupri, Tur, 218

V.

Vadne, Aus., 228
Vado, 249
Vaihingen, Wurt, 198
Vaivre, Fr, 60
Valdaiska, Russ. 288
Val de Carlenas, Spain 274
Valdemoro, Spain, 272
Valdepenas, Sp. 274
Valdonne, Fr, 57
Valence, Fr, 52, 54
Valence d'Agen, Fr. 42

Google

Pages below 300 refer to Time Tables: above 244. to Descriptive matter.

Valencia, Spain, 271, 272, 547
Valenciennes, France 14, 15, 16, 17, 84, 391, 409
Valenza, It., 254, 255, 256
Valkany, Aust, 225
Valkenswaard, Hol. 108
Valladares, Port 277
Valladolid, Sp. 268, 547
Valle, Italy, 254
Valle di Maddaloni, It. 266
Vallendar Pr, 184
Vallon, Fr, 42
Vallorbes, Swit. 216
Valmadonna, It. 254, 255, 256
Valmezzone M., It. 261
Valmy, Algeria, 67, 277
Valognes, France, 2
Val Saint-Lambert, Bel 84
Valros, Fr. 70
Valsequillo Sp, 276
Van-drup-sewwaarup
Vamos-Gyork, Hung. 217
Vamos-Percs Aus. 207
Vanves, Fr, 30, 40
Var, Fr, 42
Varades, Fr, 39
Varallyo, Italy, 255, 532
Varallyo Hatas. g. Aus 211
Varangeville St. Nicholas, France, 64, 66
Varazze, 249
Varel, Germ, 150
Varennes-sur-Allier, France, 58
Varennes, France 48
Varese, Italy, 255, 532
Varoede, Aus 223
Varhely, Aus, 4-4
Varil e, Fr, 44
Varna, 224
Varna, Turkey, 235, 243
Varoe-Lod, 225
Vasa, France, 55
Var-Pelots, 225
Vasárhely, Aust, 227, 234
Vasey, Fr, 63
Vasto, Italy, 264
Vasvar, 228
Vaucluse, Fr, 284
Vaucouleurs, Fr, 71
Vaudereuse, Swit. 246
Vaugirard, Issy, Fr, 30
Vaugirard, Fr, 30
Vaux-sur-Seine, 246
Vaulx Bel., 80, 86, 97
Vaux-s.-Aubigny, Fr 52
Vayres, France, 25
Vazzers, 224
Vechelde, Ger. 158
Vedrin, Belg, 84
Veenwonde, Hol, 110
Vega, Spain, 273
Vegesack G., Ger, 148
Veghel, Pr, 119
Veghlen-Sandahn, Aus 224
Veguellina, Spain, 273
Veile, Denmark, 278
Veitshochheim, 196
Velden, Aust. 2.6
Velines, Fr 37
Velletri Italy, 261, 532
Vellezon Fr. 66
Velle re, Fr, 47
Velm, Belg, 105
Velmeria Beale, It, 218
Velpe Cagnes, Fr, 55
Vencas-Novas, Port. 277
Vendemesse, Fr. 61
Vendenheim, Fr. 64, 74, 76
Vendeuvre, Fr., 68
Vendeuvre-sort, Fr. 58
Vendome, Fr, 37
Venerque, Fr., 4
Venice, Italy, 205, 213, 252, 256, 259, 264, 532
Venta de Polos, Sp. 273
Ventnor, Isle, Italy, 149
Ventimille, Fr., 55
Ventschow, Ger. 173
Vep, 225
Verboree, Hung. 213 225
Vercelli, Ital., 250, 533
Verdelot, Germany, 178
Verdello, Italy, 256
Ver mu, Fr, 70, 304
Verdun-sur-le-Doubs Fr., 61
Verebinska, Russ. 288
Veredas, Spain, 276
Veresdc, Aust. 227
Veretz, Fr. 38
Vereux Beaujeu Fr. 66
Vergate, It. 250
Vergeze, Fr, 57
Vergnasco, Italy, 250
Vermicelles, Fr. 17
Vermoil, Port. 277
Vernaillen, Swit. 247, 566
Verneuil, France, 30
Verneuil, Fr, 68
Vernex, Switz, 246
Vernon, Fr. 44, 31, 392
Vernonnet Fr. 31
Vernon, France, 24, 26
Verney, Fr, 62
Vernuil, Fr, 47
Verona, Italy 200, 201, 202, 205, 221, 233, 253, 254, 264, 533
Veronanovo, It, 259
Verrey, France, 48
Versailles-rive-France. 28, 30, 32, 292
Versen-Montigne, Fr, 57
Versfeld, Ger. 160
Vertaison, Fr., 51
Vertheim, Fr, 42
Vertou, Fr. 40
Vertus, Fr., 70
Verviers, Bel 16, 87, 88, 91, 122, 140, 407
Vervins, Fr. 15
Vesanet, Fr. 38
Vesoul, Fr. 53, 66, 68
Vesoue-Bessar, Alr. 297
Vespaiste, Italy, 255
Vestfossen, Ncr, 281
Vesuvius, Ascent to 52
Vesperem, Aus, 225
Vetova, Turkey, 293
Vetschau, Prus., 184
Veuves, Fr, 34
Vevey, Switz. 240, 306
Veytaux Switz. 240
Vezelise, Fr., 66
Vezenobres, France, 60
Vezin, Fr, 64
Vianna, Port. 277
Viareggio, Italy, 262
Vias, Fr, 43, 46
Via Mala Switz., 505
Via Reggio Italy, 5, 6
Viby, Denmark, 280
Viborg, Den. 279
Vic, Fr., 63
Ile en Bigorre, Fr. 45, 46
Vicenza Italy, 256, 534
Vichte (Belg.) 79
Vichy, France, 60, 292
Victoria, Spain, 270
Videlles, Fr, 59
Vidauban, Fr, 55
Videm Garafeld, Aust 235
Vienaim, Bel. 90
Vienna, Aus., 16, 138, 137, 147, 178, 8., 184, 185, 196, 198, 20., 204, 205, 206, 207, 211, 21., 2 3, 214, 215, 216, 2 7, 21., 220, 221, 222, 223, 228, 230, 22., 232, 233, 234, 236, 237, 253, 491, 2,3, 479
Vienne, France, 50, 393
Vienenburg Germ. 156, 148, 149, 66, 176
Vierverwater Holl. 116
Vierves, Belg. 103
Viersen, Prus. 112, 4, 153
Vierzon, Fr, 38, 40
Viesch, Switz 507
Viesselbach, Germ, 170
Vietri, Italy, 263
Vieux Beaune, 80
Vieux-Dieux, Belgium 82
Vigevano, Italy, 254
Vignory, France, 66
Vikersund, Nor. 281
Vilbel, Prus. 146
Vilches, Spain, 274
Villach, Aus. 205 221, 231, 235, 236
Villacanas, Spain, 272, 274
Villada, Spain, 273
Villadangos, Spain, 273
Villa del Rio, Spain, 274
Villafranca, Fr. 276.
Villa France, Spain, 271, 274, 276
Villafranca, It. 250, 253, 516
Villagonsalo, Spain, 276
Villalba, Spain, 2 8
Villamaggiore, It. 251
Villaneuva de laderena, Spain, 276
Villanova, It. 250
Villanoy, Hung. 235, 237
Villa Nova de Gaya, Port. 277
Villa Nova, Port. 277
Villaquiran, 268
Villasi, Spain, 272
Villarrobledo, Sp. 272
Villars, Fr. 59
Villars, Switz., 507
Villarsles Dombes, Fr. 60
Villasar, Spain, 272
Villaseca, 272
Villasequilla, Sp. 272
Villasor, Italy, 267
Villastellone, It. 252
Villaumbrales, Sp. 273
Villaumbroso, Sp. 273
Villaverde, Spain, 273
Ville de Figueira, Port. 276
Villefort Fr. 60
Villefranche, Fr. 42
Villefranche, Fr. 35, 36
Villefranche, France 55
Villefranche, Fr., 42, 43
Villeiseure, Fr. 59
Villena, Spain, 272
Villenave-d Ornon, Fr. 43
Villeneuve-le, Comte, Fr. 70
Villeneuve, Switz. 246, 507
Villeneuve St Georges, France, 48
Villeneuve des-Papes, Fr. 54.
Villeneuve la-Guyard, France, 48
Villeneuveur Lot, Fr. 34, 36
Villeneuve-l'Archeve, Fr. 62
Villeneuve-sur-Yonne France, 48
Villingen, Wurt. 136
Villepatour- Coubert Fr. 68
Villepeidue, France 34
Villers-le-tonn, Fr. 21
Villers Cotterets, Fr., 5
Villers la Ville, Bel. 103, 410
Villers, France, 68
Villers-sur Mer, Fr. 391
Villerville Gambon, Belg. 82
Villevoyrac, Fr. 46
Villeurbe-lez, Fr., 322
Villinger, Ger, 190, 19
Villmar, Prus 129
Villahofen, G r, 203
Vilvorde, Bel 82, 307
Vilnbodi, Spain, 272
Vinaixa, Spain, 272
Vincennes, France 63
Vinderup, Den. 2 9
Vinethamps, Fr 48
Vinselberg, Ger, 160
Violaines, Fr, 17
Vire, France, 30
Vireux, Belgium, 103
Viricu, Fr, 62
Virolay Fr, 32
Virton, Be. g, 97
Visehoe Volotzanis, Aus 288
Vise, Bel, 90
Visp, Switz 507
Visselhovde, Ger, 163
Viterbo, Italy, 534
Vitré, Fr, 38, 25, 303
Vitry, France, 14, 4, 37
Vitry-le-Francois, Fr., 64
Vitry-la-Ville, Fr, 64
Vitrey, France, 68
Vitrolles, France 30
Vitoria, Spain, 268
Vittuone Its 2, 256
Vitulano, Italy, 266
Vitznau, Switz., 239
Vivier, Fr., 54, 398
Viviers, Fr, 40, 41
Viville, Fr
Vivonitte-en-mont, Fr
Vivonne, Fr, 35
Vin kna, Aus, 201
Vivar, Austria, 220,
Vlake, Hol. 111
Vlamertinghe, Bel.,
Vlissingen, Hol. 114, 417
Vocklabruck, Aus,
Voghera, Italy, 250,
Vogogna Italy 534
Vohringen, Bav. 1
Vohrenbach, Bh. 140
Voiteraurgh, Sax. 1
Voitsberg, Austria, 2
Vojtek, Aus. 216
Volga, Russ, 290
Volkhovska Russ. 2
Vollmerz, Pr. 147
Volmarstein, Ger, 1
Vologda, Russ, 290
Volpke, Ger, 154, 62
Voltri, Italy, 2 9
Volvic, Fr 3 7
Voneq, Fr 70
Vonnas, France 54
Vordernberg, 235
Vordingborg, Fr, 280
Vorsfelde Ger, 160
Vorst, Prussia, 1 2,
Vorwohle, Germ. 162
Voslau, Austria, 211, 2 4, 483
Vos-owka, Prus. 124, 1
Vouc, Fr, 62
Vougeot, Fr nce, 48
Voujaucourt, France, 3
Vouvray, France, 34
Vozzie, Fr, 70
Voves, Fr, 3
Vr 29-Vandy, Fr, 70
Vrieveko, Aus, 231
Vrstat-trivor, Aus 22
Vught, Holland 10
Vuistern-es, Switz, 22
Vulaines Rigny, Fr, 7
Vynaima, Russ, 289
Vyscar, Aus, 22, 2 9
Vysotsch n, Aus 227

W

Waag River Aus. 483
Waardenburg, Hol. 10
Wabern Hesse 146
Wachenheim, Ba. 139
Wachterbach, Ger. 14
Wackelcke, Bel, 1
Waerschem, Bel. 80, 9
Wachhusel, Ger. 153
Wagram, Aus, 212
Wahn, Germ, 6
Waidhofen, Aus, 21, 221
Waiblingen, Wurt. 191
Waitzen, Hun. 214, 4
Wakefield, Eng, 310
Walcourt, Belg. 103, 10
Wald, Austria, 221
Waldchen, Ger. 180
Waldenburg, Wurt, 191
Waldheim, Saxony, 186
Waldsassen Bav. 202
Waldsee, Sax, 191
Waldshut, Swit 131, 245

istehus, Fin, 289
ux, Fr, 61
zzano, Italy, 257
itro, Port. 277
rnelle, Italy, 256
iers, Belg, 84
er-Keskkeim, Tur, 8
orvenavoda, Tur. 293
oudovska, Rus. 286
or-ol, Tur, 218
no, Italy, 262
-o, Aus. 225
ujeni, Roum, 293
elen, Holl. 108
ern See, Ger. 445
nach, 191
sendorf, Bav. 200
el-Barood, Egyp. 294
-el-Kibir, Egypt, 294
ese, Italy, 256
mblegue, Spain, 272, 74
mesvar, Hung. 214
16, 223, 2 *, 278
mond-la, Alg, 297
mpleuve Fr. 17, 80
nay, France. 54
neville Island of 554
nte Verte, Bel. 95
yla, 224
ppelitz, Boh. 207, 2.7, 223, 234, 278
r Les - Galaxees T
Aus. 222
respoi, Prus, 182, 2.7
rgnier, France 12, 16, 21, 33 84, 94 167
rmain, Sicily, 267
rmoli (Italy), 264
rmonde, Bel. 82 86, 397
rmuth, Bel., 78.
rneuzen, Bel. 101
rni, Italy, 2 0. 530
rni Fall of It., 530
rnovka, Russ. 289
rrenoves, It. 255
rzo, Italy, 259
rschen, 209, 22., 227
ssonnieres, Fr, 39
tétiny, Hung, 23
tersow, Ger, 173
tetsun, Spain 536
teuchen, Germ, 171, 172
thaldorf, Ger. 191
thale, Ger. 154 158. 166, 162 166, 418
Thalheim, Aus. 221
Thaller-hen, 194
Thann, Fr. 72
Thaon Fr. 66
Tharandt, Sax. 189. 148
Thavingen, Germ. 113
Theis-holz, Aus. 222
Thema, Fr 169
Thenon, France, 39
Theresienstadt Austria 204
Theresiopol Hung, 23
Thetus, Bel, 90
Thiat, Fr. 21
Thielen, Belg. 97
Thiers Corniers, Fr, 62
Thielt Belg. 98
Thiengen, Ger. 132
Thionville, France, 18
Thirs Fr. 51
Thirsted, Den, 282
Thionville, 15, 64 Fr.,
Thiviers, Fr, 40
Thomar, Portugal, 277
Thomery, Fr, 48
Thonon, Fr., 390
Thorn, Prussia, 174-175 180. 182 4 6
Thoune, Swit, 242
Thouroul, Bel. 92, 96
Thouars, Fr. 42
Thrasymene Lake, It., 246
Throndhjem, see Drontheim
Thuin, Bel, 94
Thuisy, France 67
Thulin, Belgium, 82, 84,
Thun, Swit, 240, 241, 245, 506
Thungersheim, Ger 196,
Thurcby, 200
Thusis, Switz. 244, 506
Thy-le-Chateau Bel, 105
Tichlowitz, Aus. 227
Tierce, France, 39
Tietjk-rk, Bel, 110
Tiflis, Rus. 2.6
Tilbourg, Bel, 97, 101, 108
Tilf, Bel., 107
Tilleur Bel, 4
Tilly, Belg, 103
Tilsit, Germ, 17, 182
Tingleff, Germ., 164, 168
Tinlot, Aus. 229
Tiraspol, Russia, 286
Tirgul-Frumos. Aust, 267
Tirlemont, Belgium, 84, 88, 405
Tirnova-Seymer 14, Turkey, 2.8
Tirnova, Tur. 219
Tirschitz, Fr, 208
Tissi Udini, Sard, 266
Tisza-Lucs, Hung, 219
Tisza-Ujlak, 225
Tivoli, Italy, 530
Toblach, 236
Tocina, Spain. 274
Tocou, S. ain, 2.6
Todnau, Ger. 435
Toenning, Ger. 164
Tokarevka, Russ, 289
Tokay, Austria, 214, 215, 478
Toledo, Spain. 272, 546
Tolosa, Spain, 268
Tommerup, Den, 278
Tonco, It., 258
Tonsern, Prussia. 154
Tongeren, Bel, 103
Tonnerre, Fr. 48,
Tonneins, France, 43
Tooh, Egypt, 294
Topsin, Tur. 218
Torbruck (Russ 288
Tordera, Spain 271
Töreboda, Sweden, 284
Torgau, Ger., 152
Torreach, Ger, 168
Tornócz, Hungary 214
Toro, Spain, 2.3. 513
Török-St.-Miklos, Hun, 219
Torquemada, Sp, 268
Torrazzo di Ver, I. 256
Torre Annunziata, It., 263
Torre del Greco, It, 263
Torreberetti, Italy, 254, 255
Torrenieri, It., 263
Torres Novas, Portugal, 273, 276
Torrita, Italy, 262
Torschok, Russ, 290
Tortona, Italy, 240, 254
Tortosa, Spain, 271
Tosno, Russ 288, 290
Tost-Meggyr, Aus 205
Touin, Aus, 231
Toul, Fr, 64, 390
Toulon, Fr, 55, 390
Toulouse, France, 39, 41, 44, 46, 590
Tourbes, Fr. 72
Tourcoing, Bel, 14, 78, 80
Tournai, Bel, 80, 86, 97, 100 395, 397
Tournay, Fr., 44
Tournemire, Fr. 46
Tournus, Fr, 48,
Tours, Fr. 34, 37, 38, 39, 390
Tours Ori, Fr. 42
Tourtermagne, Swit, 506
Unter-Draubourg, Aus., 2 6
Tourville Fr, 24, 26
Toury, France, 34
Touzla, Tur, 218
Tovis, 238
Tinbin, Belg, 413
Trabia, Sicily, 267
Trabitz, Ger. 132
Trachenberg, Pr. 184
Tramagal, Port. 276
Trauns, Sweden, 283
Trani, Italy, 254
Trans, Fr. 59
Trappes, Fr, 48
Trarbach, Pr. 413
Traun, Falls of, Aus 472
Traunfell, Aust, 221
Traunsee, Austria, 478
Traunstein, Bav, 200
Trautenau, Aus., 230
Trautenau, Aust, 227
Trautmannsdorf, Austria, 236
Travemunde, Bel, 84, 98
Trebbin, Ger, 176
Trebitsch, Aus. 225
Treeate Italy, 2 6
Treibach, Austria, 221
Treignat Fr, 42
Tremosna, Aus, 223, 234
Trendelburg Pr. 141,
Trento, see Trient.
Trep rt, Fr, 21, 22
Trepuzzi, Italy 264, 265
Treuchtlingen, Bav, 166
Treves, Saxony, 188
Treves [See Trier]
Trevi, Italy, 2.0
Treviglio, Italy, 256, 260
Treviso, It., 233, 252, 253
Trevoux, Fr, 48
Treysa, Hesse, 146
Trianda, Turk. 293
Tribery, Ger., 431
Trieben, Aust, 221
Triel France, 34
Trient, Tyrol, 205, 253 4-8
Trier, Prus 72, 77, 118, 125, 12, 248
Triesdorf, Bav. 196
Trieste, Au , 211 219, 220, 233, 235, 236, 253, 479
Trifail, Aust. 235
Tri gueres, Fr. 62
Triptis Ger., 172
Trivy, Fr., 61
Troffarello, It, 249, 250 252
Trofayach, 235
Trogstad, Nor, 282
Troisdorf, Ger. 1 6, 84
Trois-Ponts, Bel 90
Trois Vierges, Belg, 90
Trouchiennes, Bel, 78
Tronerois, 273
Tronzano, Italy, 256
Troppau, Austria, 187, 200, 212, 230
Trosslan, Wurt, 152
Trotha, Ger. 166
Trouville sur Mer, Fr, 26, 91
Troyes, Fr, 62, 68, 70, 73, 391
Trubau B. Aus. 213, 2 0, 2.7
Trye-Chateau, Fr. 22
Trzebnitz, Austria, 206 291
Trzynietz, Pr. 224
Tsarsko-Selo, Rus, 286
Tschernowitz, Aus. 216
Tschertkowa, Rus, 29
Tschochau-Hlinsk, Aus 207
Tschudowo, Russ, 29
Tubingen, Wur, 106, 192
Tubise, Bel, 78, 397
Tudela, Sp. 2.0 547
Tula, Russia, 287
Tulle, Fr, 9
Tulln, Aust. 223
Tuoro, Italy, 260
Tumba, Sweden, 283
Tumel, Aus, 222
Turan, 284
Tur-Batowes, Aus 230
Turball, Turkey, 292
Turgi, Switzerland, 245
Turin, Italy, 54, 205, 233, 249, 250, 252, 254, 256, 264, 531
Turkenfeld, Bav. 198
Turkheim, Ger. 76
Turkismuhle, Pr. 185
Turmitz, Austria 227
Turnau, 20., 227, 22,
Turnhout, Bel, 97, 101, 404
Turnkau, 233
Tuschamitz, Aus., 208
Tuttlingen, Wurt., 36, 190
Tuturano Italy, 265
Tutzing, Bav, 197
Twer, Russia, 288
Tworog, Prus. 182
Tyrnau, Hung. 212
Tyskestranden, Nor., 281

U.

Ubbach, Ger, 195
Ubensberg, Ger. 195
Uccle, Belg., 85, 90
Uden, Bel. 119
Uddevalla, Swed. 285
Udine, Italy, 233, 252
Udwitz-Gorkau, Aust, 207
Ueberece, Bavaria, 200
Ueckingen, Ger, 74
Uelzen, Germany, 156, 162, 163
Uerdingen, Prus. 120, 124, 408
Uffenheim, Bav, 196
Uherske - Dobrsany, Aus. 216
Uhyst, Pr. 184
Umstedt, Ger, 171
Unshmansdorf, Pr. 184
Uitgeest Holl. 114
Ujfalu-B, Tur, 219
Uj Feherto Hung. 219
Ujhely S. A. Aus. 231
Ulldecona, Spain, 271
Ulflingen, 77
Ullersdorf, Aus., 207
Ullersley, Den, 278
Ulm, Wurt. 192, 193, 194, 200, 448
Umlowitz, Aus. 216
Unghvar, 234
Unhoscht, Bohemia, 208,
Unkel, Pr. 124 426
Unlingen, Wurt. 194
Unna, Pruss, 141, 144, 153
Unterbobingen, Wurt. 191
Unterboihingen, Wurt, 190, 194
Unter Draubarg, Aus., 216
Untergrieshelm, Wurt. 195
Untergrombach, Germ, 132
Unterkochen, Wurt. 192
Untermarchthal Wurt. 194
Unterschupf, Ger, 135
Unzmarkt, Aust. 221
Upsala, Swed, 283
Urbach, Pr., 124
Urach, Ger, 190
Uringe, Fr., 391
Urmitz, Pr, 122
Urse, 267
Urupino, Russ, 287
Usakub, Tur. 2.8, 219
Usmann Russia, 290
Uster, Switz. 2.3
Ustrzyki, Gal. 212
Uszfo, Aus., 235
Utrecht, Holl 108, 110, 113, 114, 419
Utrera, Spain, 269, 270, 274
Utsuki, Rus. 288
Uttersberg, Swed. 248
Uttigen, Swit, 240
Uttweil, 245
Uttenach, Switz. 243
Uxel, Fr, 28
Usum,-Keupri, Tur, 218

V.

Vadna, Aus., 228
Vado, 259
Vahlingen, Wurt, 192
Vaivre, Fr. 66
Valdaiska, Russ. 288
Val de Cardenas, Spain 2-4
Valdemoro, Spain, 272
Valdepenas, Sp. 274
Valdonne, Fr, 57
Valence, Fr, 5c. 51
Valence d'Agen, Fr. 41

Digitized by Google

Valencia, Spain, 271, 272, 547
Valenciennes, France 14. 15, 21, 77, 84, 391, 409
Valenza, It. 254, 255, 256
Valkany, Aust. 305
Valkenaward, Hol. 108
Valladares, Port. 277
Valladolid, Sp. 268, 547
Valle, Italy, 254
Valle di Maddaloni, It. 266
Vallendar, Pr. 124
Vallon, Fr. 42
Vallorbes, Swit. 216
Valmadonna, It. 254, 255, 256
Valmossone M., It. 261
Valmy, Algeria, 67, 277
Vaucluse, France. 42
Val Saint-Lambert, Bel 94
Valros, Fr. 70
Valsequillo Sp. 276
Vandrup, see Wamdrup
Vamos-Györk, Hung. 217
Vamos-Percs Aus. 207
Vannes, Fr. 30, 40
Var, Fr. 45
Varades, Fr. 59
Varallo, Italy. 255, 532
Varallya Hatasz. 5, Aus 281
Varangeville 91, Nicholas, France, 64, 66
Varazze, 249
Varel, Germ, 150
Varennes-sur-Allier, France, 58
Varennes, France 42
Varese, Italy, 255, 532
Varede, Aus 223
Varhely, Aus. 4-4
Varill e, Fr. 44
Varina, 223
Varna, Turkey, 226, 303
Varos-Lod, 285
Vasa, France, 25
Vas-Pilota, 225
Vasárhely, Aust. 227, 238
Vassi, Fr. 63
Vasto, Italy. 264
Vazsar, 228
Vaucluse, Fr. 254.
Vaucouleurs, Fr., 71
Vauderens, Swit. 246
Vaugrard-Issy, Fr. 20
Vaugris, Fr. 50
Vaulruz, Switz., 246
Vaulx Bel., 80, 86, 97
Vaux-s.-Aubigny, Fr 52
Vayres, France, 55
Vazsecz, 224
Vechelde, Ger. 158
Vedrin, Belg, 84
Veerwonde, Hol, 110
Vega, Spain, 273
Vegr-sack G., Ger, 148
Veibel, Fr. 219
Vejhlas-Smolahan, Aus 224
Velasalma, Spain, 273
Velle, Denmark, 278
Veltshoebheim, 196
Velden, Aust. 236
Velines, Fr 37
Velletri Italy. 261, 532
Vellexon Fr., 66
Vellexe, Fr., 47
Velm, Belg. 105
Venaria Reale, It, 218
Vence Cagnes, Fr, 55
Vendas-Novas, Port. 277
Vendemesse, Fr., 61
Vendenheim, Fr. 64, 74, 76
Vendeuvre, Fr., 68
Vendeuvre Jort, Fr. 28
Vendome, Fr. 37
Venerque, Fr., 44
Venice, Italy, 205, 233, 253, 256, 259, 264, 532
Veniciani, Tur, 218
Venissieux, Fr. 59
Venlo, Bel. 101, 8 12c.
Venn, 144, 153
Venta-de-Banos, Spain 273
Venta de Polos, Sp. 273
Ventimiglia, Italy, 249
Ventimiglie, Fr., 55
Ventschow, Ger., 173
Vep, 225
Verboroc, Hung. 213 225
Vercelli, Ital , 250. 533
Verden, Germany, 108
Verdello, Italy, 256
Verdun, Fr. 67 70, 392
Verdun-sur-le-Douds Fr., 61
Vereblanka, Russ. 288
Veredas, Spain, 276
Vereede, Aust. 227
Veretz, Fr. 38
Vereux Beaujen Fr. 66
Vergate, It. 250
Vergeze, Fr, 57
Vergmaco, Italy, 250
Vermelles, Fr. 17
Vermoll, Port. 277
Vernayaz, Swit., 247, 566
Verneuil, France, 20
Verneuil, Fr, 68
Vernex, Switz, 246
Vernon, Fr. 14, 21, 392
Vernonnet Fr. 31
Verneuil, France, 24, 36
Verney, Fr. 62
Vernuil, Fr, 47
Verona, Italy 200, 201, 2 2, 2 5, 221, 233, 253, 3 5, 264, 533
Veronamnov 1, 14, 259
Verrey, France, 48
Versailles, France. 28, 30, 32, 392
Versecz-Montagne, Fr, 67
Verseld, Ger, 160
Vertaison, Fr., 51
Vertheim, Fr. 40
Vertus, Fr., 70
Verviers, Bel, 16, 87, 89, 91, 122, 140, 407
Vervins, Fr. 15
Vesinet, Fr. 32
Vesoul, Fr. 53, 66, 68
Vesouse B. sian, Als. 297
Vespolate, Italy. 255
Vestfossen, Nor, 281
Vesuvius, Ascente 522
Vesanren, Aus, 225
Vetova, Turkey, 293
Vetschau, Prus., 184
Veuves, Fr. 34
Vevey, Switz. 240, 306
Veytaux Switz. 240
Vezelise, Fr. 66
Vezenobres, France. 60
Vezin, Fr, 64
Vianna, Port. 277
Viareggio, Italy, 262
Vias, Fr. 43 46
Via Mala Switz., 505
Via Reale o Italy, 5 0
Viby, Denmark, 280
Viborg, Den. 279
Vic, Fr, 63
Ic en Bigorre, Fr. 45, 46
Vicenza Italy. 256, 534
Vichte (Belg.) 7
Vichy, France, 60, 392
Vicien, Spain, 270
Vic-le-Fesq, Fr. 59
Vidauban, Fr, 55
Videm Gurafeld, Aust 235
Vidsalm, Bel. 90
Viemme, Aus., 76, 128, 134, 137, 147, 175, 8 , 184, 185, 192, 198, 20 , 204, 205 206, 207, 211, 212, 2 3, 214, 215, 216, 2 7, 218, 220, 221, 222, 223, 225, 240, 278, 22 , 232, 233, 235, 236, 237, 255, 291, 293, 479
Vienne, France, 50, 393
Vienenburg, Germ. 146, 148, 149, 66, 176
Vierverstaen, Holl. 116
Vierves, Belg. 103
Viersen, Prus. 122, 4 , 153
Vierzon, Fr. 38 40
Viesch, Switz. 507
Vieselbach, Germ, 170
Vietri, Italy, 263
Vietz, Prus. 180
Vieux-Condé, Fr. 16
Vieux-Rouen, Fr. 28
Vieux-Dieux, Belgium 82
Vigevano, Italy. 254
Vignory, France. 66
Vikersund, Nor. 281
Vilbel, Prus. 146
Vilches, Spain, 274
Vilach, Aus. 205 221, 227, 235, 236
Villacanas, Spain, 272, 274
Villada, Spain, 268
Villadangos, Spain, 273
Villa del Rio, Spain, 274
Villafranca, Fr. 276.
Villa Franca, Spain, 271, 274, 276
Villafranca, It. 250, 253, 256
Villagonzalo, Spain, 276
Villalba, Spain, 2 9
Villamagniore, It. 251
Villanueva de la Serena, Spain, 276
Villanova, It. 250
Villany, Hung. 235 237
Villa Nova de Gaya, Port. 277
Villa Nova, Port. 277
Villaquiran, 268
Villal, Spain, 272
Villarrobledo, Sp. 272
Villars, Fr. 59
Villars, Switz., 507
Villarsles Dombes, Fr. 60
Villasar, Spain, 271
Villaseca, 272
Villasequilla, Sp. 272
Villasor, Italy, 267
Villastellone, It. 252
Villaumbrales, Sp. 273
Villaumbroso, Sp. 273
Villaverde, Spain, 273
Ville de Figueira, Port. 276
Villefort Fr. 60
Villeneuanche, Fr. 48
Villefranche, Fr. 35, 34
Villefranche, France 55
Villefranche, Fr., 42, 43
Villeiaure, Fr. 59
Villena, Spain, 272
Villenave-d Ornon, Fr. 44
Villeneuve-le, Comte, Fr. 50
Villeneuve, Switz. 246, 507
Villeneuve St Georges, France. 48
Villeneuve des-Paper, Fr 54.
Villeneuve-la-Guyard, France, 48
Villeneuvesur Lot, Fr. 34
Villeneuve-l'Arche, Fr, 62
Villeneuve-sur-Yonne France, 48
Villingen, Wurt. 136
Villepatour-Coubert Fr. 68
Villepeidue, France 34
Villers-Cotterets, Fr., 5
Villers la Ville, Bel. 410
Villiers, France, 68
Villers-sur-Mer, Fr. 39
Villerste Gamben, Bel. 1 2
Villeveyrac, Fr. 46
Villevieux-Bel, Fr., 23
Villinger, Ger, 190, 19
Villmar, Prus 129
Vilshofen, G r, 203
Vilvorde, Bel 82, 397
Vimbodi, Spain, 272
Vinaixa, Spain, 272
Vincennes, France 63
Vinderup, Den. 2 9
Vingthanaps, Fr 48
Vinselberg, Ger, 160
Violaines, Fr, 17
Vire, France, 30
Virenx, Belgium, 103
Virieu, Fr. 54
Virollay, Fr. 32
Virton, Be. 8, 97
Visehnee Volotzaia, Rus 288
Vise, Bel, 90
Visp, Switz. 507
Visselhoevede, Ger, 163
Vitebsk, Italy. 534
Vitré, Fr. 38, 25 393
Vitry, France, 14 -6 37
Vitry-le-Francois, Fr., 64
Vitry-la-Ville, Fr, 64
Vitrey, France. 68
Vitrolles, France 50
Vitoria, Spain, 4
Vittuone Ita
Vitulano, Italy, 2
Vitznau, Switz.,
Vivicrs, Fr., 54,
Vivies, Fr, 40, 4
Viville, Fr. 45
Vivoinlesmonts
Vivonne, Fr, 35
Vizsa Aus, Aus. 20
Vizvar, Austria, 4
Vlake, Hol. 111
Vlamertinghe, Bel
Vlissingen, Hol. 1 417
Vocklabruck, Aus
Voghera, Italy, 2
Vogogna Italy 53
Vohringen, Bav.
Vohwinkel, Rh. 14 144
Voiteraruth, Sax.
Voitsberg, Austria
Volbek, Aus. 216
Volga, Russ, 290
Volkhovska, Russ
Vollmerz, Fr. 147
Volmarstein, Ger,
Vologda, Russ, 2
Volpke, Ger, 154,
Voltri, Italy, 2 9
Volvic, Fr 3 7
Voncq, Fr. 70
Vonnas, France. 5
Vordernberg, 225
Vordringsdorf, 280
Voralde Ger, 160
Vorst, Prus. 1 2
Vorwohle, Germ. 1
Voslau, Austria, 41 483
Vosowka, Prus. 1
Vouc, Fr, 62
Vougeot, France, 4
Voujaucourt, France
Vouvray, France, 3
Vouziers Fr, 70
Voyes, Fr, 31
Vrija-Vandy, Fr. 70
Vrlevelse, Aus. 231
Vsetat-tivrov, Aus
Vught, Holland
Vulaines-les-Nem
Vulaines Rigny, Fr
Vyasma, Russ, 290
Vysocan, Aus. 227, 2
Vysoutch n, Aus 227

W

Waag River Aus. 4
Waardenburg, Hol.
Waberu, Hesse 146
Wachenheim, Bav. 13
Wachterbach, Ger. 14
Wackebeke, Bel., 1
Wackenheim, Bel. 10
Wachtuel, Ger. 133
Wagram, Aus. 212
Wahn, Germ. 1
Waidhofen, Aus, 210, 221
Waiblingen, Wurt. 19
Waitzen, Hun. 214, 4
Wakefield, Eng. 300
Walcourt, Belg 103, 10
Wald, Austria, 221
Waldchen, Ger. 180
Waldenburg, Wurt, 19
Waldheim, Saxony. 186
Waldsassen Bav. 202
Waldsee, Sax, 191
Waldshut, Swit 132, 246

Walhalla, The, Gr. 447
Wallhallastrasse, Bav., 302
Walkenaaari, Russ, 289
Walken-ried, Ger. 149
Walla, Swed. 283

Wallburg, Rhine, 74
Wallendorf, Pr. 49
Wallendorf-Kirchdorf, 84
Wall nrod, Prus. 120
Wallenstadt, Switz. 243
Wallers, France 14
Wallertheim, Pr. 127
Wallisellen, Switz. 243
244
Wallwitz, 166
Walsall, Eng. 298
Walschleben, Ger. 178
Walskog, Swed. 274
Waltraud, Pr. 187
Waltershausen, 171
Waldrup, Ger. 58, 278
Wandabeck, Ger. 165
Wangen, Rhine, 71
Wangerin, Prus. 278
Wankendorf, Prus. 166,
Wann, Ger. 118
Warasdin, Austria, 483
Warburg, Ger. 115 141
146, 153
Waremunde, Bel. 88
Warka, Wurt. 186
Warlubien, Prussia, 182
Warmbrunn, Aus, 477
Warnemunde, Ger. 447
449
Warmeton, Belg. 94
Warnow Ger., 173
Warnsdorf, Aust, 309
Warsaw, Poland 18
184, 187, 287, 288, 291
Wartberg Hungary 214
Wartenburg, Pr. 182
Wasmes, B. 1, 86
Wasserbillig, Ger. 71
Wasserburg, Prus. 7
Wasselnheim, Pr. 71
Wasserstein, Germ. 167
Wasserstadingen, Bav., 198
Wasseralingen, Wurt., 191
Wasungen, Pr. 169
Watenstadt, Ger, 160
Waterloo, Bel. 87, 90, 403
Watermael, Bel. 106
Watten Epeleruse, Fr. 1, 17
Watten-scheid, Pr. 130
Wattwyl, Switz 239
Watsort, B.-L, 94
Wavre Belgium, 98, 103, 405
Wavre-Ste-Catherine 82
Wecker, Luxemb. 77
Wedevag, Swed. 279
Wedd-l, Ger. 114
Weedue Merzpaus, Bel. 101
Weerde, Belg, 82
Weert-S. Georges, Bel 103
Weesen, Switz, 243
Weetzen, 119
Weese, Prus. 120
Wefensleben, 154
Wegeleben, Ger 166
Wegstedt, Aus 227
Wehr, Wurtemb. 180
Weida, Ger, 172
Weimen, Bav 302, 132
Weidenthal, Rhine, 73
Weigulahausen, Bav. 8
Weilbach (Germany) 449
Weilb rg, Germ, 119
Weil der Stadt, 193
Weiler, Ger, 79
Weilheim, Bav 197
Weimar, Ger, 170, 171, 449
Weinfelden, Switz. 245
Weingarten, Ger. 132
Weinheim, Ger, 137
Weinsberg, Wurt. 191
Weintraube, Sax. 85
Weipert, Aus. 206 216,
Weis, Aus, 210

Weissenbach, Aus. 221
Weissenburg, Rhine, 72, 74, 76, 138, 149
Weissenheim, Pr. 176, 171 172, 189
Weissenthurm, Prs. 127
Weisskirchen, Aus 206
Weisskirchen, Ger. 135
Weisskirchen Hun. 214
Weisswasser, Prus. 184
Weisswasser, Aust. 209
Weitersheim, Bav. 195
Weiterstadt, Pr. 126
Welhybka, Boh., 208
Welsch Krumau, Aus. 216
Welmich, Prus 428
Welgesheim, Pr. 127
Walkenraedt, Bel. 87, 140
Wellenschennest, Pr. 140
Wels, Aus. 211
Welver, Prus. 115
Wend Warnow, Ger. 164
Werdau, Saxony, 87
Werden, Germ, 144, 154
Werdohl, Prus. 40
Werl, Prussia, 141
Werlsberg, Bav, 2 3
Wernersberg, Swe., 285
Werneld, 196
Wernigerode, 148, 166
Wernsdorf, Ger, 187
Wernshausen, Prus 169
Wertheim, Ger. 135, 130
Wervieq, Belgium, 92, 397
Wesel, Prussia, 107, 114 421
We ely Kut, Russ, 286
Wessely, 213
Wesserling, Ger. 71 74
Westbeverlo, Ger. 118
Westcham, Wurt. 195

Westheim, Ger., 153
Westhofen, Pr. 141
Westmecheck, Bel. 105
Westpelser, Bel. 80
Wetter, Prus. 141
Wettelsheim, Bav., 196
Wetteren, Bel. 78, 96, 397
Wetzikon Switz 243
Wetzlar Pr 116, 189
Wexe Isheim, Bel., 93
Wexiö, Swed. 285
Weyer, Aus. 221
Weymouth, Eng., 300
Wesep, Holland 110
Wiborg, Russ. 289
Wicheler (Italy) 96
Wichmond, Switz. 243
Wickrath, Prus. 94
Wickede, Prus. 151
Widdersdorf, Lux., 107
Widdminnen, Pr., 181
Wiebelsbach, Pr. 124, 83
Wiek Iceka, Aust. 208
Wiek-beke, Bel., 96
Wiener Neustadt, Austria, see Neustadt
Wierden, Ger 163
Wies, Aus 228
Wiesau, Bav. 212
Wiesbaden, Prus. 128, 466
Wies, 226
Wieselburg, Hun. 236
Wiesloch, Ger. 138
Wiesenburg, Ger., 18
Wiesau, Aus. 212
Wiesse Graf, Ger 133
Wijchmaelbeverloo, Bel. 108
Wihe Holl. 110
Wildbad-Gastein, Aus. 226
Wildbad, Ger, 137, 153, 449
Wildegg, Switz. 245
Wildenschwert, Aus. 228
Wilgpark, Ger 54
Wilelskaja, Russ. 290
Wilfelmsdorf, Aust. 236
Wilhelmsbad, Hes. 128, 416
Wilhelmsbruck, Ger., 238
Wilhelmshafen, Pr. 148, 151,
Wilhelmshohe Hesse 146, 155
Wilebadessen, Pr. 115
Will-rwald, Ger, 76
Willsbach, Wurt. 191
Wilmersdorf, Pr. 98
Wilna, Russ. 287, 288, 290
Wilhelm, Ger. 197
Wimille, France, 18
Wimpfen, Ger. 131
Winden, Rh. 133, 138
Windesheim, Holl. 110
Winnisch Eschenberg, Bav 202
Wind feld, Bav. 196
Wingaker, Sweden, 284
Winkeln, Switz. 244
Winnitsa, Russ, 286
Winnweiler, Bav. 128
Winschoten, Holl., 110
Winsen, Germans 156
Winterhausen, Bav. 196
Winterscheidbach, Bav. 196
Winterthur, Switz 133 239, 244, 2, 5, 4 7
Wirbaren, Prus. 182, 48
Wirdum, Holl., 110
Wirry, Fr, 21
Wischau, Aust., 212
Wissen, Prussia, 116

Wismar Ger. 173
Witebsk, Russ. 291, 292
Witmarsheim Baline, 74
Witten, Prus. 141, 144
Wittenberg Ger. 160, 161, 164, 165, 176, 177, 467
Wittgendorf, 188
Wittlich, Prus. 130
Wittmes, 214, 483
Witzenhausen, 178
Wiz-nes, Fr, 17
Wlkaws, Aus, 228, 237
Wlodawek, P. 1, 291
Woenian, Aust., 221
Woerth, Fr 449
Wohlau, Ger. 186
Wohlen, Switz. 243
Wohontsee, Aus. 207
Wolfenbuttel, Pr 154
Woensdrecht, Hol. 111
Wolfenbuttel, Ger. 149 160, 162, 449
Wolfeng, Sax, 191
Wolfskehlen, Pr. 127
Wolframitzkirchen, Aus 226
Wolfskirchen, Ger., 76
Wolgast, Ger. 178
Wolkenstein, Sax. 188
Wolkers-dorf, Russ. 264
Wollmershausen, 173
Wolmirstedt, Ger 163
Wolongyska, Russ, 284
Wolvega, Holland 110
Wolverhampton, Eng 298
Wondelgheim, Bel. 101
Worcester, Eng. 298
Worgl, Tirol 205
Worms Ger. 126 127, 138, 431
Worringen, Pr. 120
Worrstadt, Pr, 2
Woronesh, Russ. 290
Woskresensk, Ru s. 289
Wostrower, 209, 230,
Woterkeim Pr., 181
Wottic, 213
Wotwowic, 208
Wouw, Hol 111
Woyens, Germ. 164, 168
Wreizen, Prus. 178
Wrist, Germ. 68
Wronke Prussia, 184
Wu-Marines, Fr 32

Wunstorf Ger, 179, 148 158, 160
Wurzburg, Bav 132, 127, 176, 196, 97, 198, 449
Wurzen, Germany, 18.
Wurzmes, Aust. 207
Wu tenbrand, Saxe, 178
Wu-tertmark Ger, 16
Wusterwitz, Pr 1 4
Wyghmael, Bel 86
Wyl Switz 239, 214
Wynigen, Switz. 240

X.

Xertigny, Fr, 66.

Y

Yarmouth, Eng. 299
Yedi-Kule Tur, 218
Yeovil, Eng. 300
Ypres Bel. 92, 94, 96, 99, 10 ,
Ysind Sweden, 284
Yverdun Switz. 240,
Yvet t. Fr. 64.
Yvoir, Bel., 94

Zaandam, Holl. 114, 416
Zabern, Rhine, 56
Zachun, Ger 173
Zaazaig, Egypt, 294, 295
Zagors, Gal. 222

Zakaczyn, Aust 213, 217, 220, 23
Zalt Bommel, Hol. 108,
Zalus, Gal. 242
Zam. rungary 218
Zamora, Spain, 273, 547
Zancara, Spain 272
Zappol, Pr. 156
Zapreska, Hung. 235
Zara, Austria, 484
Zaretchenska, Russ, 288
Zarisyn, Russ, 287
Zarsko Selo, Rus., see Tsarskoe-selo
Zattlesdorf, Aus. 216

Zavidovska, Russ, 288
Zawadski, Pr., 185
Zazziwyl, Switz., 242
Zdirow, Austria, 217
Zdirets-Kreuzberg, Aus 216
Zedelghem, Bel., 98
Zeelender Pr. 154,
Zell, Germ., 198
Zellhard Pr. 123
Zell-Romrod, Ger, 130
Zeltz, Pr. 170, 171, 172 189
Zell, Pr, 123
Zell, Pr. 4-3
Zelsnico, Tur, 216
Zellerndorf, Aus. 218 226
Z mmerga Austria, 221
Zerbst, Pr 154, 176, 177
Zermatt, Switz. 507
Zevenaar, Hol. 113, 120, 409
Zwdita, Germ, 208
Zirke, Egypt, 295
Zimmerstrode, Pr, 146
Zinasco, Ital), 255
Zittau, Sax. my. 190, 289
Zizelic, Aust, 229,

Zlonits, Aus. 214
Zlo-zow, Austria, 217
Zmaim, Aust, 204, 223, 226
Zolingen, Switz. 239
Zollhaus, Pr, 129
Zollikofen, Swit 240, 242
Z llino, Italy, 265
Zombor, Austria, 237
Zombkowitz, Russ 289
Zonn ven, Hol, 108
Zonnebeke, Bel., 99
Zoppat, Pr, 179
Zoutau, 2-7
Zorneding, 200
Zsebely Hungary, 214
Zschopau, Sax, 188
Zuera Spain, 272
Zuffenhausen, Wurt. 192
Zumarraga, Sp., 278
Zuidbroek, Holl., 110
Zuidhorn, Holl, 110
Zug, Switz. 243, 307
Zujar, Sp. 276
Zulpich Ger, 118
Zuricchan Pr 174
Zuidlaren, Holland, 110
Zurich, Switz. 52, 74 135, 198, 210, 242, 243 244, 245, 308
Zürich, Lake of, 308
Z tah a, Holl, 416
Zwe-mmen, Switz, 80
Zwicken, 177, 449

TO TRAVELLERS.

The best thanks of the Editor will be given to any Traveller who may do him the favour to point o inaccuracies in this Work, or furnish any information which will be useful to Travellers general addressed "Mr. W J. ADAMS. 59, FLEET STREET, LONDON, E.C." With this view, a f leaves of writing-paper, for stray remarks, are introduced at the end of the Special Editio Please write only on *one side* of the sheet, if possible; and note the *article, page,* and *date* of t CONTINENTAL GUIDE referred to

To Correspondents.—The Editor begs to acknowledge, with many thanks, the receipt communications from T D. M. (London); Major M (London); General H (Wandsworth W. E. (London); Messrs H. (Bedford); Capt. T (South-sea E A. F (Paris); Dr (Dieppe B G C (Dieppe); Rev G. W. (Havre); Rev R. B (Berlin); Rev. W. J. L. (Cologne); Re W. W. (Leipzig); Rev. H A. (Reichenhall); A. B. (Reichenhall); Dr. S. (Genoa); Dr. De (Cannes).

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soap.—Travellers should provide themselves with this useful article (which can be had of J. Adams, 59, Fleet Street) before proceeding to the Continent; if they fail so to do, they will find orm a serious item in their bills, soap being a rare article in Continental Hotels, and, if supplied lways charged about 75 centimes.

Dress.—The following ought to be sufficient:—A plain morning coat of black cloth with grey weed trousers, and light vest, six shirts, the same number of pairs of socks, two neck and six pocket dkerchiefs, one pair of boots off, another on, (elastic kid dress-boots pack best,) and a pair of slip-s, in the most complete kit necessary. The following outfit for **Pedestrians** is recommended:— ong tweed coat and waistcoat Flannel trousers Double soled boots. One Flannel shirt or, off. One pair of *Kid* shoes, *which pack quite flat without cutting* Half-a-dozen white collars. One woollen socks on, one pair in knapsack. One pair tweed trousers. Two pairs cotton socks One r of slippers. One neck tie. Portable dressing case to hold comb, razor, and tooth brush. Light terproof coat, which straps on outside of knapsack.

Shoes or Laced Boots.—These should be double-soled, with three rows of hob-nails and hout iron heels, which are dangerous, and liable to slip in walking over rocks.

Knapsacks, Railway Rugs, Waterproof Coats.—Tourists should be provided with lacintosh Knapsack, which, is lighter than any that can be bought abroad, also a Rug for Night velling, and a Waterproof Coat; these can be obtained from W. J. Adams, 59, Fleet Street.

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Purses.—A stout leathern purse or canvas bag, to hold silver crown pieces and dollars, one or leather straps, to keep together small parcels, will be found very useful.

Writing-case.—Portable writing and dressing-cases are better procured in England.

Umbrella.—A strong substantial one, that will also serve as a walking-stick, is the best.

Measuring Tape.—A wheel tape (about 6 yards) will be found useful.

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Landing on the Continent.—No sooner does the steamboat reach port, than the traveller ds himself pestered by discordant cries dinned into his ears by the porters and *employés* of the differ- Hotels. Showers of cards will be poured on him, and the prices charged bawled out lustily. To avoid this, let him determine on his Hotel *beforehand*, and name it at once, when the agent will immedi-ly step forward, and take the new arrival under his protection to the Hotel.

Custom-house Regulations.—Passengers, on landing, are not permitted to take more n one small bag with them on shore. The Custom-House Porters, who are responsible for its safety, ivey it direct from the vessel to the Custom-House, where the owner, to save personal attendance, d better send the Commissionaire afterwards with the keys. The Commissionaire will also obtain the cessary official signature of the police to the traveller's passport. The landlord of the inn is respon-ble for his honesty.

Nowhere are courtesy and good-humour better repaid than during the examination of your baggage ever be in a hurry; collect your packages and open them one by one yourself, lock one before the xt is "visited." The officers are only doing their duty, and can make that duty very disagreeable in turn for any hauteur or want of courtesy. Always "declare" any article you believe liable to duty, d remember that every Custom House Officer abroad can search your person if he chooses.

CAUTION.—Silks, lace, and other foreign goods, packed with articles of apparel, or otherwise con-aled, are, as well as the articles in which they may be placed, liable to seizure; and traveller are rned that the seizure is strictly enforced unless the examining officer is informed of the articles being the package and the goods duly declared previously to its being opened.

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Hotel Key.—Always lock your door on leaving your room, and if going for a walk, hang the k on the number of your room, on the key board. The Landlord is then (*and then only*,) responsible the safety of your room, and visitors learn more easily that you are out.

To ensure being called in proper time, mark the hour against the number of your room on the s or board always provided for this.

Fees to Waiters.—In most cases the "*Service*" is added to the bill; otherwise one franc, about that amount in other money,) per head (adults), per day, is liberal.

Children.—Children are carried free (if accompanied by an adult) up to the age of three ye throughout the greater part of the Continent. In Austria and Switzerland children travel free u two years, but are generally allowed to pass without payment for a year longer. In England, Norw and Sweden, children between the ages of three and twelve pay half price; in Austria and Swit land between the ages of two and ten they pay half the usual fare. In Prussia two children under age of ten travel with one ticket, a single child paying full fare in 3rd class, 3rd class fare in 2nd cl and 2nd class fare in 1st class; in Belgium three-quarter fare from three to eight years of age; an France half fare for those between three and seven. As a rule, children travelling at half price allowed less free luggage than adults; in France they have a free allowance of only 20 kilo. (44 instead of 30 kilo. (66lb.) It is always advisable to shew the child who is to travel either grati at reduced price to the booking-clerk, and in France it is usual to stamp "ENFANT" upon ticket of the adult who accompanies the child (as this saves disputes as to age at the end of the journ

Coaches and Diligences.—Notwithstanding the immense development of the Rail system on the Continent, which has left scarcely one town of any importance in Central Europe un vided with Railway communication, travellers still find it very convenient to avail themselves of many public conveyances provided for their use. They are still numerous in mountain districts, e cially in Switzerland, the Tyrol, the Highlands of Bavaria, the Black Forest, Western Austria. The fares are generally low, and the carriages often really comfortable, though not invariably goo all parts. In Spain the coaches mostly are comfortable, but the fares enormously high (often reach 4d. per English mile). In North Germany, including Saxony, the fixed tariff is 6 sgr. per Ger mile (1½d. per English mile). In Austria the fares vary from 1d. to 2½d. per English mile, and coaches are in general expensive, slow, and tedious. In Baden, Bavaria, and Würtemburg, the f are very moderate, varying, as a rule, from 12 to 20 kreuzers per German mile (the average fare trifle over 1d. a mile). In Belgium and France the fares are also reasonable, the average cha seldom exceeding 8 centimes per kilomètre (1½d. a mile). In Switzerland the coaches are invari comfortable, and their speed such as to satisfy most travellers. The fixed rate is 65 centimes Stunden (2d per English mile) and 1 fr. (3d. per mile) for the same distance over the Alpine Pa which are traversed by sledges during the greater part of the year. The coupé is 5 c. (1d.) per Eng mile dearer; but this is only found on the larger diligences, and is an exception to the rule. Chil under 10 and over 3 half price. 44lb. are carried free of charge, and return tickets are someti issued at a small reduction.

Luggage.—Free allowance on the Continent in English lbs.:—

Germany	50 lbs. to all classes.	Russia	55 lbs. to all classes.
Austria	55 lbs. do.	Spain	66 lbs. do.
France	66 lbs. do.	Sweden	66 lbs. do.

The following will help those who wish to have some idea of the charge for excess luggage.

Austria ...	60 lbs (foreign) costs ½ the 3rd class maximum fare	France	62 lbs (foreign) ½ 3rd cl. maximum
Bavaria	50 lbs. (foreign) do.	Switzerland	52 lbs. (to eign) do.
		Wurtemburg	40 lbs. (foreign) do.

The charges for luggage in Belgium and Italy are very high; no allowance made.

NOTE.—A receipt for luggage must be procured before starting (even if there be no charge m and no excess weight), and such luggage ticket must be carefully kept, as without it the luggage not be given up.

Luggage should be as limited in amount, as light, and as portable as possible. For a gentlem a short and deep portmanteau, strengthened to resist the pressure of heavier packages, be most convenient, and can be conveyed by any of the continental conveyances. The name p.ace of destination should be distinctly written on the cover. But, as in many instances, parties not travel without carrying with them a large quantity of baggage, we recommend them to send i in transit per Luggage Train, as by this conveyance a considerable saving is effected. As a however, never part with your luggage. Baggage registered to be sent on *en transit*, it must be membered, cannot be got at by the owner till it has reached its destination, though conveyed by same train with himself.

Passengers with through tickets can register their Luggage by all through services betw London and Paris, (*via* Dover and Calais, Folkestone and Boulogne, and Newhaven and Dieppe); between London, Brussels, and Cologne, and many of the principal cities of the Continent. Dover and Calais), unless the Baggage by the Mail Trains is registered, it may be detained at Landing Port for the following Train.

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Travellers taking through tickets from Calais to Stations on the Rhine beyond Cologne need not gister their luggage beyond Cologne as all luggage, without exception is examined there.

Porterage of Luggage.—Travellers will save themselves much trouble and many over- arges by always asking the proprietor of the hotel to which they go, to settle with the porter for ggage.

Piacres, Vigilantes, and Cabs.—The Driver always expects a few sous for himself, (*pour re.*) Pay this with your fare, and so appear to know the custom and avoid extortion

Railway Carriages.—These have (as in England) much improved of late, even on the Con- ent, which has alwa s left us far behind in this respect. As a rule it may b said, that the carriages e much more comfortable in the North than in the South or Europe, and that, with few exceptions, roughout the whole of Ger many and the greater part of German-Switzerland, the 2nd class carriages e nearly equal to the 1st class in England France, Italy Spain, or French-Switzerland. The 2nd d 3rd class in Belgium, France, and Italy, are now very much more spacious comfortable and clean, an formerly. On many of the French Express trains and on nearly all trains in Ba den, Wurtem- rg and some other parts of Germany, wagons containing w ter-closets are attached: it is to be ped, for the comfort of travellers, that this will soon b universal

Sleeping Carriages.—The Mann Boudoir Sleeping Car, having beds, lavatories, water osets, and other appointments rendering travelling more co f rtable will be found on many ntinental Railways, at a moderate extra charge. For par iculars see page 829

During the five or six winter months, the carriages 1, 2, and 3 class, without exception) are well ated with iron stoves throughout the greater part of Northern Europe Germany, and Switzerland. hen not heated with stoves, foot-warmers are provided; but in Belgium and in France (as elsewhere the South of Europe) these are only found in 1st class carriages, and are always provided and charged ien required, free of any charge whatever. Those who object to smoking can almost always pro- re a carriage in which smoking is strictly forbidden. Except in Germany, smoking is only allowed sufferance and those who object have only to insist upon their right; those who cannot make own their wishes from their ignorance of the language have only to point to the notice generally ached to the non-smoking carriages, which hint proves for the most part sufficient. As a rule, lies have no diff culty in procuring a ladies' compartment; indeed carriages are generally reserved them on all through trains on most lines on the Continent

Railway Fares. These can easily be ascertained without difficulty, a fare-table being nearly ways attached to the booking-office. In Belgium, Germany, Switzerland and Italy, the fare is legibly nted on the tickets, which is a great guarantee to the inexperienced traveller against fraud on the rt of the booking clerk. The fares on the Continent are very much lower than in England, being e lowest in Belgium Bavaria Baden, Wurtemburg South Italy, Norway, Sweden, and North Ger- any. In Austria the fares by the slow trains (Goods with Passengers) are little more than half the dinary fares. In Belgium the fares are often only one-third those charged in the United Kingdom, d in the other countries mentioned very far below our own. Considering the comfort and conve- ence, the 2nd class carriages in Central Europe are far cheaper and more to be recommended than e 1st and 3rd classes, the 1st being very much dearer than the 2nd without corresponding advan- ge, and the 3rd, little cheaper than the 2nd and far inferior in every respect.

Return Tickets.—Almost universal abroad, and issued upon terms far more liberal than y granted by our English lines. As a rule, they are only available for the day on which they are ued, but in Germany they are often available for from two to five days, and in France on some lines r two days, or from Saturday to Monday. Whenever Return Tickets are issued, they are issued to d class passengers

Return Tickets are issued in *Baden, Bavaria, Denmark Holland,* and *Wurtemberg,* at a fare and a lf for the double journey (i.e. a reduction of 25 per cent off the double fare). In Belgium and Swit- rland a Return Ticket is given at a reduction of 20 per cent. or at the rate of 1 3-5th fares; in xony generally at a fare and 1-3rd; in North Germany at a rate varying from a fare and 1-7th to fare and 3-4ths. In Austria return tickets are not yet general but are sometimes issued. In ance the rates are as follows—on the Nord Railway 1½ fares (1 7 10 fares for 3rd class); on the Ouest ne 1½ to 1¾ fares (though occasionally lower); on the Paris, Lyons, and Mediterranean Line, 1½ to 1¾ res (issued only on special occasions and to large towns); on the Est, 1½ fares (except out of Paris, ich is 1¾ fares and more); on the Orleans and Southern Midi Lines, return tickets are only issued to d from a few stations. In Italy Return Tickets (14 day only) are issued at an average rate of a fare d two thirds. Return Tickets are not always available by Express trains; inquiry should be made.

Telegraphic Communications.—Throughout the whole of Belgium and Switzerland, e tariff for inland messages is fixed at 50 centimes (5d.) English travellers in Switzerland, are advised the height of the season to telegraph beforehand for bed rooms at the fashionable hotels along the aten track. In most countries the local rates are low

Switzerland and Mountainous Districts.—Pocket Aneroid Barometers for measur- g heights with great accuracy are manufactured by Newton & Co., Fleet St., Temple Bar. avellers, ascending mountains, should be provided with a flock of oiled silk as the best protection ainst the weather. In places where the labour and heat of the ascent render an additional outer rment a severe incumbrance. A belt round the waist and a mountain-pole, are also of service. The

best restorative is tea. Provisions should be conveyed in a knapsack or naversack, of which the Guide will take charge, and the contents of which he will expect to share. The traveller should never lose sight of his Guides, as he may frequently be in considerable danger without being aware of it, especially near glaciers. Persons subject to giddiness, should be cautious of venturing into certain situations.

Travellers visiting the glacier passes will find great comfort from Glycerine, applied to the exposed parts of the face. It should be applied before starting; and a small bottle should be carried in the pocket, from which the lips may be anointed from time to time. This will prevent the painful excoriation from which some persons suffer. It is also efficacious as a cure, but prevention is better. Price & Co.'s Glycerine is the best, and may be had of W. J. Adams, 59, Fleet Street.

Cholera - Mosquito Bites.—A simple remedy for Cholera & Dysentery, used in Syria by the natives, is powdered charcoal (made of burnt bread); a teaspoonful of which, in a cup of sugarless coffee, is a good daily dose. For *Mosquito Bites*, bathing the parts in milk and vinegar is a good corrective. Or dissolve carbonate of soda in a teaspoonful of water; warm over a candle, and apply.

Fees at Churches, Galleries, &c.—One franc, or about that value, is sufficient for a party, except in cases where the galleries are not usually shown to travellers. 50 centimes is sufficient for a party of two. In churches no fees are necessary except for special services.

Language.—Every traveller should, if possible, make himself acquainted with the language of the country, before he goes to travel in it; even a very slight knowledge of it will often be found useful. To know the language is to have a double purse. The French language will suffice for Belgium, the Rhine and its vicinity, Switzerland, Piedmont, and the chief towns of Northern Italy. It is not generally known in the German States, nor in the provincial towns of Italy nor in the Tyrol. In most of the Continental Hotels the manager or some of the waiters speak English. Parties not speaking the language, and employing an interpreter, should be particular in their arrangement with him as to the amount of remuneration.—For Vocabulary of common words and phrases, see Special Edition.

Letters.—Attention to the Notice at p. xlvii. respecting Letters is recommended. It is, however, always safest to direct letters (paid) to the care of a Banker or even an Hotel. It is hardly possible to appreciate the difficulties of Foreign Postal Authorities in deciphering English names. Travellers on the Continent are advised to see that their letters for India, &c., are sufficiently stamped; if insufficiently prepaid, they are liable to be detained.

Postage.—In the new Postal Union, comprising all Europe (excepting France) Egypt, and the United States; from 1st. July the postage on all letters from any country to any other in the Union is 2½d. under ½oz.; post cards are 1½d.; newspapers 1d. per 4oz.; books, patterns, &c. 1d. per 2oz. To France until 1st. Jan. 1874 the old rate. Present postage from England to France 3d. *under* ½oz., or 10 grammes, the weight of an English penny. If "insufficiently prepaid" 9d. extra to charged.

Money Orders can be obtained between England and the following Countries: Belgium, Denmark, Germany, Italy, Netherlands, Switzerland, at a commission of 9d. up to £2; 1s. 6d. to £5 3s. to £10.

Expenses—Money.—The expense of travelling on the Continent depends more or less on the habits and means of the traveller and his mode of journeying, and likewise on the rate of charges made in the various countries. It may, however, be remarked that unless the expenditure be very lavish, 20s. per day for each individual ought to cover all expenses, but the amount will not cover long railway journeys. Pedestrian excursions in remote situations can hardly exceed 8s. per day, exclusive of Guides when necessary. The chief expense arises from locomotion. The above amount will be very probably near the mark when the tourist journeys 70 or 80 miles a day, if only 40 or 50 miles the expenses, then, are not likely to be more than 15s. per day. Bank of England notes will be found the most economical and safe mode of carrying money on the Continent to meet expenses. For particulars, see page lii.

At the Railroad Stations you are frequently liable to be cheated by sovereigns being reckoned as Napoleons. English sovereigns ought to be taken at all the hotels at their current value.

Miscellaneous.—A small pocket Compass will be found useful, especially to pedestrians.

THE TRAVELLER'S REMINDER.

Clothes.	Toilet.	Stationery.	Nick Nacks.
Coat.	Hair Brush.	Writing Case.	Snuff.
Trousers.	Comb.	Labels.	Cigars and Case.
Waistcoat.	Clothes Brush.	Note Books.	Matches.
Great Coat.	Nail Brush.	Pencils.	Corkscrew.
Flannels.	Tooth Brush.	Maps.	Gimblets.
Shirts.	Tooth Powder.	Books.	Hat Guards.
Night Shirts.	Pomade.	Knives.	Pills.
Socks.	Scent.	Scissors.	Sling Strap.
Handkerchiefs.	Smelling Salts.	Washing Book.	Spectacles.
Collars.	Studs.	Needles.	Binocular.
Boots.	Ties.	Thread.	Compass.
Slippers.	Gloves.	Strings.	Flask.
Rug and Cap.	Sponge.	Pins.	Umbrella.

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THERMOMETERS		
Réau-	Centi-	Fahr-
mur.	grade.	enh't.
BOILING POINTS.		
80°	100°	212°
78	98	208
72	90	194
68	85	185
64	80	176
60	75	167
56	70	158
52	65	149
48	60	140
44	55	131
40	50	122
36	45	113
32	40	104
28	35	95
24	30	86
20	25	77
16	20	68
12	15	59
8	10	50
4	5	41
0	0	32
FREEZING-POINTS.		
—4	—5	23
—8	—10	14
—12	—15	5
—16	—20	—4
—20	—25	—13
—24	—30	—22
—28	—35	—31
—32	—40	—40
—36	—45	—49

Thermometer Table.—Réaumur's thermometer is generally used on the Continent. To convert degrees of Réaumur into Fahrenheit—if above freezing-point, multiply by 2¼ and add 32; if below, multiply by 2¼ and subtract from 32; thus—

17 R × 2¼ = 38¼; add 32 = 70¼ F. of heat.

8 R × 2¼ = 18; sub. 18 from 32 = 14 F. of cold.

To convert degrees of Celsius or Centigrade into those of Fahrenheit, multiply by 1 and four-fifths, and add 32 if above freezing-point; or subtract if below it.

The table annexed will enable the traveller to equalise at a glance the degrees of Réaumur and Centigrade with those of Fahrenheit.

Kilomètre and Mètre Tables:—

All distances on Railways in France, Spain, Belgium, Switzerland, Germany, and Italy are now measured by the *Kilomètre* (kilometro, chilometro, &c.) equal to 1000 mètres. One mètre = 1·094 English yard = 3·281 feet = 39·37 inches = 1 1-10th yard nearly. Hence, to turn mètres into yards add 1-10th; to turn yards into mètres, subtract 1-11th. Hence, as a rule, 10 mètres = 32·81 feet; 100 mètres = 328·1 1000 mètres (or kilomètre) = 3,281 feet, or 5 furlongs nearly. Hence, a kilomètre = 5-8ths of a mile, nearly; or 6 miles = 10 kilom.; or 10 miles = 16 kilom., nearly.

In using these tables, remember that 8 kilom. (for example being 1·863 miles 3 kilos which be 18·63 miles, 30 will be 186·3, and so on. Hence, to turn 868 kilom (or 868 an e) into miles, say 3·0 = 186·3, 60 = 37·3, and 6 = 3·7; total, 227·3 miles.

Table of Kilomètres and Miles.			
Kils.	Ms.	Mls.	K'ls.
1 =	1·621	1 =	1 609
2 =	1 242	2 =	3·219
3 =	1·863	3 =	4·828
4 =	2 484	4 =	6·437
5 =	3·105	5 =	8·047
6 =	3 73	6 =	9·656
7 =	4·34	7 =	11·27
8 =	4·96	8 =	12·87
9 =	5·59	9 =	14·48
10 =	6 21	10 =	16·09
100 =	62·06	100 =	160 93
1000 =	620·60	1000 =	1609 3

Table of Mètres, Yards, and Feet.			
mètres	yards	f et	
1 =	1·09 =	3 281	
2 =	2 18 =	6·562	
3 =	3·27 =	9·843	
4 =	4 36 =	13 120	
5 =	5·45 =	16 404	
6 =	6·54 =	19·685	
7 =	7·63 =	22·966	
8 =	8·72 =	26·246	
9 =	9·81 =	29·527	
10 =	10·93 =	32 8·9	
100 =	109·36 =	328· 9	
1 00 =	1·93·63 =	3280 83	

Practical Information for Travellers in France.

Travellers landing at Calais, and intending to proceed immediately to Paris, may avoid an inspection of their baggage till they reach Paris, by making a declaration to that effect at the Custom-house, and paying a fee of 7 to 10 sous each package for a receipt which is granted for reclaiming the same at his destination. Travellers proceeding THROUGH FRANCE to Belgium direct, will avoid examination by the French Custom-house authorities by making a similar declaration as to their destination.

The Traveller upon his arrival at Boulogne and Calais is now allowed to take his luggage on shore with him: bags, single portmanteaus, &c., are examined on board the boats by the French Custom-house Officers who are very civil and obliging. When a commissionnaire is employed, he is entitled to receive for his trouble only that which he had previously agreed for. No traveller can be charged anything for his luggage beyond the following sums, which include the expenses of landing, warehousing, and conveying to any part of the town:—Packages under 10lb. weight, 35 centimes; 10lb. to ½ cwt., 70 centimes; ½cwt. to 2 cwt., 1 f. 50 cents; above 2 cwt., 1 fr. 50 cents.

Travellers Carrying Fire Arms Through France.—In answer to numerous correspondents in the United Kingdom and America, we are enabled to state, that Travellers (especially British and American) are allowed to take with them, as part of their personal luggage, one sporting gun, one sporting rifle, and one revolver or pistol, providing the latter is not under 15 centimetres in length, on declaration of the same being *their own private property*; but military weapons, cartridges or gunpowder, are strictly prohibited, without previous permission of the Minister of War at Paris—the Custom authorities having no power in the matter.

NOTICE.—All articles such as wearing apparel, not having being WORN, must be declared at the Custom-house. Travellers not conforming to this regulation, will incur not only the confiscation of the articles not declared, but also the payment of a fine.

IN TAKING FURNISHED APARTMENTS, the stranger should have a written agreement, with an inventory, signed by both parties, containing a precise account of the furniture, even to a plate. He must also have a stipulation therein that the landlord pays the furniture tax, which is levied in October and April, otherwise the party will have to pay, notwithstanding the furniture is the property of the landlord.

RENTING HOUSES.—All rent is paid in advance quarterly, but if a house is rented for a term, the tenant cannot remove his goods therefrom until he has paid the entire rent to the landlord, of the whole term. A TENANT must answer for the effect of fire in his rooms, unless he can show that the fire was occasioned by accident.

SERVANTS in France are engaged by the month: masters possess the right of discharging their servants when they think proper, according to a regulation established by the JUGE-DE-PAIX, and servants can leave their places when they like; but in this case they are only paid by the day.

Strange Visitors are not subject to the payment of taxes; personal and furniture taxe are levied only on foreigners who are residents at the time the annual lists are revised i October and April.

Carriages are hired at the rate of two francs per hour, and, if the journey is ever so shor the charge of two francs is expected unless an agreement to the contrary is made beforehand

Dogs.—The owners have to pay a tax of 12 francs each per annum

Travellers should bear in mind, that if articles liable to duty are contained among the luggage, they must make declaration of such at the French or English Custom-house; whic will avoid forfeiture or other subsequent unpleasantness. Letters for posting found amon passengers' baggage at the French or English Custom-houses, subject the sender an bearer to penal consequences at the instance of the authorities of both countries.

NOTE.—It is customary abroad to touch or remove the hat when entering an office or shop, o when addressing a gentleman in the streets or elsewhere.

Poste Restante.—Letters for the Continent should be addressed very legibly, particu larly the *Christian* and *Surname*, which latter should be UNDERLINED, omitting "Esquire" or other title. As the Officers of Foreign Post Offices experience great difficulty in reading Englis writing, and especially from the pronunciation of English names, persons applying for letter should present their cards of their names written plainly. Example:—

"MR. JAMES *THOMPSON*,"	Postage Stamp.
OR "SIR WILLIAM *BROWN*,"	
POSTE RESTANTE,	
FRANCE. *PARIS.*	

Foreign and Ship Letter Mails made up in London.—Letters for the Foreign Mails ar received at St. Martin's-le-Grand and Lombard-street, up to SIX o'clock; from SIX till SEVEN, on pay ment of ONE PENNY extra: and from SEVEN till HALF-PAST SEVEN, on payment of SIXPENCE extra after which they will not be forwarded until the following day.

The charge for a Packet of Printed Papers other than British Newspapers, duly registered at th General Post Office for transmission to any part of Europe—Not exceeding 2 ounces, 1d., an so on, as mentioned on p. xlv.

Upon Newspapers addressed to the Ionian Islands, *specially directed to be sent via France*, an upon Newspapers for Malta, *specially directed to be sent "by French Packet via Marseilles,"* th former rates of postage must be paid in advance; but printed papers other than newspapers addressed to the Ionian Islands and Malta, will not be sent at a reduced rate of postage b way of France. They may, however, be forwarded via Southampton under the Colonial Boo Post Regulations.

Under the term "Printed Papers" are included periodical works other than registered newspapers stitched or bound books, pamphlets, sheets of music, catalogues, prospectuses announcements, and notices of every kind, whether printed, engraved, or lithographed.

The following regulations must be strictly observed:

1. Every packet must be sent without a cover, or in a cover open at the ends or sides.

2. There must be no enclosure, except newspapers or other printed papers.

3. There must be no other writing or marks upon the newspapers or printed papers than th name and address of the person to whom they are sent, nor anything upon the cover but such name and address, the printed title of the papers, and the printed name and address of the publisher o vender who sends them.

If any of the above regulations be disregarded, or if the whole postage be not paid in advance the packets will either be detained, or forwarded charged as unpaid letters.

Newspapers addressed to the Mediterranean or the East Indies, and intended to be sent in the closed mails by way of Marseilles will continue liable to the existing regulations, including the present rates of postage.

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INFORMATION RESPECTING PASSPORTS.

Travellers or Visitors to any part of Europe who desire to avoid delay, trouble, or unnecessary expense, can obtain their Passports through the agency of our London Publishers, W. J. ADAMS & SONS, 59, FLEET-STREET, E.C., who will see that every thing necessary is done in procuring the proper *visa* for a journey to or through any Country on the Continent; in which case it will be necessary to forward them the Letter of Application, or apprise them by letter or otherwise, that such Letter of recommendation, or Certificate of Identity has been duly forwarded to the Foreign Office, they will then take immediate steps to procure the Passport and the necessary *visas*, &c. *By this arrangement parties resident in the country are saved the trouble of coming to London, as it can be forwarded to them by post (en règle.)*—See page xlix.

Fee for obtaining Passport 1s. 6d., ditto for each *visa*, 1s. 0d. Passport cases from 1s. 6d. to 6s. Name lettered in gold 1s.—**Office Hours**—10.0 a.m. to 7.0 p.m., **Saturdays**, 9 a.m. to 2 p.m.

(If a Banker's recommendation, it must be under the Seal of the Banker or Banking Establishment by whom it is issued,—if a Certificate of Identity from a Mayor, Magistrate, Justice of the Peace Minister of Religion Physician Surgeon, Solicitor, or Notary,—such Certificate must bear the Signature of the Person on whose behalf the Certificate is granted.)

Foreign Office Passports are granted upon the application or recommendation of any *Banker or Banking Establishment*, in any *part* of the *United Kingdom*, which application must be enclosed under Cover and SEAL of the Establishment, and directed to Her Majesty's Secretary of State for Foreign Affairs in form as follows.—

MY LORD

(Place and Date.)

We request that your Lordship will authorize the grant of a Passport for travelling on the Continent, Spain, (or elsewhere), to A. B., a British subject, (or C. D., a Naturalized British Subject) residing at _____ accompanied by (as the case may be) _____

We have the honour to be, my Lord,

Your most obedient Servants,

Her Majesty's Secretary of State for Foreign Affairs.

In the absence of a Banker's application or recommendation, a Certificate of Identity, signed by a Justice of the Peace, a Minister of Religion, Barrister, Solicitor, Physician, Attorney, or Notary, —such certificate of Identity must also bear the signature of the applicant, in addition to the signature of the party giving such certificate.

MODEL FORM *of Certificate of Identity to be* written out in full, *signed and sealed by the person giving it; and also by the person in whose behalf it is granted.*

Date or place, and day of the month.

The Undersigned, Mayor of (*Magistrate, Justice of the Peace, Minister, Physician, Surgeon, Solicitor or Notary*, as the case may be), residing at _____ hereby certifies that *A. B. (Christian and Surname to be written at length)*, whose signature is written at foot, is a British subject, _____ a naturalized British subject, and requires a passport to enable him to proceed to _____ to travel on the Continent (*accompanied, as the case may be, by his wife —sons — daughters, with their tutor named C. D. (Christian and surname to be written at length)*, a *British subject*, _____ a *naturalized British subject and governess, and maidservant [or servants], and manservant [or servants]*, named *E. F., a British subject [or subjects], and a courier, named G. H., a naturalized British subject.*)

(Signed) _____

Seal.

(With the usual signature.)

Signature of the above-named _____

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NOTE.— When the various members of a family travel together, they *uded in one passpor*
but the degree of relationship should be stated: for example—Mr.——, (the christian as well as surname
must be given in full,) travelling on the Continent, accompanied by his wife, and ——sons and—— daugh
ters, with——women servant (if any), all British subjects. If attended by a man servant, his name &
full must be stated, and he must be a British subject; if a foreigner he must obtain a passport from h
own government. Friends travelling in company, although not related may also be included in on
Passport, but in this case, each of their names and addresses should be given in the application.

Notice in respect to Passports when Abroad.—As every police official abroad … authorised to inspect it, the Passport must, under all circumstances be carried about the person. T… protect it from the effects of constant friction, it is desirable to have it bound in a pocket-book, whic… should contain some blank leaves to receive the *visas*, as the official signatures are termed, and wh… the traveller's name, so that he may easily distinguish it from others.

The following are the latest Foreign Office Regulations respecting Passports:—

"1. Applications for Foreign Office passports must be made in writing, and inclosed in a cov… addressed to 'The Chief Clerk, Foreign Office, London,' with the word 'PASSPORT' conspicuous… written on the cover.

"2. The charge on the issue of a Passport, whatever number of persons may be named in it, … 2s.; and if it is desired that this Passport should be sent by post that sum must be forwarded wi… the application for the Passport by a Post Office order made payable at the Post Office, Charing Cro… London, to the Chief Clerk of the Foreign Office, Francis B. Alston, Esq. Postage stamps will not … received in payment.

"3. Foreign-office passports are granted only to British-born subjects, or to such foreigners … have become naturalized either by Act of Parliament or by a certificate of naturalization grant… by the Secretary of State for the Home Department. When the party is a naturalized British subjec… he will be so designated in his passport; and if his certificate of naturalization be dated subsequently … the 24th of August, 1850, and previously to the 1st of August, 1858, his passport will be marked … good for one year only; or should the certificate be dated subsequently to the 1st of August, 18… his passport will in that case be marked as good for six months only, except in cases where a licen… for a longer period of residence abroad has been granted by the Secretary of State for the Hom… Department; but this regulation will not preclude any person whom it affects from obtaining … the Foreign Office, at any future time, on his producing his old passport, a fresh passport in exchan… for it for a further limited period, without being required to pay a fresh charge. A Foreign Off… Passport granted to a British-born subject or to a naturalized British subject who has be… naturalized by Act of Parliament, or whose certificate of Naturalization is dated previously to the 24… of August, 1850 is not limited in point of time, but is available for any time, or for any number … journeys to the Continent. Aliens naturalised as British subjects under the Naturalization Act, 18… (33 Vict., c. 14), will also receive Passports unlimited in point of time, but subject to the qualific… tion mentioned in the 7th Clause of the Act.

"4. Passports are granted to all persons either known to the Secretary of State, or recommended … him by some person who is known to him; or upon the application of any *banking firm* established … London or in any part of the United Kingdom; or upon the production of a *Certificate of Identi…* signed by any Mayor, Magistrate, Justice of the Peace, Minister of Religion, Physician, Barris… Solicitor, or Notary, resident in the United Kingdom. In certain cases the production of a Certific… of Birth may be demanded.

"5. If the applicant for a passport be a naturalized British subject, his certificate of naturali… tion, with his signature subscribed to the oath printed on the third page of it, must be forwarded … the Foreign Office with the certificate of identity granted on his behalf, and his certificate … naturalization will be returned with the passport to the person who may have granted the certific… of identity, in order that he may cause such naturalized British subject to sign the passport in … presence. The Agents at the outports are not authorised to grant passports to naturalized Briti… subjects, and such persons, if resident in London or in the suburbs should apply *personally* for th… passports at the Foreign Office.

"6. PASSPORTS ARE ISSUED AT THE FOREIGN-OFFICE, BETWEEN THE HOURS OF 11 AND 4 ON THE … FOLLOWING THAT ON WHICH THE APPLICATION FOR THE PASSPORT HAS BEEN RECEIVED AT THE FOREI… OFFICE.

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7 A Passport cannot be issued by the Foreign-office, or by an agent at an outport, on behalf a person already abroad; such person, being a British-born subject, should apply for one to the rest British Mission or Consulate. A passport cannot be issued abroad to a naturalized British-ject except for a direct journey to England or in the case of a Colonial naturalized subject for a ney back to the Colony where he has been naturalized. Neither can a passport granted at the eign Office to a naturalized British subject for a limited period be renewed by Her Majesty's lomatic or Consular Agents in Foreign Countries; but only at the Foreign Office.

8. The bearer of every passport granted by the Foreign Office should sign his passport as soon as receive it; without such signature either the *visa* may be refused, or the validity of the passport sioned abroad. Travellers who may have any intention of visiting the Russian Empire at any e in the course of their travels are particularly and earnestly advised not to quit England hout having had their passports *visés* at the Russian Consulate in London, 17 Great Winchester et, E.C. Persons proceeding to Cuba, Portugal, or Turkey, should also have their passports *visés* the Spanish Consulate, 155, Fenchurch Street; the Portuguese Consulate, 8, St Mary Axe; and the Turkish Embassy, 1, Bryanston Square, respectively. Travellers about to proceed to any other ntry need not obtain the visa of the Diplomatic or Consular Agents of such country, resident in United Kingdom.

N.B.—Although British subjects are now free to enter France and Belgium without Passport and rules about Passports have been virtually relaxed in several other countries, nevertheless, British jects about to visit the Continent are recommended not to omit to provide themselves with sports; for even in those countries where they are no longer obligatory, they are found to be con-lient, as offering a ready means of identification, and more particularly when letters have to be me at a *poste restante*.

The attention of the English traveller is called to the following significant notice:—

"September, 1874.—In France the Minister of the Interior has decided that all *English*, Belgian, ss, and Italian travellers not provided with Passports, will in future be expected, when required do so by French police agents to prove their *identity and nationality*. Instructions to this effect e been sent to all seaport and frontier authorities." In short, it is the Traveller's best protection inst the ignorance or caprice of local officials, who have it in their power to make themselves agreeable when they choose.

Russia.—Members of the **Medical Profession** proceeding to Russia with a view of practising in that country, must first obtain a diploma from St. Petersburg.

Governesses proceeding to Russia must obtain a Certificate of Competency from the Russian sul in London, which will be granted upon production of proper testimonials of character and lity; a fee of 5s. 3d. is charged at the Consulate for such certificate.

United States of America.—MINISTER, The Hon. Robert C. Schenck, 58, Great mberland place, Hyde park. Secretary of Legation, Col. W. Hoffman, 39 Green Street Grosvenor uare. Assistant Secretary United States Legation, Col. W. H. Chesebrough; Office of Legation, Westminster chambers, Victoria street, S.W. Hours from 11 to 3. Passports and Visas are granted American citizens travelling on the Continent of Europe; but the presence of the parties is absolely necessary, in order that they may subscribe to the oaths which the regulations of the partment prescribe.

CONSULATE.—General Badeau, CONSUL GENERAL, Office, 1, Dunster Court Mincing Lane, E.C. Nunn, Esq., VICE CONSUL, 20, Norfolk Terrace, Bayswater, W.

GENERAL RALSTON, CONSUL GENERAL OF LIBERIA, 15, Langham Place, W. Residence, The Sheavens, rbiton Hill, S.W.

UNITED STATES DISPATCH AGENT, B. F. Stevens Esq., 4, Trafalgar Square, Charing Cross.

AMERICAN CONSULS ON THE CONTINENT OF EUROPE: AUSTRIA—at Vienna, and Trieste; DEN—at Mannheim; BAVARIA—at Augsburg and Nürnberg.—BELGIUM—at Antwerp. DENMARK—at penhagen and Elsinore. FRANCE—at Paris, Havre, Bordeaux, Marseilles, Nice, Sedan, Lyons, Nantes, Rochelle, Bayonne, Napoleon Vendée. GREECE—at Athens; HANSEATIC CITIES—at Hamburg, men, and Frankfort; GERMANY—at Hanover, Cassel, and Darmstadt: THE NETHERLANDS—at sterdam and Rotterdam; PORTUGAL—at Lisbon. PRUSSIA (Westphalia)—at Aix-la-Chapelle, rlin, Cologne, and Königsberg; RUSSIA—at St. Petersburg, Riga, Archangel, Odessa, and Helsingfors; SAXONY—Leipsic; SPAIN—at Bilbon, Cadiz, Denia, Malaga, Barcelona, Vigo and Port Mahon; EDEN AND NORWAY—at Stockholm, Gothenburg, and Bergen; SWITZERLAND—at Berne, Basle and rich. TURKEY—at Constantinople, Smyrna and Candia. ITALY—at Genoa, Turin, Milan, Ancona, venna, Venice, Leghorn, Florence, Civita Vecchia, (Consul) Rome, Naples, Palermo, and Messina; URTEMBERG—at Stuttgardt.—The above will be found useful in many respects to British as well American travellers; as in many towns will be found an agent accredited from the United States, ere a British Consul is non-resident—in which case English and Americans will meet with equal rtesy and attention.

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LIST OF FOREIGN PASSPORT OFFICES.

Giving the Town Residences of the Foreign Ambassadors, Consuls, and Vice-Consuls, and particulars concerning Passports and Visés, &c.

COUNTRIES.	Ambassador's London Residence, or Consulate-General.	Consulate, or Vice-Consulate	Office hours.	FEES FOR Passport.	FEES FOR Visé.	General Information of importance.
Austria	18, Belgrave Square, S.W.	29, St. Swithin's Lane, City	o'cl'ck 12 to 2	...	...	Passport required; visa unnecessary
Baden	26, Birchin Lane, City, E.C.	Lombard House, George Yard Lombard Street, City.	...	...	2/6	Visa of the German Empire sufficient.
Bavaria	15, Half Moon Street, W.	Palmerston Bdgs. Old Broad-st	12 to 4	...	...	Visa of the German Empire sufficient.
Brazil	9, Portman Square, W.	6, Great Winchester Street Buildings, E. C.	...	...	4/6	...
Belgium	43, Brook Street.	57, and 59, Ludgate Hill, E.C. 11, Bury Court St. Mary Axe	12 to 4	...	...	No Passport required.
Denmark	62, Wimpole Street, W.	42, Great Tower Street, E.C.	12 to 2 10 to 4	...	...	...
Egypt	[See Turkey.]		...	...	...	Passport and visé required.
France	Albert Gate, Hyde Park, W.	38, Finsbury Circus, Lon. Wall, E. C.	11 to 1	...	8/0	Passports partially abolished
Greece	3, Cadogan Place, W.	Gresham House, Old Broad St.	12 to 3	...	2/6	Passport and Visé required.
Hanseatic Republics	... ...	147, Fenchurch Street, E.C.	11 to 3	5/.	...	...
Holland	... ...	20½, St. Helens Place, Bishopsgate, E.C.	...	...	...	Passport unnecessary.
Italy	9 Cavendish Square W.	31, Old Jewry, Cheapside	...	...	4/	Visa not required
Liberia	... ...	Finsbury Circus, London Institution	...	...	...	...
Mexico	4, Adam's Court, Old Broad Street, E.C.	3, St. Helens Place, Bishopsgate	...	...	...	...
German Empire	9, Carlton House Terrace, S.W.	5, Bloomfield Street, London Wall, E. C	...	...	1/6	Visa recommended.
Oldenburg	3, Stafford Place	...	12 to 3	...	...	...
Papal States	Now forming a portion of the Kingdom of Italy.		...	...		Visa not required
Peru	39 Gloucester Pl., Portman Sq.	21, Gower Street	...	...	...	...
Portugal	... ...	10, St. Mary Axe, City, E.C.	11 to 4	4/6	5/7	Passport required
Russia	Chesham House, Belgrave Sq. S.W.	17, Gt. Winchester Street, City	10 to 3	6/4	1/8	Passport and visé ABSOLUTELY required.
Spain	44, Devonshire Street, W.	21, Billiter Street, E.C.	11 to 4	...	4/2	Passport and visé recommended.
Sweden and Norway	2, Great Cumberland Street, W.	2, Alderman's Walk, City.	9 to 1	...	1/3	Passports *not* required.
Switzerland	7, Gt. Winchester St. Bdgs, E.C.	7, Great Winchester Street	10 to 4	...	...	...
Turkey	1, Bryanstone Square, W.	70 & 71, Bishopsgate St. Within	12 to 2	...	Port'r 1/0	Passport and visé ABSOLUTELY required.
United States of Venezuela	1, Dunster Court, Mincing Lane, E.C.	...	...	...	...	Passport required; visa unnecessary
Uruguay	17, Craven St., Charing Cross	...	...	...	...	...
Wurtemberg	28, New Broad St., City, E.C.	21, Mincing Lane	...	...	...	Visa of the German Empire sufficient.

It is always advisable to be provided with a Passport, at all times useful as a proof of the Traveller's identity and now and then asked for (especially in some parts of Germany and Italy.) It will often serve a useful purpose by admitting the traveller to museums and buildings otherwise closed to him; and if only for this reason, the passport should be considered necessary, especially as it is never very easily obtained at a trifling cost. NOTE.—*A visé* is absolutely necessary for Travelling in RUSSIA, TURKEY, and EGYPT, and a passport must always be provided by travellers visiting Spain, Greece, and Portugal.

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FOREIGN MONEY.

Circular Notes of small denomination are now issued (£10, £20) for the convenience of the traveller not wishing to draw a larger sum at each place, payable at all the principal cities and towns on the Continent of Europe, and the United States and Canada, as well as Scotland and Ireland, Madeira, &c.

Circular notes are issued by most of the principal London bankers, and form a very safe and convenient kind of letters of credit. The arrangements for cashing them in the various countries through which the traveller may have to pass are very simple and efficient, precluding almost the possibility of fraud. A letter indicating the names of the various correspondents abroad, accompanies them, which must be produced on presenting a note for payment, and we should advise tourists as a precaution to keep the letter always separate from the notes. The establishment of the Cheque Bank of No. 10, Pall Mall, East, and 124, Cannon Street, will be found extremely convenient to Continental Travellers as their Cheques may be filled up for amounts from £1 and upwards, and payable at any Banker's in the principal Continental cities.

The most advantageous money for travellers proceeding to Germany are 20 Mark Gold Pieces or Thaler or Gulden Notes, according as their destination is for the North or South. Prussian dollars and florins are the most serviceable silver coins. It is scarcely necessary to hint at the advantage of being always provided with small change in the legal current coin of the country through which the traveller passes, as every exchange entails a consequent loss. English Money and Bank Notes can be exchanged in the principal Continental Cities, but it is naturally more advantageous to be provided with Foreign Currency before leaving for the Continent.

GOLD and SILVER COIN TABLE, showing the value obtainable for the following Gold and Silver Coins in different Continental countries:—

The values indicated, are those obtainable on the 26th July, 1875, which vary according to the fluctuations in the rates of exchange.

Corrected monthly by **THE CONTINENTAL BANK**,
79, Lombard Street, E.C.

Description of Coin.	Value in English Sovs.	France & Belgium	German Empire.	Old Currency Prussia & N. Ger.	Old Cur South Germany	Austria Silver	Austrian Currency	Holland
Gold Coin.	£ s. d.	Fr Cts	M. Pf.	Thl.Sgr.Pf	Fl. Kr.	Fl. Kr.	Fl. Kr.	Gl. Ct.
English Sovereign	1 0 0	25 20	20 50	6 25 0	12 0	10 0	11 25	12 0
Napoleon	0 18 9	20 0	16 28	5 12 0	9 36	8 0	9 0	9 60
German 20 Mark Piece ..	0 19 6	24 60	20 0	6 20 0	11 40	10 0	11 10	11 85
Half Imperial (Russia) = 5 Roubles	0 16 r	20 40	16 75	5 17 6	9 46	8 10	9 22	9 67
Swedish and Danish 20 Kroner or 5 Specie	1 2 0	27 70	22 60	7 16 0	12 77	11 0	12 45	13 20
Ducat : Aust. & Dutch ..	0 9 3	11 65	9 58	3 6 0	5 36	4 75	5 0	5 65
Isabella (5 dollar Spanish)	1 0 5	25 70	20 75	6 27 6	12 20	10 20	11 40	12 25
Eagle (U S 5 dol. Gold)	1 0 5	25 70	20 80	6 28 0	12 20	10 20	11 40	12 25
Silver Coin.								
English Shilling	0 1 0	1 18	1 2	0 10 0	0 25	0 20	0 24	0 60
Five Franc Piece	0 3 10	5 0	4 8	1 10 0	2 20	2 0	2 20	2 3
One Franc Piece	0 0 9	1 0	0 80	0 8 0	0 28	0 20	0 20	0 46
Thaler (Prussian).....	0 2 10½	3 68	3 0	1 0 0	1 44	1 20	1 32	1 77
Florin, or Gulden (Ger.) Florin (Dutch)	0 1 8	2 12	1 71	0 16 10	1 0	0 83	0 92	1 0
Florin (Austrian).....	0 1 11	2 32	2 0	0 20 0	1 18	1 0	1 10	1 16
American Dollar	0 3 10	4 82	4 0	1 10 0	2 14	2 0	2 20	2 31

The currency of Italy, Austria, Russia, France, and America is in paper money, and the rate for coin is fluctuating daily, according as the premium on gold and silver rises and falls.

The valuation of the coins in Hamburg is now the same as in Prussia: that is, £1 = 20 Marc, or 6 Thal. 20 Silber Groschen.

In Sweden 1 Thaler Reichmunze = 100 Oere = 1s. 2d. In Denmark 1 Rigsdaler = 96 Schellings = 2s. 6d. In Norway, 1 Species thaler = 5 Ort (of 24 Schellings each) = 4s. 6d.

Relative weight in Grammes of pure Gold in certain coins: A Sovereign = 7·32. United States 5 Dollar piece = 7·52. French 25 Franc piece = 7.26. Spanish 25 Peseta Piece = 7·26. New German 20 Mark Piece = 7·16 (= 19s. 7d.) N.B.—A Gramme = 15·435 Troy Grains, or 1s. = 5·65 Troy Grains.

A CONCISE TABLE OF FOREIGN MONEYS,

REDUCED FROM ENGLISH INTO THE CURRENCY OF OTHER COUNTRI

Except for depreciated Currencies, when the calculation is at the exchange of the day at par,

ENGLAND			FRANCE, BELGIUM, SWITZERLAND ITALY.		GERMANY New Imperial Currency for all Germany.		PRUSSIA North Germany Old System.			SOUTH GERMANY Old System.		RUSSIA, in Paper		AUSTRIA, in Notes.		HOLLA
£	s	d.	Frs.	Cts.	Mks.	Pfg.	Th.	sgr	Pf	Fl.	Kr.	Rbl.	Kop.	Fl.	Kr.	Fl.
0	0	0½	0	5½	0	4	0	0	4	0	2½	0	0½	0	1½	0
0	0	0¾	0	7½	0	6	0	0	6	0	3¾	0	0¾	0	2¼	0
0	0	1	0	10	0	8	0	0	8	0	5	0	1	0	3	0
0	0	2	0	21	0	16	0	1	8	0	10	0	2	0	6	0
0	0	3	0	31	0	25	0	2	6	0	15	0	3	0	9	0
0	0	4	0	42	0	33	0	3	4	0	20	0	4	0	12	0
0	0	5	0	52	0	42	0	4	2	0	25	0	5	0	15	0
0	0	6	0	63	0	50	0	5	0	0	30	0	6	0	18	0
0	0	7	0	73	0	58	0	5	11	0	35	0	7	0	22	0
0	0	8	0	83	0	67	0	6	10	0	40	0	8	0	25	0
0	0	9	0	94	0	75	0	7	7	0	45	0	9	0	27	0
0	0	10	1	4	0	84	0	8	6	0	50	0	10	0	30	0
0	0	11	1	15	0	92	0	9	5	0	55	0	11	0	33	0
0	1	0	1	25	1	0	0	10	0	0	60	0	12	0	36	0
0	2	0	2	50	2	0	0	20	0	1	12	0	24	0	72	1
0	3	0	3	75	3	0	1	0	0	1	45	1	8	1	68	1
0	4	0	5	0	4	0	1	10	0	2	24	1	44	2	24	2
0	5	0	6	25	5	0	1	20	0	3	0	1	92	2	80	3
0	6	0	7	50	6	0	2	0	0	3	36	2	16	3	36	3
0	7	0	8	75	7	0	2	10	0	4	12	2	64	3	92	4
0	8	0	10	0	8	0	2	20	0	4	48	2	40	4	48	4
0	9	0	11	25	9	0	3	0	0	5	24	3	28	5	4	5
0	10	0	12	50	10	0	3	10	0	6	0	3	92	5	60	6
0	11	0	13	75	11	0	3	20	0	6	36	3	48	6	16	6
1	12	0	15	0	12	0	4	0	0	7	12	4	24	6	72	7
0	13	0	16	25	13	0	4	10	0	7	48	4	70	7	33	7
0	14	0	17	50	14	0	4	20	0	8	24	5	6	7	89	8
0	15	0	18	75	15	0	5	0	0	9	0	5	44	8	45	9
0	16	0	20	0	16	0	5	10	0	9	36	5	80	9	1	9
0	17	0	21	25	17	0	5	20	0	10	12	6	19	9	57	10
0	18	0	22	50	18	0	6	0	0	10	48	6	55	10	13	10
0	19	0	23	75	19	0	6	10	0	11	24	6	91	10	69	11
1	0	0	25	0	20	0	6	20	0	12	0	7	27	11	25	12
2	0	0	50	0	40	0	13	10	0	24	0	14	54	22	50	24
3	0	0	75	0	60	0	20	0	0	36	0	21	81	34	75	36
4	0	0	100	0	80	0	26	20	0	48	0	29	8	45	0	48
5	0	0	125	0	100	0	33	10	0	60	0	36	35	56	25	60
6	0	0	150	0	120	0	40	0	0	72	0	43	62	67	50	72
7	0	0	175	0	140	0	46	20	0	84	0	50	81	78	75	84
8	0	0	200	0	160	0	53	10	0	96	0	58	16	90	0	96
9	0	0	225	0	180	0	60	0	0	108	0	65	43	101	25	108
10	0	0	250	0	200	0	66	20	0	120	0	72	70	112	50	120

Austrian Notes.—The Austrian Paper Currency is continually subject to important fluctuations: the approximative value of £1 is about 11s. 10.

EXPLANATION OF THE CURRENCIES OF THE VARIOUS COUNTRIES.

		English Value. £ d.
France, Belgium, Switzerland, or Italy	1 franc = 100 centimes	= 0 9½
Germany new currency	1 mark = 100 pfennings	= 0 11¾
" North old "	1 thaler = 30 silver groschen	= 2 11
" South "	1 florin = 60 kreutzers	= 1 8
" Hamburg "		
Austria	1 " = 100 cents	= 1 11

		English
Holland	1 florin = 100 cents	=
Russia	1 Rbl. Rouble = 100 Kopecks	=
Spain	1 Peseta = 100 cen m	=
Portugal	1 Milrea = 1000 Reis	=
Greece	1 Drachma = 100 Leptas	=
America	1 Dollar = 100 Cents	=

From "*Money, Weights and Measures of all Nations*" London: Stanford.

Russia.—It must not be forgotten that the Currency in Russia represented by Roubli Notes, one of late years so depreciated, the Paper Rouble being worth 38 pence, whereas the Silver Rouble is worth 37 to 37½ pence.

For ITALIAN MONEY see page 510. SPANISH MONEY, 537. PORTUGUESE MONEY, 548. RUSSIAN MONEY SWEDISH MONEY, 635. NORSE MONEY, 640. DANISH MONEY, 647. GREEKS MONEY, 659. INDIAN MONE

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Part I.) THE MOST DIRECT ROUTES [Part I.

From LONDON to the principal Cities in Europe, the Fares, the means of Conveyance, and time of Journey.

Note.—At the pages referred to in the following Routes will be found the *full particulars* of time of departure and arrival of Conveyances to and from the places named.

For BATHS and WATERING PLACES see page 6.

ABBREVIATIONS:—Rl. rail; Str. steamer; Dil. diligence; Rtes. routes; Sta. station; Om. omnibus.

No.	From LONDON to	(Refer to p. 200 and 201 for Stations in London.)	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Approximate Time. D H M
		* The Homeward bound Traveller must reverse the Routes.			
1	Aix-la-Chapelle (Germany)	*Via Harwich, Antwerp, and Herbesthal.*—See Advert. inside cover	1 19 1	1 4 11	0 20 30
2	Antwerp (Belgium)	a Steamers direct, see Alphabetical List, page 315	1 2 0	0 16 0	0 13 0
	" "	b *Via Ostend*, Str. direct from St. Katherine's wharf to Ostend, see Alph. List; Rl. thence to Ghent, p. 78 where change carriages for Antwerp, via Malines, pp 86, 82	1 1 6	0 16 -	0 18 0
	" "	c *Via Calais*, Rl. to Dover, p 698, or p. 700; Str. to Calais, see Alph. List; Rl. via Blandain p. 89, Brussels to Antwerp, p. 82	2 11 6	1 18 3	0 10 30
	" "	d *Via Ostend*, Rl. to Dover, p 700; Str. to Ostend, see Alph. List Rl. to Ghent, p 78, change carriages for Antwerp, pp 82, 86	2 7 3	1 13 6	0 10 30
	" "	e *Via Harwich* (Great Eastern Railway), see advt.	1 6 0	0 15 0	0 14 0
3	Augsburg (Bavaria)	*Via Calais*, p. 700, Brussels and Cologne to Frankfort, pages 86, 126, thence via Heidelberg, Bruchsal, and Stuttgart: see Itinerary of Rtes. p. 458, No. 3a and b, to Augsburg	6 2 3	4 1 5	2 0 0
4	Alexandria (Egypt)	a Select from Routes to India, No. 49	20 9 1	14 12 8	9 0 0
	" "	b *Via Brindisi*. By the Societa Anonima Italiana di Navigazione Adriatico Orientali	18 10 0	— — —	10 0 0
5	Athens (Greece)	a No. 49, Route to India, Rte. b, via Trieste, thence per Austrian Lloyd's Co.'s steamer, via Corfu, see Alph. List.	27 1 6	17 0 10	13 0 0
	" "	b Via Paris and Marseilles, thence direct by Messag. Maritimes	19 0 0	13 10 0	6 0 0
6	Amsterdam (Holland)	a *Via Rotterdam*, Stra. direct to Rotterdam see Alph. List; thence per Rl. p. 114, via The Hague; or via Utrecht, p. 109	1 7 10	1 0 8	0 21 0
	" "	b *Via Ostend*, p. 710, Rl. to Dover; Str. to Ostend, see Alph. List; Rail. to Antwerp, pp. 76, 86 & 88; Rail. direct *via* Dortrecht to Rotterdam, p. 103: thence to Amsterdam, as in Route a	3 5 7	2 7 8	1 2 0
	" "	c *Via Harwich* (Great Eastern Railway, and Steamer to Rotterdam, [see Advertisement: thence per rail, p. 113	1 13 6	1 0 11	0 15 30
	" "	d *Via Calais*, p. 700; Brussels, p. 80; Antwerp, p. 82; Dortrecht to Rotterdam, p. 103; and thence pp 113 or 114	2 8 8	2 11 4	0 18 30
7	Baden (Germany)	a *Via Harwich, Rotterdam, and Emmerich, or Cleve.*—See Advertisement inside cover	4 2 8	2 16 6	1 7 30
	" "	b *Via Harwich, Antwerp, and Herbesthal.*—See Advert. inside cover	4 4 6	2 18 1	1 13 10
8	Barcelona (Spain)	a *Via Paris*, Select from No. 75, Rtes. to Paris; thence *via* Marseilles, p. 48, £6 17s & £4 10s., thence by Str. to Barcelona	9 1 0	6 0 0	0 20 0
	" "	b *Via Calais and Paris*, p. to; Rail to Bayonne, pp. 34, 36, 45; Pampeluna, Saragossa and Barcelona, pp 270, 272	10 1 6	7 11 3	3 0 0
	" "	c Rl. to Paris £3 17s. 6d., £1 10s.; Paris to Tarascon £1 8s., £3 12s., Tarascon to Cette 9s. 6d., and 7s. Cette to Barcelona	— — —	— — —	— — —
9	Bale (Switzerland)	a *Via Calais* p. 698, Blandain, Brussels, 80, Cologne, 86 and 122, Bingen, Ingelheim, Mayence, Darmstadt, p. 126, Darmstadt to Friedrichsfeld, p. 127, thence to Bale, p. 132	6 0 9	5 4 9	1 20 0
	" "	b *Via Paris and Strasburg*, Select from No. 75 Rtes. to Paris; thence to Strasbourg and Bale, pp 66 and 74	5 11 6	4 3 3	1 0 0
	" "	c *Via Paris, Troyes, and Mulhouse*, Select from No. 75 Routes to Paris, thence, see Itinerary p. 383 for Route *via* Chaumont, Mulhouse, & Bale, p. 68	5 7 0	4 0 0	1 4 0
	" "	d *Via Harwich, Antwerp, and Metz*	4 8 0	3 1 0	1 17 0
	" "	e *Via Harwich, Rotterdam, and Heidelberg*	4 19 8	3 10 5	2 0 30
10	Belgrade	Passengers booking by this line, have the choice of seven different routes. Same route as to Bucharest, as far as to Rusisch then Str. to Belgrade in 4 hours; 1st class, £12; 2nd class, £9. Or steamer down from Pesth	— — —	— — —	— — —
11	Berlin (Prussia)	a *Via Calais*, p. 698, Blandain, Brussels, 80, and Cologne, p. 88, thence Berlin via Hamm, Minden, Hanover, Brunswick, and Magdeburg	5 19 3	5 5 0	1 12 0
	" "	b *Via Rotterdam*, Select from No. 61, Rtes to; Rl. thence to Oberhausen, p. 113; thence per Rl. to Berlin, p. 117	4 5 0	2 15 0	1 10 0
	" "	c *Via Aix-la-Chapelle*, see No. 109; thence to Enhrort, see page 140, 144; Oberhausen, Berlin, see page 191	5 15 0	5 9 0	1 18 0
	" "	d Str. to Hamburg, see Alph. List; Rl. thence to Berlin, p. 184	3 3 0	2 1 0	2 12 0
	" "	e *Via Harwich* (St. P. R.) *via Rotterdam*, see Route 61, Prepare *via Emmerich, Oberhausen, and Stendal*, pp. 113, 116, 117, & 192			

Itinerary of Through Routes from London—*Continued.*

	From LONDON to	The Homeward bound Traveller must reverse the Routes	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Approximate Time. D. H. M.
11	Berlin —*Continued.*	f *Or Rotterdam and Rheine via Salzbergen*, pp. 113, 112, *thence to Minden*, p. 156, see adv: the most direct route to North Germany	4 3 6	3 1 2	1 14 0
"	"	g *Via Aix-la-Chapelle*, Cologne, Dusseldorf, Soest, and Kreiensen. See pp 140 and 141			
12	Bayonne .....(France)	*Via Paris*, Select from No. 75, Rtes. to; thence per Rl. to Orleans & Bordeaux. pp 34, 36 Rl. to Bayonne. p. 64.	4 4 11	4 15 4	2 4 0
13	Boom .....(Germany)	*Via Harwich, Rotterdam, and Cleve.* – See Adv. inside cover	2 9 3	1 13 2	0 21 0
14	Bordeaux .....(France)	Select from No. 75, Rtes. to Paris, thence per Rl., Bordeaux, pp. 34, 36	3 17 0	4 7 2	1 1 0
15	Bremen .....(Germany)	*Via Harwich, Rotterdam, Emmerich, and Munster.* —See Advertisement inside cover	3 3 2	2 6 10	1 2 0
16	Brussels ..... (Belgium)	a *Via Calais*, Rl. to Dover, p. 696; Str. to Calais; Rail. to Lille, and Brussels, see p. 80	2 10 0	1 17 3	0 10 30
"	"	b *Via Ostend*, Rl. to Dover; Str. to Ostend, see Alph. List; Rl. to Ghent, Alost, and Brussels. see p. 78	2 6 6	1 13 0	0 10 45
"	"	c *Via Ostend*, Str. direct from London to Ostend. see Alph. List: Rl. to Ghent, Alost and Brussels. p. 78	1 3 1	0 7 11	0 14 0
"	"	d *Via Antwerp*, Str. direct from London to Antwerp, p. 314 Rl. to Malines and Brussels p. 81	1 5 0	0 18 3	0 19 0
"	"	e *Via Harwich* and *Antwerp*, see advt inside cover	1 9 7	0 17 8	0 14 11
17	Boulogne .....(France)	a By South Eastern Rl to Folkestone. Str. to Boulogne, p. 697	1 10 9	1 2 6	0 4 0
"	"	b Steamer direct from London Bridge Wharf, p. 315	0 11 0	0 8 0	0 8 0
"	"	c *Via* Calais, see Route 20 —The Mail Route	— — —	— — —	— — —
18	Brunswick (Germany)	a *Via Calais and Brussels* to Cologne p. 696; see Itinerary p. 421, for Rtes. thence to Brunswick	5 12 0	3 10 10	1 4 0
"	"	b *Via Rotterdam*, Select from No. 81, Rtes. to; Rl. Rotterdam to Oberhausen 118, to Minden p. 117; Rl. to Brunswick, p. 156	3 19 0	2 16 1	1 6 0
"	"	bb *Via Salzbergen*, Rhe ine and Minden; the most direct route to N Germany see p. 156. Through Tickets at Rotterdam			
"	"	c *Via Hamburg*, Str. direct from London, p. 315; thence per Rl. to Lehrte. p. 157; from Lehrte to Brunswick p. 158.	2 16 9	1 17 6	1 23 0
"	"	d *Via Harwich, Rotterdam* and *Emmerich*, or *Rotterdam* and *Salzbergen*, see advt. inside cover	3 10 0	2 8 0	1 9 0
19	Bucharest (Roumania)	a Rl. to Vienna, Peath, and Danube h. p. 214; Str. on the Danube to Gurgievo; Rl. to Bucharest, p. 298	15 0 0	11 15 0	4 4 0
"	"	b Rl. to Vienna, Peath. Arad. to Karlsburg. pp 238 212; per post to Hermannstadt, Kronstadt, and Bucharest—his cost about the same.—The part from Arad to Buch res is very fine. Ions eleven, and roads very good			
20	Calais .....(France)	a *Via Dover*, Rl., to Dover, from Charing Cross, or Cannon St., p. 697; or from Ludgate or Victoria Sts., p. 7.0, Str. to Calais. p. 308	1 10 9	1 2 6	0 5 30
"	"	b Steamer direct from London Bridge Wharf, see p. 315	0 11 0	0 8 0	0 8 0
21	Chalons-sur-Saone ...	*Via Paris*, Select from No. 75 Rtes to; Rl. to Dijon & Chalons, p. 48	4 11 7	3 12 3	0 22 0
22	Chamounix (Sardinia)	a *Via Paris*, Select from No. 75, Rtes. to Paris: Rl. to Macon, p. 48. Geneva, p. 54; Dil. thence to Chamounix	6 19 4	5 8 6	1 23 0
"	"	b *Via Bale*, Select from No. 9, Rtes. to Bale, see Itinerary, p. 480, for Rte. thence to Geneva; Dil. thence to Chamounix	6 15 0	5 5 4	2 0 0
23	Coblence ...(Germany)	*Via Harwich, Rotterdam, and Cleve.*—See Advert. inside cover	2 14 3	1 17 0	0 23 0
24	Cologne .....(Prussia)	a *Via Cosens*, Rl. to Dover, p. 699; Str. to Calais, p. 306; Rl. to Lille, p. 12; Rl. to Brussels. p 80, Liege, Verviers, (change carriages,) page 88	3 10 6	2 12 0	0 19 30
"	"	c *Via Ostend*, Rl. to Dover. p. 703; Str to Ostend, p. 306. Rl. to Brussels. Liege, Verviers, (change car.) p 78 and 84	3 6 6	2 7 4	0 19 30
"	"	d *Via Ostend direct*. Str. direct from London to Ostend, See p. 306; Rl. via Ghent, Alost, Brussels, p. 78; thence Rl. p. 88	1 18 10	1 9 6	1 0 0
"	"	e *Via Antwerp*, Str. direct from London to Antwerp see p. 314; Rl. to Malines, p. 83; Liege, Verviers (change carriages) p. 88	2 2 5	1 11 5	1 0 0
"	"	f *Via Rotterdam*, Select from No. 81, Rtes. to; Rl. to Utrecht, Emmerich. (Examination of Baggage and Passport,) p. 113 Oberhausen to Cologne. p. 116	2 17 4	1 7 8	0 22 0
"	"	g *Via Harwich* and *Rotterdam*, see advt. inside cover	2 7 3	1 11 3	0 20 0
"	"	h *Via Harwich* and *Antwerp*.—See advert. inside cover	2 6 1	1 11 3	0 22 0
25	Como .....(Italy	a *Via Bale*, Select from No. 9, Rl. to Bale; thence Rl. to Lucerne, p. 242 & 242 thence Str. to Flueler; Dil. to Bellinsona p. 240, and to Como. p. 236 (Camerlata)	7 17 7	6 1 6	2 9 0
"	"	b *Via Paris*, select from No. 75, Rtes. to Paris; thence Rl. to Lucerne by Dijon, pp. 48, & 240, then same Route as by Bale	11 0 0	7 15 0	3 12 0
26	Constantinople ..... (Turkey)	a *Via Cologne*, Select from No. 24, Routes to; Rl. to Darmstadt, p. 134; Passau and Linz to Vienna, p. 238; thence to Trieste, p. 199; Str. (Austrian Lloyd's Co.) to Constantinople	25 16 0	0 20 6 6	13 0 0

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Itinerary of Through Routes from London—*Continued.*

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Approximate Time. D. H. M.
26	**Constantinople**—*Continued.*	b *Via Paris* Select from No. 75, Rtes. to Paris, rail to Marseilles, pp. 48 & 50; Str. (Messageries Maritimes, p. 714) to Constantinople	23 7 6	17 12 6	8 0 0
	,,	c *Via Cologne, Darmstadt, Passau, Linz, Vienna, and Pesth*, see a; thence to Basiasch, p. 232; Str. to Rustchuk, Rl. to Varna, p. 293 and Str. to Constantinople (Austrian Lloyd's)	20 17 6	15 15 0	10 0 0
	,,	d *Via Paris, Strasburg, Munich, Vienna, Basiasch*, by Rl; from Basiasch to Rustchuk, by Str.; Rustchuk to Varna, by Rl; & Varna to Constantinople, by Str.; A Five Days' Journey—leaving London on Tuesday evening, arriving at Constantinople on Monday evening.			
27	**Copenhagen** (Denm'rk)	a *Via Cologne*, Select from No. 24 Rtes. to Cologne; Rl. to Hamburg by Minden, p. 117, 158, 156, Rl. to Altona p. 155, thence to Kiel, p. 168; Str. from Kiel to Korsoer, thence Rl to Copenhagen, p. 280	7 15 11	5 13 8	0 0
	,, ,,	b *Via Cologne*, Select from No. 24, Rtes. to Cologne; Rl. to Berlin by Minden, pp. 117, 158, 162, 163, and Stettin, p. 178; Str. to Copenhagen	7 12 0	5 10 0	4 0 0
	,, ,,	c *Via Rotterdam*, Select from No. 81, Rtes. to; Rl. from Rotterdam to Oberhausen, p. 118; Rl. thence to Kiel or Stettin, see preceding Rtes. a and b	7 0 0	5 0 0	4 0 0
	,, ,,	d *Via Hamburg*, Str direct from London to Hamburg, see p. 315; thence per Rail *via* Altona to Kiel p. 168; Steamer from Kiel to Korsoer, thence to Copenhagen, Rl. p. 280	3 15 4	2 5 8	4 0 0
	,, ,,	e Select from No. 42 Routes to Hamburg, then rail to Lubeck, p. 145, thence steamer direct	...	...	...
	,, ,,	f *Via Fredericia and Nyborg*, see pages 278 and 280	...	...	...
28	**Christiania** ...(Norway)	a *Via Cologne* Select from No. 24, Rtes. to Cologne; thence per Rl. to Hamburg by Minden, pp. 117, 158 & 156; thence from Altona to Kiel, p. 168. Str. to Christiania	8 5 11	5 18 8	4 0 0
	,, ,,	b *Via Rotterdam*, select from No. 81, Rtes. to Rl. to Oberhausen, pp. 113 and 118; Rl. to Hanover pp. 117, 158; Rl. to Harburg and Hamburg, p. 156; Rail, Altona to Kiel, p. 168; Steamer to Christiania	5 7 6	3 16 9	4 0 0
	,, ,,	c Str. from London to Hamburg direct, see p. 315; Rl. Hamburg or Altona to Kiel, p. 168; Str. to Christiania	4 14 4	3 5 8	4 0 0
	,, ,,	d Direct from the British and Foreign Steam Wharf, Lower East Smithfield, see page 316	4 0 0	2 13 4	2 4 0
29	**Constance** (Switzerl'nd)	a *Via Basle*. Select from No. 9, Rtes. to Bale; Rail thence to Schaffhausen and Constance, p. 134, 135	6 5 9	4 1 9	2 12 0
	,, ,,	b *Via Frankfort*, select from No. 38, Rtes. to Frankfort; thence per Rl. to Stuttgard, Ulm, Friederichshafen p. 139, 134	7 1 10	5 16 7	2 1 10
30	**Damascus**	Select from routes to Jerusalem, all of which allow you to stop at Beyrouth. From thence to Damascus by coach, 20 francs; returning in time for next steamer, same ticket will do—but it is best not to book further than Beyrouth. Fare about £2 less than to Jerusalem.	31 0 0	22 0 0	...
31	**Dantzic** .....(Prussia)	*Via Cologne*, select from No. 24, Routes to; thence per Rail to Berlin, pp. 117, 158, 162, 163, 177; Rl from Berlin to Dantzic, p. 178	8 18 5	7 6 10	2 4 0
32	**Danube The** (Germany)	Rail to Cologne, Darmstadt, thence to Donauwörth, the first station on the Danube. Fares—£6 and £4 4s; 40 hours. Steamers thence the whole way to the Black Sea, to Galatz in 8 days. Living included	14 0 0	9 0 0	
33	**Dieppe** .....(France)	*Via Brighton and Newhaven*, rail to Brighton and Newhaven, steamer to Dieppe, page 695	0 18 0	0 14 0	0 10 0
34	**Dresden** .....(Saxony)	a *Via Cologne*, select from No. 24 routes to; then refer to Itinerary under Cologne, p. 423, for routes to Dresden	6 7 3	5 9 6	1 18 0
	,, ,,	b See No. 81 Rte. to Rotterdam, thence Rl. to Oberhausen & Dresden	5 0 2	3 9 0	1 5 30
	,, ,,	bb *Via Salzbergen*, Rheine and Minden; the most direct route to North Germany; see p. 158. Through Tickets at Rotterdam.			
	,, ,,	c *Via Aix-la-Chapelle*, see No. 100 and p. 140, thence to Ruhrort and Dortmund, p. 144; Oberhausen, p. 116; Berlin, pages 177 and 181	6 7 3	5 9 6	1 18 0
	,, ,,	d *Via Harwich, Rotterdam*, and *Emmerich*, or *Salzbergen*, see advts. inside cover	5 0 2	3 9 11	1 5 30
35	**Dusseldorf** ...(Prussia)	a *Via Rotterdam*, Str. direct to, p. 315; thence per Rl. p. 120 & 140	2 7 0	1 11 11	1 2 0
	,, ,,	b *Via Rotterdam*, Str. direct, see p. 315; thence per Strs., p. 296	1 10 8	0 19 3	1 6 0
	,, ,,	c *Via Aix-la-Chapelle*, see No. 82 & p. 88, thence via Ruhrort, p. 150	3 10 6	2 12 6	0 22 0
	,, ,,	d *Via Harwich and Rotterdam*, see advt. inside cover	2 6 8	1 11 4	0 19 24
36	**Ems** ..... (Germany)	*Via Harwich, and Rotterdam*.—Passengers have the choice of three Routes.—See Advertisement inside cover	2 16 9	1 18 8	1 0 47

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Itinerary of Through Routes from London—*Continued.*

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Approx imate Time D. H. M.
37	Florence .....(Tuscany	a *Via Paris*, select from Rte. 75, routes to; rail to Marseilles, pp. 45, 50; steamer to Leghorn, p. 318; rail to Florence, p. 254	11 5 0	8 9 11	3 0 0
	" "	b *Via Paris*, select from No. 75, routes to; thence by rail to Macon, p. 49; Amberieu, Culoz, and Modane, p. 54; and thence by the Tunnel under Mont Cenis to Turin page 250 to Pistoja, and Florence, p. 250	9 2 10	17 2	
	" "	c *Via The Rhine and Bale*, select from No. 9, routes to; rail to Lucerne, pp. 241, 239; Str. to Flueln, p. 240; Dil. through St. Gothard, Bellinzona to Milan; rail to Genoa, p. 254, Str. to Leghorn, p. 309; Rl to Florence, p. 256	9 5 0	7 5 11	3 5 0
38	Frankfort-on-the-Main.....(Prussia)	a *Via Calais*, p. 696, Brussels, Cologne, p. 80, 96, select from No. 96, routes to; then refer to Itinerary under Cologne, p. 423, for routes to Frankfort	4 9 9	4 5 6	1 6 0
	" "	b *Via Paris*, select from No. 75, routes to; then refer to Itinerary under Paris, p. 363 for routes to Frankfort	5 19 11	4 5 10	1 12 0
	" "	c *Via Harwich, Rotterdam, and Emmerich*, or *Cleve*.—See Advertisement, inside cover	3 5 9	2 4 10	1 4 20
39	Geneva ...(Switzerland)	a *Via Paris*, select from No. 75, routes to, thence per Rl. Express to Macon, p. 48; Amberieu, Culoz, p. 54; Geneva, p. 54	5 10 0	4 6 6	1 10 0
	" "	b *Via Ostend Cologne and Bale*, select from No. 9, Rtes. to; then refer to Itinerary under Bale, p. 469, for routes to Geneva	7 0 0	4 15 5	2 0 0
40	Genoa ... .(Italy	a *Via Paris*, select from No. 75 for Rtes. to; Rail to Marseilles, pp. 48 & 50; Steamer thence to Genoa, p. 318	8 13 0	6 12 0	2 12 0
	" "	b *Via Bale*, select from No. 9 for Routes to; then refer to Itinerary under Bale, p. 469 for routes to Arona and Genoa	7 16 6	5 16 9	2 8 0
	" "	c *Via Paris*, select from No. 75 Routes to Paris, thence per Rail to Macon, Culoz, and Modane, pp. 48, 54, thence to Turin and Alessandria, p. 250 and Genoa, p. 254	... ...	... ...	1 16 19
41	The Hague...(Holland)	a *Via Calais*, p. 696, Brussels, p. 80, Antwerp, p. 82, Dordrecht, and Rotterdam, p. 103; rail thence to the Hague, p. 114	3 1 0	2 6 4	0 20 0
	" "	b *Via Rotterdam* direct, thence Rail, p. 114	1 2 1	0 16 8	0 20 0
	" "	c *Via Harwich* and Rotterdam, see advt. inside cover	1 6 11	0 17 6	0 15 40
42	Hamburg (on the Elbe)	a *Via Ostend & Cologne*, select from No. 96, Rtes to; then refer to Itinerary under Cologne p. 423, for Routes to Hamburg	5 8 6	5 6 0	1 6 0
	" "	b By Steamer direct from London, see page 316	2 0 0	1 5 0	1 16 0
	" "	c *Via Rotterdam*, select from No. 81, Rtes to; rail thence to Emmerich and Oberhausen, pp. 113, 118, thence to Hamburg, pp. 117, 156, 158	3 18 5	2 10 8	1 10 0
	" "	d *Via Harwich and Rotterdam*, see advt., inside cover	3 15 4	2 15 4	1 10 0
43	Hanover ... ...(Prussia)	a *Via Ostend & Cologne* select from No. 96, Routes to, then refer to Itinerary under Cologne p. 423	4 14 6	4 9 6	1 8 0
	" "	b *Via Rotterdam*, select from No. 81, Routes to, then refer to Itinerary under Cologne p. 423	3 8 6	2 2 9	1 2 0
	" "	bb *Via Salsbergen*, Rheine, and Minden; the most direct route to North Germany; see p. 158. Through Tickets at Rotterdam.			
	" "	c *Via Hamburg*, Str. from London to Hamburg, p. 315; Rail, thence to Hanover, p. 157	2 12 3	1 12 1	2 0 0
	" "	d *Via Harwich* and *Rotterdam Salsbergen*, *Minden*, the most direct route to North Germany; or *via Harwich, Rotterdam*, and *Emmerich*, see advt. inside cover	3 2 10	2 4 0	1 2 0
44	Havre.....(France)	a *Via Southampton*, rail to; Str. thence to Havre, p. 324	1 3 6	0 17 0	0 14 0
	" "	b By Steamer direct from London, p. 316	0 11 0	0 8 0	0 20 0
45	Hamburg (on the Elbe)	a *Via Cologne* select from No. 96, Routes to; thence per rail to *Kreinberg* Junction, p. 155	4 17 0	3 9 0	1 6 0
	"	b Str. to Hamburg p. 316. Rl. thence to Hanover, p. 157; Rl. to Brunswick, p. 158; to Harzburg, p. 149	3 7 0	1 6 0	2 5 0
46	Heidelberg ...(Bavaria	a *Via Brussels*, Luxembourg Treves, (change at Coaal, Saarbrück, Neunkirchen Homburg, Ludwigshafen and Mannheim. Stops pp. 107, 130, 137, 645.			
	" "	b *Via Harwich, Rotterdam, and Emmerich, or Cleve*.—See Advertisement inside cover	3 13 3	2 10 4	1 5 30
	" "	c *Via Harwich, and Antwerp*.—See advert. inside cover	3 14 1	2 9 11	1 5 30
47	Hamburg	*Via Harwich, Rotterdam, and Emmerich, or Cleve*.—See Advertisement inside cover	3 8 6	2 6 11	1 5 20
48	Hong-Kong.....(China)	*Via Suez*, select from No. 49, Routes to; steamer thence to Point de Galle, Penang, Singapore, Hong Kong	124 10 2	67 5 0	38 0 0
49	Indies(East)...(Overland	a *Via Paris*, select from No. 75, Routes to; rail thence to Marseilles, pp. 48 & 50; Steamer, Messageries Imperiales Co., to Alexandria; Rail to Cairo and Suez, p. 794	36 0 0	27 2 0	10 7 0
	" "	b *Via Trieste*, select from No. 24, Routes to Cologne, then refer to Itinerary under Cologne, p. 423, for Routes to Vienna; Rail to Trieste, p. 911; Steamer, Austrian Lloyd Co., to Alexandria, Rail to Suez, p. 794	40 11 7	30 15 3	9 6 0

Itinerary of Through Routes from London—*Continued.*

No.	*From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Approximate Time. D. H. M.
49	India—*Continued.*				
	,, (Bombay)	d Suez to Bombay }	60 0 0	38 0 0	11 3 0
	,, (Madras)	e Suez to Madras } See Bradshaw's Guide to India	70 0 0	50 0 0	18 12 0
	,, (Calcutta)	f Suez to Calcutta }	75 0 0	43 0 0	21 12 0
	,,	g *Via Ancona, Brindisi, and Alexandria*, by the Società Anonima Italiana di Navigazione Adriatico Orientale	— —	— —	— —
		Via Bale, select from No. 9, Routes to; Rail to Berne, pp. 243, 211; El. to Thun, p. 211; Steamer to Interlachen, p. 227 ...	6 15 0	5 0 0	1 20 0
50	Interlachen (Switzerland)				
	Jerusalem (Turkey)	a *Via Paris*, select from No. 75, Routes to; Rail to Marseilles pp. 48 & 50; Steamer. Messageries Maritimes Co., to Smyrna, p. 715, thence per Syr an line to Jaffa. 1st class, £33 17s.; 2nd class, £25; thence per coach or horses, 20 francs to Jerusalem in 13 days (quickest route)	29 10 0	21 0 0	3 0 0
	,,	b *Via Trieste*, select from No. 24, Routes to Cologne; then refer to Itinerary under Cologne, p. 422, for Routes to Trieste, thence per Str., Austrian Lloyds Co., to Smyrna, (accelerated line.) to Jaffa	32 16 0	24 16 0	—
	,,	c *Via* the Danube Route to Constantinople, thence per Steamer, Austrian Lloyd's or French Steamers to Jaffa. (this is most interesting for return journey in May or June, and a stop can be made at Beyrouth for Dardanelles)	29 10 0	20 6 0	—
52	Kiel (Prussia)	*Via Rotterdam* and *Hamburg*, select from No. 35, Rtes. to; Rail to Kiel, p. 168	3 10 0	2 9 9	1 11 0
53	Leipzig (Germany)	a *Via Cologne*, select from No. 24, Routes to; then refer to Itinerary under Cologne, p. 423, for Routes to Leipsic	5 11 3	4 17 3	1 11 0
	,, ,,	b *Via Rotterdam*, Str. to Rotterdam; Rail thence to Oberhausen, p. 116. Rl. thence to Hamm, p. 117; to Cassel, p. 151, 172; to Weimar, Leipsic, p. 170	5 0 10	3 8 3	— —
	,, ,,	c *Via Harwich* and *Rotterdam* and *Salzbergen* or *Emmerich*, see advertisement inside cover	4 8 3	3 1 3	1 14 0
54	Liege (Belgium)	*Via Harwich* and *Antwerp*.—See Advert. inside cover	1 14 8	1 1 6	0 19 30
55	Leghorn (Italy)	a *Via France*, select from No. 75, Rtes. to Paris; Rl. to Marseilles, pp. 48 & 50; Str. to Leghorn, p. 317	9 8 4	5 12 6	2 8 0
	,, ,,	b *Via France*, select from No. 75, Rtes. to Paris; Rail to Macon p. 48; Culoz p. 54; Modane, p. 54; thence through Mont Cenis Tunnel, p. 250; to Turin, Alessandria, Piacenza, Bologna, and Pisa, p. 252; thence to Leghorn, pp. 264, 260	8 6 0	6 5 0	2 4 23
	,,	c *Via Switzerland*, select from No. 9 to Bale; then refer to Itinerary under Bale, p. 489 for routes thence to Milan, viz. Rail to Lucerne; Str. to Flueln p. 325; Dil. over St. Gothard to Bellinsona and Milan; Rail to Genoa; Str. to Leghorn, p. 304	8 5 0	6 3 0	2 3 0
56	Lisbon (Portugal)	a *Via France*, select from No. 75, Rtes. to Paris; Rail thence to Bayonne, pp. 34, 36, 45; thence to Irun and Madrid, p. 270; thence to Lisbon, pp. 273, & 276	14 8 3	10 10 —	3 12 0
	,, ,,	b *Via Southampton* Rail to; thence per Str., Royal Mail Steam Packet Co. p. 421	16 0 0	12 0 0	6 4 0
57	Lausanne (Switzerland)	a *Via Calais*, *Cologne*, *and Bale*, select from No. 9 Rtes. to; then refer to Itinerary under Bale, p. 489, for routes to Lausanne	6 15 11	5 19 1	2 10 0
	,, ,,	b *Via Paris*, select from No. 75, Rtes. to Lausanne (*via* Malheuse)	6 11 11	4 11 1	2 4 0
58	,, ,,	a Select from No. 9 Routes to Bale, and then from No. 27 Routes from Bale, page 489	— —	— —	— —
	,,	b Select from No. 39 Routes to Geneva, and then from No. 11 Routes from Geneva, page 495	— —	— —	— —
59	Lyons (France)	*Via Paris*, select from No. 75 Rtes. to Rl. thence to Lyons, p. 48	5 8 9	3 18 3	1 — 0
60	Madeira, Island of (Atlantic)	*Via* Liverpool, Rail to, thence per Str., African Steam Packet Co., p. 313	17 10 6	13 5 0	—
61	Madrid (Spain	a *Via Paris*, select from No. 75 Routes to Paris; rail to Bayonne, pp. 34, 36, 45; rail to Irun, p. 270; thence by rail to Madrid, p. 270	11 0 0	— —	2 0 0
62	Magdeburg (Germany)	*Via Harwich*, *Rotterdam*, *and Salzbergen*, *or Emmerich*.—See Advertisement inside cover	3 17 2	2 13 10	1 2 0
63	Malaga (Spain)	a *Via Paris*, select from No. 75, Routes to Paris; thence to Marseilles pp. 48, 50; Steamer to Barcelona; thence to Malaga, p. 703	13 5 0	9 13 6	7 0 0
	,, ,,	b *Via Madrid and Cordova*, select from Rtes. 75, Routes to Paris; thence as in Route 61, to Madrid, whence by Rail direct; see pp. 277, 278	— —	— —	— —
64	Malta, Island of (Mediterranean)	a *Via Paris & Marseilles* see Nos. 75 & 66; Str. to Malta direct	14 5 0	9 5 0	5 0 0
		b *Via Marseilles and Messina*	15 12 0	10 16 0	— —
65	Mannheim (Germany)	*Via Harwich*, *Rotterdam*, *or Cleve*.—See Adv. inside cover	3 10 10	2 0 4	1 4 30
66	Marseilles (France)	*Via Paris*, select from No. 75, Routes to; Rail to Marseilles, p. 48 & 50	7 1 6	5 7 0	1 16 0

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Itinerary of Through Routes from London—*Continued.*

d M	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	2 class £ s. d.	Approximate Time D. H. M.
67	Mayence .....(Rhine)	a *Via Cologne*, select from No. 24 Routes to; then refer to Itinerary under that place, p. 432, for routes to Mayence	4 6 0	3 2 1	1 3 0
"	"	b *Via Harwich, Rotterdam, and Emmerich, or Cleve.*—See Advertisement inside cover			
"	"	c *Via Harwich, Antwerp, and Herbesthal.*—See Adv. inside cover	3 2 1	2 2 8	1 2 30
68	Metz .....(Germany)	*Via Harwich, Antwerp.*—See Advertisement inside cover.....	3 9 10	2 2 4	1 11 0
69	Milan .....(Italy)	a *Via Paris*, p. 54, Exp at 8.40 p.m.; Turin, 6 40 next evening; p. 254, leaves Turin 7.30 p.m.; in Alessandria 9.0 p.m.; p. 234, dep. 9.40 p.m., Milan arr. 11.40 p.m.	3 12 0	1 15 2	1 2 0
"	"	b *Via Switzerland*, select from No. 9, Routes to Basle; then refer to Itinerary under that place. p. 490, for routes to Milan.....	7 16 6	5 4 9	1 14 0
"	"	c *Via Trieste*, select from No. 24, Routes to Cologne; then refer to Itinerary under that place, p. 434, for routes to Vienna. No. 31, thence to Trieste, p. 211; Steamer to Venice, p. 326; Rail to Milan, p. 237	8 0 0	6 2 6	3 8 0
70	Moscow .....(Russia)	a *Via Berlin*, see No. 11, thence per Railto Warsaw pp. 186 and 291; to Brest, p. 291, to Smolensk and Moscow	14 0 0	11 0 0	3 12 0
"	"	b *Via Berlin and St. Petersburg*, see Route 87; sleep there the night, hence by Rail direct to Moscow, see page 289	16 0 0	14 0 0	5 0 0
71	Munich .....(Bavaria)	a *Via Calais & Paris*, see Routes from Paris to, p. 385	17 5 0	...	0 12 0
"	"	b *Via Harwich, Rotterdam, and Emmerich, or Cleve.*—See Advertisement inside cover	7 10 0	6 6 0	2 12 0
"	"	c *Via Harwich, Antwerp.*—See Advertisement inside cover	5 10 5	3 17 8	1 14 0
72	Naples .....(Italy)	a *Via France*, select from No. 7, Routes to Paris; Rail to Marseilles, pp. 48 & 56; Steamer to Naples, p. 318	5 11 3	3 17 3	1 3 0
"	"	b *Via Switzerland*, select from No. 9, Routes to Bale; then refer to Itinerary under that place, p. 490, for Rte. to Milan; Rl. to Genoa, p. 254; Str. to Naples, p. 309	12 5 0	9 10 0	4 6 0
"	"	c *Via Trieste*, select from No. 24, Routes to Cologne; then refer to Itinerary under that place, p. 433, for routes to Vienna. No. 31, Rail to Trieste, p. 211; Steamer to Venice, p. 326; thence *via* Florence or Rome to Naples	11 10 0	8 7 0	5 12 0
"	"	d *Via Mont Cenis* Tunnel, leave Charing Cross, p. 397; Paris to Modane, p. 51; Turin and Bologna p. 250; to Foggia, p. 264; and Naples, p. 306	16 0 0	12 0 0	6 0 0
73	Odessa .....(Russia)	a *Via Constantinople*, select from No. 24, Rte. to; thence per str.	8 0 3	6 16 10	2 12 35
"	"	b *Via The Danube*, select from No. 33, Routes to Linz; Steamer down the Danube	10 0 0	7 10 0	16 0 0
"	"	bb *Via Berlin and Breslau or Vienna, &c.*	18 0 0	13 0 0	14 0 0
"	"	c London to Vienna, thence by Rl. & str. of Danube Navigation Co. to Bazias ch, thence by Str. to Czernavoda, Rl. to Kustendjie, and Str. of Austrian Lloyds to Odessa	22 0 0	17 0 0	5 0 0
74	Ostend.....Belgium	a Rail to Dover; Str. to Ostend. p. 30	1 17 6	1 6 6	0 9 0
"	"	b Steamer direct from St. Katherine's Wharf, p. 317	0 15 0	0 12 0	...
75	Paris .....(France)	a By Rail to Dover, from London Bridge Station, or from Victoria or Ludgate Station; Str. to Calais, p. 309; Rl. to Paris, pp. 18, 12	1 0 0	2 5 0	0 10 30
"	"	b *Via Boulogne, per South Eastern and Northern of France Railways*, Rail to Folkestone; Steamer to Boulogne, p. 309. Rail to Abbeville, Amiens, Paris, p. 18	2 16 0	2 2 0	0 10 2 0

NOTE—Unless the traveller books through to Paris, he cannot leave Boulogne by the tidal trains, but he must wait for the next ordinary Train.

"	"	c *Via Calais per Str. direct from London Bridge*, Str. direct to Calais, p. 316; Rail to Amiens, Paris, p. 18	1 17 6	1 8 0	0 14 0
"	"	d *Via Boulogne*, Steam direct to Boulogne, p. 316; Rl. to Abbeville, Amiens, Paris, p. 18	1 13 10	1 5 1	0 14 0
"	"	e *Via Dieppe, per South Coast Railway Co.*, Rail to Brighton, Newhaven; Steamer to Dieppe, p. 320; Rail to Rouen and Paris, p. 24	1 10 0	1 2 0	0 16 0
"	"	f *Via Havre, per South Western Rl. Co.*, Rl to Southampton, Str. to Havre, p. 324; Rl. to Rouen & Paris, p. 24	1 0 0	1 0 0	0 16 0
"	"	g Steamer direct from London to Havre, p. 316; Paris, p. 24.....	1 11 6	1 1 1	1 0 0
"	"	h *Via Brussels*, No. 14 c to Brussels, p. 54.....	2 6 11	1 14 8	0 20 0
"	"	i *Via Cologne and The Rhine*, to Baden-Baden, *see* No. 104, Routes to; thence per rail to Strasburg and Paris, p. 64	6 10 1	4 6 11	2 16 0
"	"	k *Via Harwich, Antwerp, and Brussels*. By Great Eastern Railway Co. (Return Tickets issued.)	4 7 10	1 0	

NOTE—The FARES *via* Paris or Cologne to places beyond those cities, are calculated at the rates of the direct through Fares by Express Trains; but we give the Fares by all the other Routes as well, so that any person can select the one which offers the greatest attraction, and travel by Express or Ordinary Train, as he thinks proper.

The Through Tickets may afford some convenience to a traveller going direct to his destination; but to persons making a rambling or discursive tour on the Continent, "fancy led," they are an inconvenience, as they preclude the holder from deviating from the prescribed Route; for a Tourist once in possession of such a ticket is no longer free—the ticket, and not his will, must be his guide, as it obliges the traveller to follow the route it indicates.

Itinerary of Through Routes from London—*Continued.*

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class £ s. d.	2 class. £ s. d.	Approximate Time. D. H. M.
76	**Palermo**.....(Sicily)	See No. 72, Routes to Naples	13 10 0	10 10 0	4 0 0
77	**Parma** .....(Italy)	See No. 69, Routes to Milan	11 0 0	8 0 0	3 12 0
78	**Pesth**.....(Hungary)	*Via Vienna*, select from No. 94, Routes to; thence per rail, p. 214, to Pesth, or per Steamer down the Danube	10 17 2	8 14 0	3 12 0
79	**Prague**.....(Austria)	*Via Cologne*, select from No. 24, Routes to, Rail thence via Dresden or Berlin, see page 424	7 17 4	6 9 3	2 16 0
80	**Rome**.....(Italy)	a *Via France*, select from No. 75, Rtes. to Paris; Rl. to Modane, p. 54; under Mont Cenis to Turin and Florence, p. 250, and Rome p. 260	10 15 9	8 0 0	2 10 23
	" "	b *Via France*, select from No. 75, Routes to Paris; Rail to Marseilles, pp. 48 & 50; to Ventimille, p. 55; to Genoa, p. 249; thence to Sestri, p. 259; and *via* Spezia, to Pisa, p. 262. Pisa to Florence, p. 262; Florence *via* Foligno, p. 60; or *via* Orbetello to Rome, p. 258	12 15 0	9 6 11	6 0 0
	" "	c *Via France*, select from No 75, Routes to Paris; Rail to Macon, Amberieu, Culoz, Modane, pp. 48 & 54; under Mont Cenis to Turin, p. 250; Genoa, 254; Steamer to Civita Vecchia; Rail to Rome, p. 258	10 10 0	8 0 0	4 0 0
	" "	d *Via Switzerland*, select from No 69, Routes to Milan; Rail to Genoa; Steamer to Civita Vecchia Rl. to Rome, ...	12 15 0	9 6 5	5 0 0
	" "	e *Via Trieste*, select from No. 94, Routes to Vienna, 91 to Trieste; Steamer to Ancona; Rail to Rome by Foligno, pp. 261 & 260	14 1 7	9 15 9	6 0 0
81	**Rotterdam** ...(Holland)	a Steamer direct from London, p. 317	1 10 0	0 17 6	0 18 0
	" "	b Routes, No. 2, to Antwerp; thence per Rail to Rotterdam p. 103	2 14 6	2 1 0	0 20 0
	" "	c *Via Harwich* and *Rotterdam*, see advt., inside cover	1 6 0	0 15 0	0 14 0
82	**Rhine, The**. (Germany)	a *Via Cologne*, select from No. 24, Routes to ascend Rhine per Steamer, p. 323; or by Rail to Bonn, Remagen, Coblentz, Bingen Mayence &c., pp. 122, 126.....	... ...	... ...	1 6 0
	" "	b *Via Paris*, select from No. 75, Routes to; then refer to Itinerary under that place, p. 383 for Rts. to Frankfort & the Rhine	... ...	... ...	1 4 0
	" "	c *Via Routes to Rotterdam*, No. 81; ascend the Rhine per Str., p. 328; or per rail, to Cologne, pp. 113, 118, & 116	... ...	... ...	1 12 0
83	**Ruhrort**.....(Rhine)	*Via Harwich and Antwerp* —See Advert. inside cover	1 17 7	1 3 5	0 17 0
84	**Spa**.....(Belgium)	a *Via Cologne*, select from No. 24, Rtes. to, see Itinerary, thence p. 423, for routes to Berlin; Rail thence to Stettin, p. 178 ...	6 12 0	5 5 0	1 16 0
85	**Stettin**.....(Prussia)	b *Via* Rotterdam, No. 81, thence by Oberhausen, pp. 113, 118, 117; thence to Brunswick, p. 158; to Berlin, p. 154, and Stettin, p. 178	... ...	... ...	... ...
	" "				
86	**Stockholm** ...(Sweden)	a *Via Stettin*, see No. 85; thence per Str. to Stockholm.....	7 10 0	6 0 0	2 10 0
	" "	b London to Stockholm in 3½ days, *via* Wilson Steamers from Hull to Gothenburg, p. 311; and Rail to Stockholm *via* Falkoeping, pp. 284 and 283. Rail to Hull, £ ; Boat, £3 3s.; Rail to Stockholm, £2.			
87	**St. Petersburg** (Russia)	a *Via Cologne*, select from No. 24, Routes to; see Itinerary p. 423, for Rte. to Berlin, and thence to Custrin p. 180, and Eydtkuhnen p. 180, thence Rail to St. Petersburg p. 287	13 9 0	10 19 0	4 0 0
	" "	b *Via Rotterdam*, select from No. 81. Routes to; Rail to Oberhausen, p. 118; Rail to Berlin, &c.	14 1 11	8 16 10	6 0 0
	" "	c Steam to Hamburg Wednesday morning, Rail to Lubeck, Steamer thence at noon on Saturday to St. Petersburg No examination of Luggage until arrival at St. Petersburg. Expense (exclusive of provision).....	6 15 0	4 10 0	6 0 0
	" "	d London to St. Petersburg—(see London to Stockholm b)—Steamer to St. Petersburg from Stockholm, *via* Abo and Helsingfors thence rail or boat. By Steamer, £4; by Steamer to Helsingfors and Rail to St. Petersburg, £4; time, 4 or 6 days.			
	" "	e *Via Ostend*, Brussels, Cologne, Minden, Magdeburg, Berlin, p. 117; Bromberg, Konigsberg, Eydtkuhnen p. 180; Dunaburg, Pskov, p. 287; or *via* Stendal to Berlin, p. 161	13 4 9	Mixed. 10 14 9	... ...
	" "	f *Via Harwich, Rotterdam, Salzbergen, and Berlin*, or *Emmerich, Stendal, and Berlin*.—See Advert. inside cover	11 4 2	8 7 8	4 0 0
88	**Strasburg** ...(Germany)	*Via Harwich, Antwerp, and Metz*.—See Adv. inside cover.....	3 13 0	2 10 0	1 3 0
89	**Stuttgardt** (Wurtemburg)	*Via Frankfort*, select from No. 38, Rtes. to; thence *via* Heidelberg p. 137. Bruchsal, p. 132; Stuttgardt, p. 192	5 9 0	4 13 0	2 0 0
90	**Tours**.....(France)	*Via Paris*, select from No. 75, Rtes. to; thence rail pass Orleans to Tours, p. 34; or *via* Vendome, direct to Tours, p. 37.....	4 2 6	2 19 3	0 19 0
91	**Trieste** .....(Austria)	*Via Vienna*, select from No. 94, Rtes. to; Rl. to Trieste p. 211	12 11 7	8 15 8	3 12 0

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Itinerary of Through Routes from London —*Continued.*

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	Approximate Fares. 2 class. £ s. d.	Approximate time. H. M.
92	Paris ..... (Italy)	*Via Paris*, Baggage should be examined at Calais, p.p. 48, 54, 250	1 19 1	1 4 7	1 11 0
93	Utrecht.....(Holland)	*Via Harwich and Rotterdam* —See Advert. inside cover	1 11 9	0 10 7	0 15 0
94	Vienna.....(Austria)	a *Via Cologne*, select from No. 94, Routes to; thence as per Itinerary of Routes from Cologne for Vienna, p. 494, No. 81	8 6 9	6 19 9	3 2 0
"	"	b *Via Calais & Paris*, thence as per Itinerary of Rtes. fr. m Paris to Vienna, page 384, No. 51	10 0 6	6 5 6	3 8 0
"	"	c *Via Hamburg*, Steamer direct from London, No. 42, Routes to Hamburg, Rail to Berlin, p. 164 and Vienna, p. 244 or p 235	6 9 5	4 8 6	3 10 0
"	"	d *Via* Calais, Brussels, p. 80; Cologne, p. 89; Bonn, Rayence p 122 Darmstadt, p. 126; Wurzburg, Nürnberg p 196; Regensburg, Passau, p 243; and Linz, p. 210, in 30 hours Mixed Ticket, 1st class to Cologne and 2nd class thence to Vienna is £7 3s. 6d.	8 11 3	7 3 8	2 2 0
"	"	e *Via Harwich, Rotterdam, Emmerich, Cologne, and Passau*, or *Rotterdam Cleve, Cologne, and Passau*.—See Advertis. ment inside cover	7 9 5	5 7 3	2 12 0
"	"	f *Via Harwich, Rotterdam, Emmerich, Cologne and Munich*, or *Rotterdam, Cleve, Cologne, and Munich* —See Advert. inside cover	8 1 3	5 15 11	2 4 0
"	"	g *Via Harwich Antwerp, Cologne, and Passau*. See Advert. inside cover	7 10 6	5 7 0	2 11 0
"	"	h *Via Harwich, Antwerp, Cologne, and Munich* —See Advert. inside cover	8 2 1	5 15 6	2 4 0
95	Venice .....(Italy)	a *Via France*, select from No. 75, Routes to Paris; thence to Modane, p. 54; Turin, p. 250; thence to Venice, p. 256 ...	9 3 11	6 16 2	3 12 0
"	"	b *Via Switzerland*, select from No. 9. to Bale; thence as per Itinerary from Bale to Milan, p. 490, No. 29; Rl. to Venice, p. 256	9 7 7	7 0 0	4 0 0
"	"	c *Via Trieste*, see No. 91, Routes to; thence by Rail, p. 253, or by Steamer page 236, to Venice	13 8 7	9 7 11	4 12 0
96	Warsaw .....(Poland)	*Via Berlin*, see No. 11, Routes to; Rail to Breslau, p. 166; to Kattowitz, p. 184; to Warsaw, p. 291	9 16 0	6 11 0	3 0 0
97	Waterloo.....(Belgium)	Routes No. 16 to Brussels Mail Coach thence to Waterloo or by Rail, p. 90. See page 405	2 7 10	1 16 8	0 16 0
98	Wiesbaden (Germany)	*Via Harwich, Rotterdam, Emmerich, and Coblence*; or *Rotterdam, Emmerich, and Troisdorf*; or *Rotterdam, Cleve and Coblence*.....	3 3 4	2 2 10	1 4 30
99	Zurich.....(Switzerland)	*Via Basle*, select from No 9 Routes to; Rail *via* Schaffhausen and Winterthur pp. 139 and 245	6 2 0	6 7 6	2 2 0

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Part II.] GENERAL TABLE OF SKELETON THROUGH ROUTES [Part II

From LONDON to the principal **Baths and Watering Places** on the Continent.

Indicating the most direct Routes to each place, the Fares, the means of Conveyance, the time on the Journey, and describing the properties and qualities of the Mineral Waters.

ABBREVIATIONS:—Rl. rail; Str. steamer; Dil. diligence; Rtes. routes; Sta. station; Om. omnibus.

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Approximate Times. D. H. M.
100	**Aix-la-Chapelle** (Prus)	Hot sulphureous springs, and sources of saline and chalybeate waters; the first for curing diseases of the skin, rheumatism, gout, &c.; the second for curing disorders of the digestive organs.			
		Routes, No. 1.	1 19 1	1 4 11	0 20 30
101	**Aix,** (in Provence) France	Warm, mineral waters of no repute.			
	" "	Rte. select from No. 75, Rtes. to Paris; Rl. to Marseilles, pp. 48, 50; Rognac Sta.; Rail to Aix, p. 50.	6 17 0	4 0	1 16 0
102	**Aix-les-Bains**...(Savoy)	Mineral springs, warm and sulphureous, reputed good for correcting derangement of the digestive organs.			
	" "	Rte. select from No. 75, Rtes to Paris; Rl. thence to Macon, p. 48; Rail to Amberieu and Culoz, p. 54, thence per Rail to Aix, p. 54	5 16 0	4 5 3	1 12 0
103	**Alexandersbad** ..... (Prussia.)	Saline waters, impregnated with carbonic acid gas; tonic and strengthening; taken after the water of Carlsbad.			
	"	Rte. select from No. 34, Rtes. to Frankfort; Rl. thence to Bamberg, p. 182; to Neuenmarkt, p. 198; Rtes to Bayreuth, p. 194. thence Dil. to Alexandersbad	6 16 0	4 17 0	2 5 0
104	**Baden-Baden** ..... (Duchy of Baden.)	Hot springs of saline-chalybeate waters, efficacious in curing disorders of the digestive organs. Most fashionable and delightful of German watering places.			
	"	a Rtes. select from No. 24, Rtes. to Cologne; then as per Itinerary under that place, p 423 of the Rtes. to Baden-Baden, No. 33	4 19 0	3 9 11	1 2 0
	"	b Rtes. select from No. 75, Rtes. to Paris, then as per Itinerary under that place, p. 383, of Rte. to Baden, via Strasburg ...	5 10 0	4 0 0	1 16 0
105	**Baden** ... (Switzerland)	Warm sulphureous waters for baths, in rheumatism, gout, &c.			
	" "	Rtes. select from No. 9, Rtes to Bale; Rl. to Olten, p. 241; to Aarau, p. 240; to Baden, p. 245	6 4 3	5 12 3	2 0 0
106	**Baden** .....(Austria)	Warm sulphureous springs, impregnated with carbonic acid gas. Baths efficacious for cutaneous diseases, gout, or rheumatism.			
	" "	Rtes. select from No. 94, Rtes. to Vienna; Rl. thence to Baden station, p. 215	9 0 5	6 10 0	3 12 0
107	**Bad Oeynhausen** ..... (Prussia)	Hot springs of Saline waters containing carbonic acid, carbonate of lime, &c.; efficacious in curing stiff joints, crippled limbs from gout or rheumatism; also disorders of the digestive organs, and possessing other valuable medicinal properties			
	" "	Rtes. select from No. 24 Rtes. to Cologne, thence per Rl. p. 117	5 0 0	3 11 0	1 6 0
108	**Bagnerres de Bigorre**..... (Pyrenées)	Warm springs, saline, sulphureous and chalybeate, aperient and tonic. The waters of the Salut are most efficacious in rheumatism, gout, &c.			
	" "	Route. select from No. 75, Rtes. to Paris; Rail to Bordeaux. p. 34, 36; thence to Morceux, Tarbes, and Bagneres de Bigorre, pp. 45 & 44; or via Dax and Pau. pp. 44, 45.....	7 1 6	5 5 9	2 0 0
109	**Bagnerres de Luchon** ..... (Pyrenées)	The waters are sulphureous, saline, and ferruginous, good for rheumatic complaints, paralysis, and cutaneous disorders, but are injurious in nervous diseases, and to persons of sanguine temperament.			
	" "	Route select from No. 108, same as to Bigorre, thence to Montrejeau. page 45, then Dil. to Bagneres de Luchon	7 3 0	5 9 0	2 0 0
110	**Bagnoles-Orne** ..... (France)	Tepid sulphureous springs, very efficacious in scrofula, ulcers, wounds, paralysis, rheumatism, affections of the skin and throat, and indigestion. Also strong chalybeate waters, restorative of weak and debilitated constitutions, particularly to delicate females.			
	" "	Rte., Rl. and Str., London to Havre; Str. to Honfleur, Rl. to La Ferté Mace (see p. 27) from whence a diligence starts to Bagnoles in 20 minutes.....	3 10 0	2 0	2 0 0
111	**Biarritz** (Near Bayonne)	Delightful sea-bathing.			
	" "	Rtes. see No. 12, Rtes. to Bayonne; Rl. to Biarritz, page 45.	7 0 0	4 15 0	2 5 0

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Itinerary of Through Routes from London—*Continued*

Dist.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes	Approximate Fares. 1 class.	2 class.	Approximate Time.
			£ s. d.	£ s. d.	D. H. M.
112	Brückenau (Near Kissingen.)	Purest chalybeate waters; tonic and strengthening effect on weak stomachs: waters full of carbonic acid, sparkle like champagne; delicious for baths. Select from No. 38, Rtes. to Frankfort; Rl. thence to Gemunden Station, 147; Dil. thence to Kissingen, p. 240	6 15 6	4 5 0	2 0 0
113	Cannstadt (Wurtemburg)	Mineral springs, containing carbonic acid, sulphur, salts and iron; efficacious for curing disorders of the digestive organs. Rte. select from No. 38, Rtes. to Frankfort; Rl. thence via Bruchsal and Stuttgard to Cannstadt Rte. p. 138 & 196	6 8 5	4 10 6	... ...
114	Carlsbad (Bohemia)	The most aristocratic watering place in Europe. Hot springs containing sulphate of soda, and carbonate of soda, &c., efficacious in curing chronic complaints of the liver and kidneys, and many other diseases. Rtes. select from No. 24 Rtes. to Cologne; thence per rail to Hamm, p. 117 Warburg, p. 141; Cassel, p. 141; Eisenach, pp 145, and 170. Lichtenfels p. 169. and Hof, p. 197; Rail to Eger, p. 198: thence to Carlsbad, page 208	7 1 0	5 5 10	2 0 0
		Rtes. to Cologne. Select from No. 24 thence by Rail to Frankfort, by Bingerbruck, pp 122, 128, Hof and Eger, 196, then from Eger to Carlsbad, see p. 198.			
115	Canterets (Pyrenees)	Sulphur springs, useful in chronic complaints, the early stage of consumption, rheumatism, asthma, indigestion, diseases of the skin and nerves. Rtes. see No. 131, Rte. to Pau, Dil. thence to Canterets	7 10 0	5 15 0	2 6 0
114	Eaux-Bonnes (Pyrenees)	Hot sulphur springs, beneficial in chronic affections, intermittent fevers, skin diseases, early consumption Rte Select from No. 131, Route to Pau; thence by Dil. 26 miles	7 2 0	6 0 0	2 6 0
17	Eaux-Chaudes (Pyrenees)	Sulphur and other hot springs good for cure of rheumatism, paralysis, and derangement of the viscera. Routes Select from No 131, Rtes. to Pau; thence per Dil. to Eaux Bonnes and Eaux Chaudes	7 6 0	6 4 0	2 6 0
115	Ems (Near Cobigne)	Warm springs of water, containing carbonic acid, carbonate of lime, &c., beneficial in affections of the chest, and peculiarly efficacious in female complaints. Rte. Select from No. 24, Rtes. to Cologne; see Itinerary thence, p. 473, for Rte, to Lahnstein; Rail to Ems, p. 132	3 10 1	2 11 6	1 0
15	Gais (Switzerland)	Mineral springs, much frequented in summer for its Molkenkur, or whey cure, the milk being drunk warm from the cow, and found beneficial in cases of weak digestion and diseased lungs. Rte. Select from No. 9 Rtes to Bale; thence Rail to Olten, p. 241; to Aarau p 240; Zurich, p. 245; Winterthur, p. 245; to St. Gall, p. 244, Dil. to Gais	6 2 0	4 12 0	2 0 0
15	Heinreichsbad (Nr. St. Gall, Switzerland.)	Waters strongly impregnated with iron and carbonic gas, beneficial in diseases of the chest. There is also a whey cure. Route, select from No 9, Routes to Bale: Rl. to Aarau, 213; Zurich, 237, Rail to St. Gall page 241; diligence thence to Heinreichsbad	4 4 0	4 14 0	2 0
121	Homburg (Near Frankfort.)	Mineral springs—saline and ferruginous, and possessing valuable medicinal properties—highly beneficial in restoring the tone of the digestive organs. Route, select from No. 38, Routes to Frankfort; thence per dil. every hour (in one hr.) to Homburg; or by rail, p. 135	4 13 9	4 8 6	1 3 3
	Ischia ... Bay of Naples)	Hot volcanic mineral springs, much frequented both in summer and winter. Daily steame from Naples	12 4 0	9 0	2 15 0
123	Ischl (Near Salzburg)	Saline vapour baths—sulphurous springs—beneficial in diseases of the chest. Delightful & fashionable watering place See No. 71 Rte to Munich, thence per Rl. to Salzburg, thence by road to Ischl; or via Rl. to Lambach, and Gmunden	10 11 4	8 10 0	3 4 0
22	Kissingen (Bavaria	The *Ratoczy* and Pandur Brunnen (springs), saline and chalybeate—tonic and aperient. The Maxbrunnen (spring) is acidulous and alkaline, cooling and diuretic. Both highly beneficial in curing disorders of the digestive organs. Route, select from No. 38, route to Frankfort; Rl. to Gemunden Sta., thence Dil. to Kissingen, page 240	6 7 9	4 11 6	... ...
124	Kreuth (Bavaria)	Celebrated for its sulphurous and mineral waters, vapour and douche baths, goats' whey and medicinal herbs. Delightfully situated for health-restoring walks. Route, select from No. 38, route to Frankfort; thence per rail to Munich, via Aschaffenburg pp 128, and 196; thence to Holzkirchen and Kreuth, see pp. 196 and 445	4 0 0	3 10 0	2 12 0
125	Leuk (Switzerland)	Sulphur springs. The waters are drunk and bathed in, being excellent for weak nerves, palsy, diseases of the skin, and many chronic complaints. Route, select from No 9, routes to Bale; Rl. to Berne, Thun page 24, thence Dil. to Leuk, via the Gemmi Pass, p. 498	6 0 0	5 3 0	2 12 0

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Itinerary of Through Routes from London—*Continued.*

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	Approximate Fares. 2 class. £ s. d.	Approximate Time. D. H. M.
126	Lucca .....(Italy)	Hot sulphureous springs, supplying large Bathing Establishments, baths highly beneficial in cutaneous disease. Route, select from No. 55, routes to Leghorn; Rl. to Pisa, p. 258; Rl. to Lucca, p. 268.....	10 0 0	7 0 0	3 0 0
127	Madeira .....(Island of)	Mild, warm climate, recommended to invalids suffering from diseases of the chest, but too relaxing for persons in health accustomed to a colder bracing climate. *Via* Liverpool, rail to; thence by steamer, African Steam Packet Co., see page 314			0 12 0
128	Marienbad ...(Bohemia)	Two saline purgative springs, another less salt, containing more carbonic acid, excellent in biliary complaints. Gas baths of great efficacy in local diseases of the joints, &c. ..... Route, select from No. 114, routes to Carlsbad as far as Eger, (between Hof and Carlsbad,) and from Eger per diligence, in connection with the trains.	2 0	5 7 0	2 4 0
129	Montpellier ...(France)	An ungenial, dusty, watering place in the south of France too much exposed to the dry cold winds of the Mistral to be suitable to patients suffering from diseases of the chest. Route, select from No. 75, routes to Paris; rail thence, pages 48 & 50, to Tarascon Sta.; rail thence to Montpellier, page 87	6 17 6	5 0 9	1 16 0
130	Nice .....(France)	At the foot of the Alps, finely situated on the shore of the Mediterranean; mild, beautiful climate, exquisite scenery, fine sea bathing. a Route, select from No. 75, routes to Paris; thence per rail to Marseilles, pp. 48 & 50; steamer to Nice, page 287 ..... b Route, select from No. 75 routes to Paris; thence per rail to Marseilles, pp. 48 & 50; Rl. to Toulon and Nice, see page 55.....	... ... 8 9 6	... ... 6 6 3	2 0 0 2 17 0
131	Pau ...(South of France)	Soft and beautiful climate for winter residence. Within view of the Pyrenees, best head-quarters for visitors intending to explore them. Route, select from No. 12, routes to Bayonne change at Dax; thence per Rail to Pau, pages 46 & 48.....	6 15 0	5 10 0	1 14 0
132	Pfeffers ...(Switzerland)	Hot saline and sulphureous springs, taken internally beneficial in stomachic debility; when bathed in efficacious in curing rheumatism, chronic diseases, &c An extraordinary place. Route, select from No 9 route to Bale; Rail to Zurich and Ragatz by Aarau, page 231 and 246, and thence per diligence to Pfeffers	6 15 10	5 2 1	1 16 0
133	Pierrefonds .....(Near Compiegne)	Small picturesque village Sulphurous mineral waters, beneficial in disease of the lungs. Route, select from No. 75, routes to Paris Creil Sta.; rail to Compiegne, p. 15; dil. to Pierrefonds.....	3 13 0	2 15 0	0 17 0
134	Pyrmont...(Westphalia)	Springs possessing valuable medicinal properties; chalybeate impregnated with carbonic acid gas; saline and acidulous, tonic & aperient, curative of disorders of the digestive organs. Route, select from No. 24, routes to Cologne; thence per rail to Hamm, p. 117; to Altenbeken, p. 115, to Pyrmont, p. 119	4 1 9	3 10 0	1 6 0
135	Schintznach .....(3 miles from Brugg)	The most frequented baths in Switzerland. The water contains sulphuretted hydrogen, &c., and is beneficial in chronic scrofula, various female disorders, diseases of the joints, &c.			
136	Schlangenbad .....(Brunnen, of Nassau)	Route, select from No. 9 route to Bale: thence viâ Olten to Aarau, pp. 241, 240, thence to Schintznach, page 245 ... Situated within a few miles of some of the most beautiful scenery of the Rhine. The Baths possess celebrated cosmetic properties in high repute. Route, select from No. 24, routes to Cologne; see Itinerary p. 423 for Rte to Wiesbaden; Dil. to Schlangenbad; Dil. Wiesbaden to Schwalbach, ...	6 5 7	4 13 6	2 0 0
137	Schwalbach .....(As above)	Celebrated in the "Bubbles from the Brunnen." The waters contain iron and carbonic acid, and are bracing and strengthening in a high degree. Route, as per from No 24, routes to Cologne; thence as per Itinerar under that place, p. 423, for routes to Wiesbaden; thence per diligence to Schwalbach	4 8 9	3 3 0	1 0 0
138	Spa .....(Belgium)	Chalybeate waters, beneficial in disorders of the digestive organs in nervous and uterine affections, and in liver complaints they are invaluable. Kursaal or Redoute. Route, No. 84.....	1 17 1	1 3 3	0 17 0
139	Stachelberg (Switzerland)	Superbly situated. Alkaline sulphureous springs; strong and efficacious—more used for drinking than bathing. Route, select from No. 9, to Basle; Rl. to Olten, p. 241; Aarau, p. 240; Zurich, p 245: to Glarus, p. 243; and thence by diligence to Stachelberg	6 0 0	5 5 0	2 0 0

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Itinerary of Through Routes from London—*Continued.*

	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Approximate Time. D. H. M.
140	**St. Moritz** (Switzerland)	"A little fairy spot in a beautiful valley." Powerful chalybeate waters, gaseous and sparkling, promoting digestion and imparting vigour to the system; see Special Edition			
	" "	Route, select from No. 39, Rtes. to Coire; thence per diligence	7 3 2	6 1 6	2 12 0
141	**St. Sauveur** (Pyrenees)	A picturesque watering place, in a Swisslike spot, near woods and falls, and 2500 feet above the sea. These waters are milder than those of Bareges, and the situation infinitely more agreeable. They are much used by ladies for spasmodic, nervous, and other complaints.			
	" "	Route, select from No. 131, routes to Pau; thence by dil.	8 0 0	6 10 0	2 12 0
142	**Tarasp (Schuls)** Switzerland	A lovely spot in the beautiful Unter Engadin, 4000 ft. above the sea; one of the best centres for Excursions in Eastern Switzerland. The St. Lucius is the most powerful alkaline saline spring in Europe. There are also particularly fine gaseous chalybeate waters. Delightful invigorating climate, "bracing and not raw." See p. 500. Route select from No. 9, Routes to Basle, rail to Landquart, p. 245, thence diligence via Davos to Tarasp in one day	7 6 5	5 10 8	2 6 0
143	**Teplitz** .....**(Bohemia)**	Hot springs of alkalo-saline waters; almost exclusively used for baths; taken exceedingly hot; curative of stiff joints, crippled limbs, from gout or rheumatism			
	" "	Route No. 34, to Dresden; Rail to Bodenbach, p. 190, Aussig, p. 204, Teplitz, p. 207	7 7 0	6 0 0	2 0 0
144	**Vichy** .....**(France)**	The most frequented watering place in France; mineral springs, acidulous and alkaline; efficacious in chronic complaints of the liver and digestive organs, diseases of the kidneys, and urinary organs, gout, &c.			
	" "	Route, select from No. 75, Routes to Paris; Rail *via* Moulins to Vichy, page 58	4 15 6	3 11 9	2 4 0
145	**Warmbrun** ...**(Prussia)**	Warm sulphureous and alkaline springs; beneficial in gout and rheumatism. Public Baths, common to bathers of both sexes. Central for making excursions among the Riesenberge- giant mountain of Bohemia;			
	" "	Route, see No. 11, Route to Berlin; thence per Rail to Breslau, p. 201; Rail to Freiburg, p. 204; Dil. to Warmbrun	7 10 0	6 10 0	5 6 0
146	**Weissbad** (Switzerland)	Mineral springs. Cure of goat's whey			
	" "	Route, select from No. 9, Routes to Bale; Rail thence to Zurich, p. 243, Rl. to St. Gall, p. 245 and 246; Dil. to Appenzell and Weissbad	6 16 0	5 0 0	2 10 0
147	**Wiesbaden** ...**(Prussia)**	Hot springs of chalybeate waters, impregnated with iron; beneficial in cutaneous diseases, stiffness of joints, &c.			
		a Route, select from No. 24, to Cologne; thence to Coblenz and Wiesbaden, p.p. 122, 130, and 131	3 3 4	2 2 10	1 4 30
	" "	b Select from No. 75, Rtes. to Paris; see Itinerary thence p. 385 for Routes to Frankfort: Rail to Wiesbaden, p. 123	6 0 0	4 7 1	1 16 0
148	**Wildbad** ..... (Near Stuttgardt)	Hot springs; beneficial for rheumatism or gout, diseases of the joints, &c., and also for diseases of the skin			
	"	Route, select from No. 61, Routes to Frankfort; thence as per Itinerary, p. 460; Rail to Heidelberg, p. 137, Carlsruhe, p. 132, thence to Pforzheim, p. 137, and Wildbad p. 193	4 6 0	3 8 0	1 13 0
149	**Tour through Saxon Switzerland.**—Route, see No. 24, Routes to Cologne; thence to Dresden, Route No. 28.				
	" (a) Dresden, Rail to Prague, Dötscha Sta. for the Bastei—splendid view; carriage road to Schandau, fine landscapes; Hochstein promontory; Kuhstall, view of the valley.				
	" (b) Or by steamer down the Elbe from Schandau, landing at Libenstein, Königstein, the Bastei, &c.				
150	**Tour through the Pyrenées.**—Route, see No. 131, Route to Pau. 1st Excursion from Pau to Lourdes Cauterets, Val de Jarret, and Lac de Gaube, 42 Eng. miles; to Luz and St. Sauveur, 43½ Eng. miles beautiful scenery; to Bareges, 46½ English miles.				
	" Pau to Bagnères de Bigorres, 37 Eng. miles; thence to Luchon by Tarbes, 48 Eng. miles. Excursions to the Val de Lys, Port de Venasque, and Val d'Aran.				
	" Pau to Oleron and the Val d'Aspe. Pau to Eaux Bonnes and Eaux Chaudes, 26 Eng. miles. Excursion to the Pic du Midi d'Ossau, Plateau of Bioux Artiques.				
151	**Tour through the Tyrol.**—Route, Innsbruck to Schönberg, Steinach, Sterzing, Meran, Bozen, Trent, Roveredo Riva, Val de Sol, Bormio, Prad, Reid, Stuben, Bludenz, Bregenz.				
	" (a) Rtes., select from No. 38, Rtes. to Frankfort; thence per Rail to Munich and Innsbruck.				
	" (b) Rtes., select from No. 9, Routes to Bâle; thence to Lindau or Bregenz; Dil. to Innsbruck.				
152	**Odessa, Crimea, &c.**—The following is an excellent trip: London to Vienna (see Route 94); Vienna to Pest by Rail; Pesth, down the Danube by the Austrian Danube Co., to Odessa (excellent boats and provisions); Odessa to the Crimea and back, 10 days (good boats), Odessa to Constantinople; then, per the Mediterranean, back to Trieste, or per French Steamer to Marseilles.				
	N.B.—The road between Trieste and Vienna should be seen, for Styria is as beautiful as any part of Europe. The Passage of the Semmering is magnificent in scenery, and wonderful as a work of art.				
	Trieste to Venice, per Steamer daily; Venice to Genoa, visiting the principal towns in Northern Italy; Genoa to Marseilles; Marseilles to Paris and London.				

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CALAIS and DUNKIRK to PARIS via HAZEBROUCK, BETHUNE, ARRAS, and AMIENS.—Chemin de fer du Nord.*

No.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
No.	fr. c.	fr. c.	fr. c.					a. m.	a. m.	a. m.	p. m.		p. m.	p. m.	
—	From Calais			Calais (Buffet) ..... dep.	‡2 0	6 10	9 50	12 15	—	2 0	5 55	—	—	—	—
1	0 70	0 55	0 35	Saint Pierre-les-Calais	—	—	6 38	10 3	‡	2 38	6 33	—	—	—	—
13	1 70	1 30	0 90	Ardres	—	—	6 55	10 21	—	2 54	6 36	—	—	—	—
13	2 65	2 0	1 45	Andralca	—	—	6 46	10 34	—	2 49	6 39	—	—	—	—
21	4 5	3 0	2 25	Watten-Eperlecques	—	—	7 8	10 51	—	3 11	7 5	—	—	—	—
26	5 15	3 90	2 85	Saint-Omer (13)	—	2 45	7 26	11 8	1 0	3 35	7 28	—	—	—	—
32	6 80	4 85	3 55	Eblinghem	—	—	7 45	11 25	—	3 58	7 47	—	—	—	—
39	7 75	5 80	4 25	Hazebrouck (12) arr.	a.m.	3 8	8 0	11 40	1 22	p.m.	4 20	8 2	a.m.	—	—
From Dunkirk.				Dunkirk ..... dep.	10 10	—	6 55	10 40	—	1915	3 30	6 45	9 25	—	—
5	1 10	0 80	0 60	Bergues	10 23	—	7 12	10 58	—	19 28	3 45	7 2	9 51	—	—
11	2 20	1 65	1 20	Esquelbecq	—	—	7 26	11 7	—	19 42	3 59	7 16	10 7	—	—
15	2 95	2 20	1 65	Arneke	—	—	7 36	11 16	—	19 53	4 10	7 28	10 19	—	—
19	4 15	2 95	2 10	Cassel	1, 2, 3	7 50	11 30	—	—	1 4	4 21	7 42	10 33	—	—
26	5 5	3 75	2 80	Hazebrouck ..... arr.	11 0	a. m.	8 5	11 45	—	1 18	4 35	7 57	10 50	—	—
From Hazebrouck.				Hazebrouck (Buff.) d.	—	5 15	8 13	11 55	—	—	4 45	8 20	—	—	—
43	0 85	0 65	0 45	Steenbecque	—	5 28	8 26	12 5	—	—	4 57	8 34	—	—	—
45	1 25	0 95	0 75	Thiennes	—	5 38	8 31	12 13	—	—	5 5	8 43	—	—	—
49	1 95	1 45	1 10	Aire	—	5 45	8 43	12 21	—	—	5 14	8 52	—	—	—
53	2 65	2 0	1 45	Lillers	—	5 55	8 54	12 31	—	—	5 25	9 5	—	—	—
57	3 85	2 65	1 95	Choques	—	6 7	9 6	12 41	—	—	5 38	9 17	—	—	—
61	4 25	3 20	2 35	Bethune (14, 17)	—	6 19	9 20	12 53	—	—	5 52	9 33	—	—	—
64	4 95	3 65	2 65	Noeux	—	6 28	9 30	1 2	—	—	6 1	9 41	—	—	—
68	5 65	4 20	3 10	Bully Grenay (17) ...	—	6 41	9 43	1 13	—	—	6 13	9 56	—	—	—
72	6 50	4 85	3 50	Lens	Ex.	6 58	10 0	1 28	—	—	6 30	10 13	—	—	—
78	7 65	5 70	4 15	Farbus-Vimy	1 cl.	7 14	10 17	1 43	1, 2, 3	1, 2, 3	6 46	10 30	1, 2, 3	—	—
84	9 0	6 75	4 95	Arras (Buffet) ..... arr.	a.m.	7 32	10 37	2 0	p.m.	p.m.	7 5	10 50	a.m.	—	—
—	—	—	—	,, (14) ..... dep.	7 56	8 1	10 55	2 15	3 31	6 12	7 22	11 13	12 10	—	—
89	10 10	7 55	5 55	Boileux	—	8 15	11 9	1 Cl.	3 45	6 26	1 el.	—	—	—	—
95	11 20	8 40	6 15	Achiet (12)	—	8 31	11 25	—	4 1	6 40	—	11 42	12 36	—	—
—	—	—	—	Bapaume ..... dep	—	7 40	11 0	—	3 20	6 20	—	—	—	—	—
107	13 40	10 5	7 25	Miraumont	—	8 41	11 36	—	4 11	6 49	—	—	—	—	—
117	18 40	11 55	8 45	Albert	8 35	9 5	11 57	—	4 33	7 10	—	12 11	—	5	—
—	—	—	—	Corbie	—	9 20	12 20	—	4 56	7 35	—	12 34	—	—	—
—	—	—	—	Daours	—	9 26	12 27	—	5 3	7 43	—	—	—	—	—
122	17 25	12 90	9 45	Longueau (Buffet) ... arr.	9 5	—	—	2 59	—	—	—	9 26	12 54	1 45	—
—	—	—	—	Amiens (Buffet) ..... arr.	9 25	9 55	12 45	3 40	5 31	8 0	8 59	9 45	1 13	2 5	—
—	—	—	—	,, ... dep.	8 55	10 10	12 56	3 10	6 0	8 5	—	12 40	—	1 35	—
—	—	—	—	Longueau (Buffet) ... dep.	9 13	—	—	3 27	—	8 35	—	1 4	—	1 55	—
172	26 30	19 80	14 50	Creil (Buff.) 19. dp.	10 32	12 20	2 15	4 53	6 42	10 17	—	2 16	—	3 57	—
203	32 65	24 45	17 90	Paris (48, 66) ... arr.	11 25	1 40	4 30	5 50	9 55	11 15	—	4 36	—	5 16	—

No.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 2	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2
Dis.					a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.		
—	—	—	—	Calais (Buffet) ... dep.	‡2 0	—	6 10	9 50	12 15	—	2 0	5 55	—
26	—	—	—	Saint-Omer	2 45	—	7 26	11 8	1 0	—	3 35	7 28	—
39	—	—	—	Hazebrouck Buff. ar.	3 8	a.m.	8 0	11 40	1 22	—	4 20	8 2	a.m.
—	—	—	—	Dunkirk ..... dep.	—	9 25	6 55	10 40	12 15	—	3 30	6 45	10 10
25	—	—	—	Hazebrouck arr.	—	10 50	8 5	11 45	1 18	p.m.	4 35	7 57	11 0
—	—	—	—	Hazebrouck (12) dep.	3 10	5 25	8 15	11 54	1 25	3 35	4 39	8 15	11 5
43	—	—	—	Strazeele	—	5 56	8 39	12 10	—	2 36	4 50	8 29	—
49	—	—	—	Bailleul	—	6 20	8 42	12 23	—	2 59	5 3	8 43	11 34
51	—	—	—	Steenwerck	—	6 37	8 51	12 31	—	3 1	5 11	8 53	—
56	—	—	—	Armentieres	—	7 10	9 5	12 45	—	3 15	5 25	9 6	11 39
31	—	—	—	Perenchies	—	7 23	9 17	12 57	—	3 27	5 37	9 18	—
28	—	—	—	Lille Buffet (16) arr	3 58	7 48	9 35	1 15	2 13	3 45	5 58	9 36	12 0
—	—	—	—	,, Lille (16) ..... dep	4 10	—	10 15	2 25	2 25	5 25	—	—	—
—	—	—	—	Brussels ..... arr	6 50	—	2 15	5 15	5 15	9 37	—	—	—

Dis.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1 Cl.	1, 2, 3
Dis.	fr. c.	fr. c.	fr. c.							
—	—	—	—	Paris ..... dep.	—	8 45	1 0	12 35	3 45	9 45
—	—	—	—	Tergnier (Buf.) ... arr.	a.m.	11 20	12 30	4 20	6 1	1 10
81½	16 10	12 10	8 45	,, ... dep.	6 30	11 33	2 10	4 25	6 20	1 20
94½	18 75	12 80	9 30	La Fere	6 44	11 47	2 25	4 47	7 45	1 35
92	18 25	13 65	10 0	Crepy-Couvron	7 2	12 8	2 58	5 6	8 13	1 55
98	19 45	14 55	10 70	Laon ..... arr.	7 20	12 25	3 20	5 22	8 35	2 10
—	From Laon.			,, (85) ..... dep.	7 50	12 55	p.m.	5 31	9 0	2 20
7½	1 45	1 10	0 80	Couey (N. D de L.) ...	8 8	1 15	—	5 54	9 25	—
11½	2 35	1 75	1 25	St.-Erme Mont	8 20	1 30	—	6 9	9 44	—
—	—	—	—	Amifontaine	8 30	1 42	3rd Class.	6 21	—	—
19½	3 75	2 85	2 5	Guignicourt	8 44	1 58	—	6 37	10 22	—
25½	5 5	3 75	2 80	Loivre	9 0	2 19	—	6 58	10 49	—
33	6 50	4 85	3 55	Reims ..... arr.	9 18	2 43	—	7 20	11 18	3 43

Extra—Armentieres to Lille, 11.15 a.m.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Paris (Nord) ..... dep.	6 55	7 6	—	—	—	—	—	1 33	3 53	—	—	—	—	—
Paris (Ouest)	—	—	6 30	—	—	—	—	1 30	—	3 30	—	4 55	6 25	6 45
Pontoise	—	—	7 45	—	—	—	—	2 45	—	4 45	—	6 10	—	7 55
Enghien (18)	7 22	—	8 1	8 27	9 47	11 53	—	2 57	—	4 57	6 1	6 27	8 17	8 37
Montmorency ...	7 35	—	8 14	8 40	10 0	12 6	—	3 10	—	5 10	6 14	6 40	8 30	8 50
Ermont	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Eaubonne	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Soisy	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enghien	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Montmorency ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pontoise	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Paris (Ouest)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Paris (Nord) ..... arr.	—	—	—	—	—	—	—	—	—	—	—	—	—	—

PARIS, AMIENS, ARRAS, BETHUNE, HAZEBROUCK, DUNKIRK, and CALAIS.—Northern of France Railway.* [May 1.

Kilo.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1 cl.	1,2,3	1,2,3	1,2,3	1,2,3	1 cl.	1 & 2	1,2,3
Dis.	fr. c.	fr. c.	fr. c.			a. m.	a. m.	a. m.	a.m.	p. m.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	Paris.....dep.	—	8 0	7 50	10 0	11 45	1 30	6 10	8 15	11 5	
334	6 25	—	4 70	Creil (23)(*Buffet*) dep	—	7 24	8 49	11 14	12 55	2 50	7 5	9 37	12 42	
743	15 60	11 70	8 35	Longueau (*Buffet*)...arr.	—	—	10	8	1 10	—	—	10 11	1 32	2 54
41	16 10	12 10	8 85	Amiens (*Buffet*) ... ,,	a. m.	9 40	10 26	1 23	2 50	5 5	8 38	11 48	3 25	
—	—	—	—	,, ...dep.	6 50	10 22	10 2	1 0	3 3	5 30	7 50	11 20	3 50	
748	—	—	—	Longueau (*Buffet*).....	—	—	10 39	1 20	—	—	8 26	11 42	3 18	
—	—	—	—	Doullens	—	7 9	10 41	—	—	5 49	—	—	—	
98	17 35	12 80	9 45	Corbie	—	7 16	10 48	—	1 41	5 56	—	12 1	3 39	
102	19 10	14 40	10 55	Albert	—	7 46	11 15	—	2 18	6 41	—	12 35	4 10	
103	20 60	15 60	11 40	Miraumont	—	8 5	11 34	—	2 31	6 43	—	—	4 22	
108	21 45	16 5	11 70	Achiet (18) ..... arr	—	8 16	11 45	—	2 45	6 53	—	12 50	4 45	
				Bapaume .....arr	—	8 32	12 11	—	3 6	7 13	—	—	—	
114	22 65	16 95	12 45	Bolleux	—	8 30	11 58	—	2 59	—	7 7	—	—	5 1
119	23 60	17 75	13 0	Arras (18) .....arr.	—	8 48	12 16	11 25	3 11	6 24	7 19	9 27	1 10	5 15
				,, (*Buffet*).....dep.	—	8 50	12 37	—	—	5 34	7 35	9 34	a. m.	5 35
123	25 0	18 75	13 75	Farbus-Vimy	—	9 9	12 57	—	—	5 51	7 56	—	—	5 56
131	26 10	19 55	14 35	Lens	—	9 27	1 13	—	—	6 11	8 15	10 26	—	6 16
135	27 0	20 20	14 85	Sailly Gremay (17) ...	—	9 41	1 26	—	—	6 24	8 28	10 44	—	6 24
137	27 70	20 75	15 20	Nœux	—	9 51	1 36	—	—	6 34	8 40	11 2	—	6 39
142	29 30	21 20	15 55	Bethune (17).....	—	10 2	1 48	—	—	6 51	8 58	11 22	—	6 53
144	29 5	21 75	16 0	Choques	—	10 13	1 58	—	—	7 3	9 4	11 41	—	7 5
150	30 90	22 40	16 45	Lillers	—	10 27	2 12	—	—	7 17	9 17	12 2	—	7 20
154	30 65	22 95	16 85	Aire	—	10 34	2 20	—	—	7 24	9 24	—	—	7 41
158	31 25	23 45	17 20	Thiennes	—	10 43	2 29	Exc.	—	7 38	9 38	—	—	7 41
160	31 75	23 80	17 45	Steenbecque	—	10 51	2 37	1 & 2	—	7 47	9 47	—	1,2,3	7 48
164½	32 65	24 45	17 90	Hazebrouck (18)arr.	11 2	2 48	p. m.	—	—	8 0	10 0	12 55	a. m.	8 0
				Hazebrouck ..dep.	12 0	2 58	6 40	—	—	8 25	12 0	—	4 35	8 20
170	33 70	25 30	18 55	Cassel	12 17	3 14	6 53	—	—	8 42	night	—	4 53	8 37
174½	34 55	25 95	19 0	Arneke	12 29	3 26	—	—	—	8 54	—	1 cl.	5 18	8 49
178½	35 45	26 60	19 50	Esquelbecq	12 41	3 37	7 10	—	—	9 6	—	Class.	5 32	9 1
184½	38 55	27 40	20 10	Bergues	12 58	3 53	7 24	—	—	9 23	12 58	—	5 55	9 18
189	37 55	28 15	20 65	Dunkirk .....arr.	1 10	4 5	7 35	—	—	9 35	1 5	—	6 15	9 30
				Hazebrouck (*Buffet*)dp	11 12	2 56	—	Wednesdays	—	8 15	11 52	—	—	8 15
170	33 70	25 30	18 55	Eblinghem	1 & 2	3 11	—	only.	—	8 31	1 & 2	—	—	8 31
174½	35 5	26 30	19 30	Saint-Omer (17)	11 35	3 32	—	—	—	8 52	12 18	—	—	8 52
182½	36 20	27 15	19 90	Watten Eperleeques	—	3 48	—	—	—	9 8	—	—	—	9 8
186	36 70	27 55	20 15	Andruicq	—	4 5	—	—	—	9 25	—	—	—	9 25
190	36 70	27 55	20 15	Ardres	—	4 18	—	—	—	9 38	—	—	—	9 38
201	36 35	27 20	19 95	Saint-Pierre-les-Calais	—	4 38	—	—	—	9 58	—	—	—	9 58
201	36 35	27 40	20 10	Calais (*Buffet*) .....arr.	12 20	4 50	—	—	—	10 10	1 5	—	—	10 10

BRUSSELS, LILLE, HAZEBROUCK, DUNKIRK and CALAIS.

Kilo.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1 &
Dis.	fr. c.	fr. c.	fr. c.			a.m	a.m	p.m.			p.m	p.m.	p.m	p.m
—	—	—	—	BRUSSELS dep.	—	7 42	7 42	8 22	—	—	1 28	8 27	West	
—	—	—	—	LILLE.....arr.	a.m	a.m.	10 0	10 0	11 55	p.m.	5 0	10 45	only	
	From Ll	lle.		Lille (*Buff*)27 dep.	6 45	7 43	10 18	10 25	1 15	3 25	6 45	10 55	5 40	
12½	1 20	0 90	0 65	Perenchies	7 4	8 3	—	10 44	1 34	3 43	7 4	—	—	
17½	1 85	1 25	0 95	Armentieres	7 17	8 14	10 42	10 57	1 47	3 55	7 17	11 19	6 4	
19	2 5	2 20	1 70	Steenwerck	7 30	—	—	11 10	2 0	4 7	7 30	—	—	
23	2 55	2 60	1 95	Bailleul	7 39	—	—	11 19	2 9	4 15	7 39	11 33	6 19	
24½	4 55	3 40	2 50	Strazeele	7 52	—	—	11 32	2 22	4 28	7 52	—	—	
30	5 25	3 95	2 90	Hazebrouck (18)	8 5	a. m.	11 9	11 45	2 35	4 40	8 5	11 59	6 37	
36	5 25	3 95	2 90	Hazebrouck d	8 20	4 35	—	12 0	2 56	—	8 25	12 0	6 40	
43½	10 30	7 75	5 60	Dunkirk ....arr.	9 30	6 15	—	1 10	4 5	—	9 35	1 5	7 35	
36	5 25	3 95	2 90	Hazebrouck dep	8 15	—	11 12	—	2 56	—	8 15	11 52	—	
48½	7 65	5 90	4 30	Saint-Omer	8 52	—	11 35	—	3 32	—	8 52	12 18	—	
66½	13 0	9 75	7 20	Calais (Gare) ... arr	10 10	—	12 20	—	4 50	—	10 10	1 5	—	
					a. m.		p. m.		p.m.		p.m.	a. m.		

REIMS, LAON, TERGNIER, and PARIS.

Kilo.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.			a.m.	a.m.		p.m.			p.m.	p.m.
—	—	2 c.	—	Reims .....dep	—	4 40	8 45	—	1 40	—	—	5 30	8 35
131	—	—	—	Loivre	—	5 13	9 4	1 & 2	1 59	—	1st	6 53	8 53
146	—	—	—	Gal.-nicourt	—	5 45	9 20	cl. &	2 18	—	class.	6 14	9 8
153	—	—	—	Amifontaine	—	—	9 32	—	2 28	—	—	6 28	—
158	—	—	—	St.-Erme-Mont	—	6 26	9 45	—	2 41	—	—	6 44	9 28
165	—	—	—	Coucy (N. D. de L.).....	—	6 48	9 56	—	2 52	—	—	6 57	9 38
175	—	—	—	Laon .....arr	a.m.	7 15	10 14	p.m.	3 10	p.m.	—	7 18	9 54
				,, ...dep	5 45	8 15	10 25	12 20	3 30	4 55	—	—	10 5
182	—	—	—	Crepy-en-Laonois	6 2	8 43	10 43	12 54	3 46	5 16	—	—	10 21
193	—	—	—	La Fere	6 32	9 15	11 4	1 29	4 5	5 40	—	—	10 40
211	—	—	—	Tergnier .....arr	6 55	9 30	11 18	1 45	4 15	5 55	1,2,3	10 50	—
				,, ...dep	6 40	a.m.	11 20	—	2 2	4 40	6 50	12 45	—
257	—	—	—	Paris .....arr	11 0	—	3 15	—	5 5	8 0	9 10	10 0	—

MONTMORENCY to PARIS.—Chemin de fer d'Ambleris à Montmorency.

Kilo.	2nd.	3 cl.	Stations.	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2
Dis.	fr. c	fr. c	Montmorency dep.	a.m	a.m	a.m	a.m	a.m	a.m	a.m	p.m	p.m	p.m	p.m	p.m	p.m
—	0 55	0 35	Ermont	7 13	7 40	8 31	9 40	10 55	11 50	12 50	1 45	3 50	5 13	5 48	6 42	7 15
—	—	—	Eaubonne	7 21	7 50	8 41	9 50	11 5	12 0	1 0	1 55	4 0	5 23	5 58	6 52	7 25
—	—	—	Enghien ....arr.	7 31	8 0	8 51	10 0	11 15	12 10	1 10	2 5	4 10	5 33	6 8	7 2	7 35
			Paris (Nord)	8 10	8 40	9 30	10 40	11 55	12 50	1 50	2 45	4 50	6 13	6 48	7 42	8 15

Kilo.	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2
Dis.	p.m	p.m	p.m	p.m	p.m	p.m	p.m	p.m	p.m	p.m	p.m	p.m	p.m	p.m	p.m	p.m
—	7 45	8 15	8 45	9 15	9 45	10 15	10 45	11 15	11 45	12 15	12 45	1 15	1 45	2 15	2 45	3 15
—	8 0	8 30	9 0	9 30	10 0	10 30	11 0	11 30	12 0	12 30	1 0	1 30	2 0	2 30	3 0	3 30
—	8 10	8 40	9 10	9 40	10 10	10 40	11 10	11 40	12 10	12 40	1 10	1 40	2 10	2 40	3 10	3 40
—	8 50	9 20	9 50	10 20	10 50	11 20	11 50	12 20	12 50	1 20	1 50	2 20	2 50	3 20	3 50	4 20

Return Tickets. Paris (Question d'Auteuil) 10 11 1st. 4fr. 3c. 2nd. 2fr. 2c. 3rd. 1fr. 1c. Paris (Auteuil) 10 11 1st. 3fr. 3c. 2nd. 2fr. 2c. 3rd. 1fr. 1c. Paris (Auteuil) 10 11 1st. 2fr. 2c. 2nd. 1fr. 1c. 3rd. 1fr. 1c. Paris (Auteuil) 10 11 1st. 1fr. 1c. 2nd. 1fr. 1c. 3rd. 1fr. 1c. Paris (Auteuil) 10 11 1st. 1fr. 1c. 2nd. 1fr. 1c. 3rd. 1fr. 1c. Paris (Auteuil) 10 11 1st. 1fr. 1c. 2nd. 1fr. 1c. 3rd. 1fr. 1c.

† Connection with Boulogne.

• Mann Boudoir Sleeping Cars on this Railway.

PARIS to DOUAI, LILLE, ROUBAIX, GHENT, VALENCIENNES and BRUSSELS.

Mls.	1st	2nd	3rd	Stations	1	2	1,2,3	1,2,3	1,2,3	2,3	2,3	1,2,3	1	Cl.	1,2,3	1,2,3	2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		p.m.					a.m.					a.m.	a.m.	p.m.		a.m.	p.m.	
—	—	—	—	**Paris** .....dep	8 15					11 5				7 50	6 0	6 10		10 0	1 30		11 5
81½	16 10	12 10	9 85	**Amiens** .....arr	11 48				a.m.	2 50				10 26	9 40	9 38		1 23	5 5		3 25
				,, (*Buffet*) dep	11 52				6 50	3				10 2	10 22	7 50		1 0	5 30		2 50
110	23 85	17 75	13 0	**Arras** (83) B.dep	1 15				8 55	4 30				11 38	12 15	9 30		3 18	7 23		5 25
124½	24 75	18 55	13 60	Roeux					9 12						12 30			3 33	7 38		5 40
129	25 60	19 15	14 5	Vitry					9 24						12 40			3 45	7 49		5 52
135½	26 40	19 65	14 40	Corbehen					9 34						12 48			3 54	7 58		6 1
135½	26 80	20 10	14 75	**Douai** (*Buf*) arr	1 45		a.m.		9 45	4 59	p.m.	p.m.	11 56	12 59	9 57	p.m.		4 1	8		6 13
				,, (*Buf*) dep	1 55		7		10 0	5 3	5 32	12 8	12 2	1 5	10 1	3 25		4 12	8 18		6 25
...	27 20	20 40	14 95	Pont de la Deule			8 19				5 26			1 15		3 43					6 31
139½	27 70	20 75	15 25	Le Forest			8 23		10 13		5 30			1 21		3 51					6 41
143½	28 40	21 30	15 65	Carvin (14.) ...			8 33		10 26		5 49	12 31		1 32		4 3	4 35		9 24		6 54
147	28 90	21 70	15 95	Pont-à-Marcq			8 43		10 34		5 57	12 39							9 32		7 2
148½	29 40	22 10	16 15	Seclin			8 51		10 41		6 5	12 47			1 47		4 16	4 47	9 40		7 10
155	30 80	23 10	16 90	**Lille** (*Buffet*) arr	2 45		a. m.		9 8	11 0	5 43	6 23	1 8	12 42	2 5	10 46	4 33	5 8	9 10	10 0	7 30
...	...	...	...	,, (76) ...dep.	15 15	6 55	9 56	11 5	6 55	8 0	p.m.	12 57	2 22	11 15	4 47	5 30	10 13	p.m.	...	7 22
...	31 50	23 65	17 30	Croix Wasq.	5 28	7 8	10 8	...	7 8	8 13	...	1 10	2 35	11 28	5 0	...	10 26	...	...	8 3
160	31 75	23 80	17 45	Roubaix	5 38	7 18	10 18	...	7 18	8 23	...	1 20	2 45	11 38	5 10	5 38	10 36	...	...	8 4
161½	32 15	24 5	17 70	Tourcoing	5 48	7 28	10 27	11 34	7 28	8 33	...	1 29	2 53	11 44	5 19	5 47	10 4	...	...	8 5
165	32 75	24 55	18 0	**Mouscron** arr.	6 5	...	10 44	11 50	p.m.	8 49	...	1 46	3 10	p.m.	5 36	6 3	...	...	...	9 17
202½	36 70	27 10	20 0	**Ghent** 76) ¶ ..	8 1	a.m.	...	1 51	...	p.m.	...	p.m.	5 4	...	p.m.	7 56	...	...	...	11 5

DOUAI to VALENCIENNES and BRUSSELS.

				Douai (*Buf*) dep	1 56		...	7 25	9 5	...	...	10 36	12 6	...	1 10	10 10	3 19	4 15	8 14	...	8 20
134½	25 80	20 60	15 10	Montigny			...	7 39	10 13	...	...	...	12 20	...	1 25	10 25	3 33	4 30	8 28	...	8 35
142½	26 30	21 20	15 55	Somain (17)	2 19		...	7 55	10 26	...	...	11 30	12 32	...	1 40	10 38	3 50	4 44	8 55	...	8 53
148½	27 40	22 10	16 15	Wallers	...		...	8 9	10 41	...	...	11 44	...	...	1 5	...	4 5	4 58	9 9	...	7 4
151½	28 15	22 65	16 60	Raismes (15).....	...		...	8 19	10 55	...	...	11 58	12 53	...	2 5	11 0	4 16	5 10	9 19	...	7 20
156	30 80	23 10	16 90	**Valenciennes** arr.	2 48	a. m.	...	8 29	11 3	...	...	12 8	1 3	...	2 15	11 10	4 25	5 20	9 27	p.m.	7 30
				(17) ... (*Buffet*) dep.	3 0	5 38	...	8 34	11 15	...	...	...	...	p.m.	2 25	11 20	4 35	...	...	7 45	a.m.
162	30 25	24 20	17 75	Blanc-Misseron ..	3 21	5 47	...	8 55	11 40	...	...	...	...	...	2 0	...	5 15	6 35	...	8 10	...
163½	31 50	24 40	17 85	**Quiévrain**	3 34	6 0	...	9 8	11 53	...	...	1 C	...	...	3 13	...	5 28	6 48	1 Cl.	8 23	...
...	Ex.	Ex.	Or.	,, (frontier) dep	4 0	6 23	...	9 24	12 2	...	...	p.m.	...	...	3 34	...	6 0	7 17	p.m.	8 42	...
191	34 30	28 90	18 55	**Mons**	4 30	7 7	...	10 13	12 41	...	...	12 53	...	...	4 22	...	6 41	8 9	9 25	9 22	...
209½	37 0	27 80	19 65	Braine (*Buffet*)...	5 1	8 6	...	11 11	...	...	...	...	...	...	5 17	...	7 50	9 8	...	...	...
227½	39 70	29 80	21 75	**Brussels** 80 ar	5 35	8 59	...	12 6	...	...	...	1 58	...	...	6 0	...	8 43	9 55	10 34	...	...

LEXS to CAMBRAI

| | | | | | | | | | | | | | | | | | | |

PARIS, POISSON, LAON, VERVINS, HIRSON, RETHEL, ROTHEL, MEZIERES-CHARLEVILLE, SEDAN, and GIVET.

| Mls. | Cl. | Cl. | Cl. | Stations. | 1, 2, 3 | 1, 2, 3 | 1, 2, 3

PARIS, ERQUELINES, COLOGNE, COBLENCE, MAYENCE, & FRANKFORT-MAIN.*

Dis.	1 cl. 2 cl. 3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1 cl.	1 & 2	1,2,3	1 cl.	1,2,3	1 cl.	1,2,3	1,2,3	Dis.
			a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
—	— —	Paris .....dep	8 5	...	6 0	7 20	8 50	12 25	3 45	5 0	8 0	9 45	11 20	—
18	6 25 4 70	3 45 Creil (*Buffet*)	9 58	4	7 37	8 14	9 53	1 57	4 39	6 22	9 5	11 6	1 0	18
24	10 30 7 75	6 55 Compiègne	11 0	4 57	8 55	9 49	10 27	3 55	6 14	7 28	10 10	0	2 55	24
7	13 25 11 40	9 40 Chauny (10)	12 17	6	10 43	...	11 10	5 7	...	8 22	10 44	12 56	3 8	7
14½	16 10 12 10	8 55 Tergnier (*Buf.*) arr	12 30	6 20	11 0	9 36	11 20	4 20	6 1	8 54	10 55	1 10	3 21	14½
	... ...	,, (16,2°) dep	7 15	11 30	9 51	...	4 40	6 21	9 10	11 7	1 25	3 41		
5½	18 95 14 20	10 45 St. Quentin (31)	8 15	12 11	10 16	...	5 26	6 46	9 53	11 31	2 2	4 30		5½
34	22 25 16 70	12 35 Busigny .....arr	9 30	1	2 10	48	1, 2, 3	6 16	7 12	10 40	11 57	2 43	5 28	
		,, (15)...dep	a.m.	9 45	1 12	10 46	p.m.	6 25	7 16		12 1	2 50	5 37	
4½	26 60 19 95	14 60 Aulnoye (*Buffet*) ...	8 45	11 33	2 25	11 22	4 20	7 22	7 51	...	12 37	3 50	6 44	4½
8	27 60 20 65	15 15 Hautmont.....	9	11 54	2 38	...	4 38	7 46	...	...	...	...	7 1	8
52½	28 30 21 15	15 50 Maubeuge ...arr.	9 15	12 4	2 45	11 36	4 50	7 54	8 6	1, 2, 3	12 52	4 9	7 9	52½
		,, ...dep.		12 10	2 50	11 41		8 15		a.m.	12 56	4 14	7 19	
10½	29 70 22 25	16 30 Erquelines (*Buf*) ...		1 10	3 37	12 25	...	9 10	...	6 10	1 44	5 21	8 14	10½
27½	33 70 24 55	17 80 Chaffiereot ....arr		2 30	4 35	1	...	10 20	...	7 20	3 19	6 7	9 25	27½
		,, ...dep		3	4 55	1 10	...	10 30	...		3 19	6 7	9 46	
20½	35 85 26 95	18 75 Namur .....arr.		4 17	7 40	3 0	a.m.	11 28	...	...	3 14	7 37	11 18	20½
		,, (*Buffet*) dep		5 35	4 22	7 55	2 8	9 5	11 35	...	3 19	7 55	11 25	
19½	38 95 29 25	20 5 Huy		6 25	5 23	8 57	2 43	9 0	12 20	1, 2, 3	3 54	8 47	12 28	19½
8½	43 5 31 65	21 25 Liege (*Buffet*) arr		7 43	6 30	10 5	3 23	10 5	1 0	a.m.	4 34	9 45	1 36	8½
		,, (for Cologne)dp		8 45	8 0	10 24	3 30	11 55	1 15	6 30	4 55	4 39	10 11	2
13½	44 30 33 35	22 15 Verviers (*Buf*) dp		9 56	9 12	11 31	4 32	1 10	2 15	8 0	6 23	5 39	11 32	3 29
8½		Aachen (Aix.)			10 15	a.m.	5 40	2 21	3 25	9 20	7 40	6 45	12 53	4 50
65½	58 95 43 85	Cologne		7 20	12	2 9	30	7 45	5 40	6 40	11 45	12 2	9 0	3 0	7 45
61½	67 45 50 50	Coblence .....arr		10 0	3 30	12	2	10 2	7 0	7 50	2 20	2 30	10 50	5 35	10 25
44	77 75 73 10	Mixt Mayence..... ,,		1 35	5 22	2 56	p.m.	8 56	10 10	5 35	5 22	12 51	8 30	...	
44	83 0 ...	77 0 Frankfort.....arr.	p.m.	6 45	4 10	...	...	10 10	11 25	6 33	6 45	2 5	10 10	...	

Fares to Cologne via Herbesthal, by the 3.45 p.m. Train, 1st class, 47 fr. 70 c., 2nd class, 35 fr. 85 c.; by other Trains, via Blerberg, 1st class, 47 fr. 65 c., 2nd class, 35 fr. 85 c. † 1 & 2 class. * 1st class. ‡ 1, 2, 3 class.

PARIS to BUSIGNY, CAMBRAI, and SOMAIN.

Dis.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	En 1 & 2	1, 2, 3	1 cl.	1, 2, 3	Dis.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	p.m.			a.m.	a.m.	a.m.	p.m.	p.m.
—	—	—	—	Paris .....dep.	...	7 20	8 50	12 35	3 45	120	—	Somain 12dep.	...	7 53	11	2	3 46	8 45
81	22 25	16 70	12 35	Busigny...arr.	10 42	1	6 17	7 13	5 28	6	Bouchain	...	8 14	11 23	4	7	9	7
				,, ...dep.	9 55	10 56	1 15	6 22	7 10	5 50	10	Iwuy	...	8 25	11 34	4	18	9	19
97	24 25	18 20	13 25	Cattenières	10 24	11 33	1 47	7 3	...	6 21	15	Cambrai...arr.	a.m.	8 38	11 47	4	31	9	32
106	25 35	19 0	13 95	Cambrai...arr.	10 37	11 50	2	7 18	8 11	6 35	...	,, (16) ...	4 50	8 43	11 53	4	39	9	40
				,, (16) dep.	10 41	11 57	2 10	7 26	8 21	6 41	22	Cattenières	5 4	8 59	12 9	4	54	9	55
114	26 30	19 80	14 50	Iwuy	10 53	12 13	2 24	7 38	...	6 55	29	Busigny 16 arr.	5 32	9 30	12 40	5	26	10	28
127	27 10	20 35	14 90	Bouchain	11	12 36	2 35	7 49	8 53	7 6	...	,, dep.	6 48	9 45	12 50	5	37	10	35
130	28 30	21 20	15 55	Somain 14arr.	11 23	13 50	2 56	8 9	9 20	7 28	147½	Paris .....arr.	10 15	3 15	5	5	5	4	45

† 1, 2, 3 class. ‡ 1st class. † 1 & 2 class..

PARIS, CHAUNY, and MANOY.—Chemin de fer de Nagny à Chauny.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	Mix.	Stations.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.	p.m.		Dis.	fr. c.	fr. c.	fr. c.	a.m.	p.m.	p.m.	p.m.
Paris .....dep.	11 40	4 0	8 30	...		—	—	—		7 0	3 5	9 5	...
Chars (92) ..... { arr	12 37	5 18	9 44	...	Paris	8	1 85	1 45	0 95	7 37	3 37	9 32	...
dep.	1 5	5 30	9 55	...	Chars (92) ..... { arr	38	7 70	5 85	4 20	7 53	3 53	10 15	...
Magny (53) .....arr.	1 42	6 4	10 22	...	dep.					8 0	4 0	10 45	...
					Paris .....arr.					9 22	5 30	11 45	...

PARIS, SENLIS, and CREPY-EN-VALOIS.

1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1 cl.	1, 2, 3	1, 2, 3	1 & 2	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	Paris.....dep.	6 0	7 50	11 45	4 0	8 15	Crepy-en-Valois dep	7 15	10 36	...	3 40	7 35
5 5	3 75	2 80	Chantilly	†6 38	...	12 52	5 10	10 19	Barbery	7 42	11 25	...	4 7	8 2
9 50	6 45	3 20	Saint-Firmin	8 54	...	1 8	5 26	9 41	Senlis (15)	7 55	11 44	...	4 20	8 15
6 65	5 0	3 65	Senlis (15).....	9 5	...	1 19	5 37	9 52	Saint-Firmin	8 5	11 57	...	4 30	8 25
7 50	5 60	4 10	Barbery	9 17	...	1 30	5 49	10 4	Chantilly..... dep.	8 31	12 47	12 50	5 14	8 57
8 35	6 25	4 60	Crepy-en-Valois	9 43	...	1 55	6 15	10 30	Paris .....arr.	9 25	1 40	1 45	5 55	9 32

SOMAIN and PERUWELZ.—Chemin de fer D'Anvers à Somain.

fr. c.	fr. c	fr. c	All 1, 2, 3 Class	a.m.	a.m.	a.m.	p.m.	p.m	p.m.	French Time.	a.m.	a.m.	a.m.		p.m.	p.m.	p.m.
—	—	—	Somain ..de	8	11 35	1	0	3 54	8 55	Peruwelz dep	...	9	5	10 50	...	3	0	6
0 80	0 65	0 40	Denain	8 55	12 12	1	25	4 26	9 30	Frontier	...	9	9	10 54	...	3	4	6
1 25	0 95	0 65	Haris	7	8 33	12	12	3 25	8 30	Vieux-Conde	6	5	9 30	11 20	...	3	35	6
1 55	1 25	0 80	Anzin	7 25	8 55	12	30	1 48	4 45	Conde	6	10	9 35	11 25	...	3	39	6
1 90	1 50	0 95	Brunal ..... arr	...	...	12	37	...	9 52	Frames	6	14	9 39	11 29	...	3	34	6
			VALENCIENNES														
2 10	1 70	1 15	BRUAL ..... arr	...	...	12	15	...	9 40								
...	...	...	Brunal .....dep	7 33	9	3	12	39	4 53	9 54							
2 30	1 85	1 20	Frames	7 43	9	13	12	49	5	10 4	Brunal .....dep	6	21	9	49	11	39	3
2 45	1 95	1 30	Conde	7 47	9	17	12	53	5	7, 10	Anzin	6	35	10	0	12	0	3
2 60	2 5	1 40	Vieux-Conde	7 52	9	22	12	58	5	12, 10	Haris	6	45	10	10	12	10	3
...	...	...	Frontier	8 0	9	30	1	8	5	20	Denain	7	0	10	25	12	25	3
3 40	2 65	1 85	Peruwelz arr	8 4	9	34	1	10	5	24	Somain (16)ar	7	20	10	45	12	45	4

* Mann Boudoir Sleeping Cars on this Railway.

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FRANKFORT-ON-MAIN, MAYENCE, COBLENCE, COLOGNE, ERQUELINES, & PARIS *

Stations.	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.				p.m.	a.m.	noon
Frankfort ..... dep.	8 0	10 5	1 50	4 45	2 45	...	...	...	10 25	8 35	...
Mayence	8 50	11 30	3 10	6 10	4 0	...	...	a.m.	11 30	6 25	...
Coblence	11 5	2 25	4 55	8 0	6 45	...	...	5 45	2 20	9 0	12 0
Cologne ..... arr	1 5	5 15	7 15	10 0	9 30	...	...	a.m.	6 30	5 25	11 25	2 46
" ..... dep	1 25	6 0	7 50	10 30	...	...	...	6 55	9 *5	5 45	11 *40	2 57
Aachen(Aix-la-Chapelle) dep	2 20	6 0	9 45	12 10	...	...	...	9 0	10 *50	7 17	1 20	4 50
Verviers (Belg. time) ..... dep	4 39	9 30	...	1 26	...	...	...	10 8	11 58	8 14	2 25	6 12
Liège ..... arr	5 50	10 30	p.m.	2 7	...	a.m.	11 17	12 39	9 30	3 11	7 6
" ..... dep	...	...	5 30	2 15	...	6 0	11 25	12 46	9 22	3 15	8 15
Huy	...	...	6 0	2 55	1,2,3	7 1	12 35	1 26	10 16	4 28	9 32
Namur ..... arr	a.m.	...	7 35	3 30	a.m.	7 45	1 40	2 5	11 0	5 30	10 12
" ..... dep	5 45	1,2,3	8 48	3 36	8 30	7 55	3 19	*2	9 11	5 35	...
Charleroi ..... arr	7 17	p.m.	10 17	4 25	6 2	9 25	4 10	3	0 12	32	6 53
" ..... dep	...	8 0	...	4 30	6 30	9 45	...	13	8 2	10	7 0
Erquelines	...	9 10	a.m.	5 15	7 33	10 47	p.m.	3 52	3 12	8 2	...
Maubeuge	1,2,3	...	6 30	5 56	8 13	11 30	7 5	4 42	3 56	8 50	...
Jeumont	a.m.	...	6 43	...	8 29	11 37	7 18	...	4 4	9 0	...
Lebuyo	4 25	1,2,3	7 0	...	8 39	11 52	7 35	4 59	4 21	9 19	...
Bouligny ..... arr	5 40	a.m.	...	6 45	9 35	12 43	...	5 34	5 18	10 25	...
" (18) ..... dep	a.m.	5 0	...	6 48	9 45	12 50	2 0	5 37	5 42	10 35	...
N. Questin	...	5 48	...	7 18	10 40	1 38	3 20	6 7	6 21	11 40	...
Bergnier ..... arr	...	6 27	...	7 41	11 15	1 59	4 10	6 30	7 3	12 20	...
" (16, 21) ..... dep	...	6 40	...	7 56	11 30	2 9	4 40	6 50	7 24	12 45	...
Chauny (16)	...	8 58	...	...	1 47	3 16	6 15	...	7 *4	2 5	...
Tergnier	...	6 16	8 6	...	8 47	4 3	8 6	0	7 38	8 41	2 28
Tril	...	7 10	9 10	...	9 *5	2 5	3 55	6 54	6 15	9 37	3 30
Paris ..... arr	8 45	11 0	...	10 15	3 15	5 5	8 0	9 5	11 0	4 45	...

LILLE and BELGIUM. * 1 & 2 Class. † 1st Class. ‡ 1,2,3 Class.

Stations.												
	p.m.											
Lille ..... dep	4 30	...	...	...	...	...	...	...	...	...	...	...
Orchies	4 55	5 23	5 53	...	...	...	...	...	...	...	...	...
(18) ..... dep	1 40	5 33	6 3	...	...	...	...	...	...	...	...	...
Marchienne	2 0	5 53	6 23	...	...	...	...	...	...	...	...	...
Somain ..... arr	2 40	6 40	7 3	...	...	...	...	...	...	...	...	...
" ..... dep	...	...	...	...	...	...	...	...	...	...	...	...
Douai	...	...	...	...	...	...	...	...	...	...	...	...
Arras	...	...	...	...	...	...	...	...	...	...	...	...
Achiet	...	...	...	...	...	...	...	...	...	...	...	...
Bapaume	...	...	...	...	...	...	...	...	...	...	...	...
Combles	...	...	...	...	...	...	...	...	...	...	...	...
Péronne	...	...	...	...	...	...	...	...	...	...	...	...
Tergnier	...	...	...	...	...	...	...	...	...	...	...	...
Laon	...	...	...	...	...	...	...	...	...	...	...	...
Soissons	...	...	...	...	...	...	...	...	...	...	...	...
Villers-Cotterets	...	...	...	...	...	...	...	...	...	...	...	...
Crépy	...	...	...	...	...	...	...	...	...	...	...	...
Creil	...	...	...	...	...	...	...	...	...	...	...	...
Paris ..... arr	...	...	...	...	...	...	...	...	...	...	...	...

Stations.												
	a.m.	p.m.	p.m.									
Lille ..... dep	6 10	8 35	2 50	9 0	...	...	...	...	...	...	...	...
Orchies	6 31	8 46	3 1	9 15	...	...	...	...	...	...	...	...
(18) ..... dep	6 34	8 56	3 11	9 25	...	...	...	...	...	...	...	...
Marchienne	7 1	9 20	3 40	9 51	...	...	...	...	...	...	...	...
Somain ..... arr	7 13	9 35	3 51	10 6	...	...	...	...	...	...	...	...
" ..... dep	7 40	10 5	4 20	10 35	...	...	...	...	...	...	...	...
Douai	...	...	...	...	...	...	...	...	...	...	...	...
Arras	...	...	...	...	...	...	...	...	...	...	...	...
Achiet	...	...	...	...	...	...	...	...	...	...	...	...
Bapaume	...	...	...	...	...	...	...	...	...	...	...	...
Combles	...	...	...	...	...	...	...	...	...	...	...	...
Péronne	...	...	...	...	...	...	...	...	...	...	...	...
Tergnier	...	...	...	...	...	...	...	...	...	...	...	...
Laon	...	...	...	...	...	...	...	...	...	...	...	...
Soissons	...	...	...	...	...	...	...	...	...	...	...	...
Villers-Cotterets	...	...	...	...	...	...	...	...	...	...	...	...
Crépy	...	...	...	...	...	...	...	...	...	...	...	...
Creil	...	...	...	...	...	...	...	...	...	...	...	...
Paris ..... arr	...	...	...	...	...	...	...	...	...	...	...	...

Direct Through Service from Paris to Brussels, and Vice Versâ, see page 107.

LILLE and VALENCIENNES, and LILLE and BETHUNE, and BULLY GRENAY.
Chemins de Fer du Nord Central.

1st	2nd	3rd	Stations.	1,2,3	1,2,3	1,2,3	1,2,3		Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.	
—	—	—	Lille ..... dep.	6 20	11 33	4 23	9 0	...	Valenciennes dp.	6 10	8 35	2 50	9 0	...
1 25	1 05	0 90	Templeuve	6 46	11 59	4 51	9 28	...	Raismes	6 31	8 46	3 1	9 15	...
2 05	1 40	1 50	Orchies (17)	7 5	12 13	5 10	9 48	...	Saint Amand	6 34	8 56	3 11	9 25	...
2 25	1 50	2 25	Saint-Amand	7 29	12 36	5 34	10 10	...	Orchies (17)	7 1	9 20	3 40	9 51	...
3 15	2 20	2 85	Raismes (14, 15) ..	7 40	12 46	5 45	10 21	...	Templeuve	7 13	9 35	3 51	10 6	...
3 90	4 65	3 20	Valenciennes arr	7 55	1 0	6 0	10 35	...	Lille (18, 76) ...den.	7 40	10 5	4 20	10 35	...

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3		Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	Bethune 12 ...dep.	6 25	9 45	1 35	6 35	9 35		Lille (Nord) .....dep	...	8 15	11 40	4 45	8 35
1 25	0 95	0 75	Violaines .....arr.	6 45	10 5	1 55	6 54	10 35		Lille pte d'Arras dp.	...	8 15	11 50	4 55	8 45
From Bethune			" .....dep	6 50	10 8	2 0	7 0	...		Lille pte des Postes dep.	...	8 19	11 54	...	8 49
3 65	2 75	2 0	Houbourdin	7 25	10 43	2 25	7 25	...		Looz	...	8 23	11 58	5 1	8 53
...	...	...	Looz	7 30	10 48	2 40	7 40	...		Houbourdin	...	8 27	12 2	5 5	8 57
4 15	3 15	2 25	Lille pte. des Postes	7 35	...	2 45	7 45	...		Violaines ..... arr	...	9 7	12 42	5 45	9 37
...	...	...	Lille pte. d'Arras ..	7 40	...	2 50	7 50	...	Sunday and Wednesday	" 12 ...dep.	8 45	9 15	12 52	5 52	9 42
...	...	...	Lille (Nord)	7 50	11 5	3 5	8 5	...		Bethune[Nord] arr.	6 10	9 38	1 15	6 15	10 0

1st	2nd	3rd	Stations.	a.m.	a.m.	p.m.	p.m.		Stations.	a.m.	p.m.	p.m.	
—	—	—	Violaines ..... dep	...	9 12	12 47	5 50	...	Bully-Grenay dep	9 45	1 32	6 30	...
—	—	—	Vermelles	...	9 22	12 57	6 0	...	Verme les	9 53	1 39	6 38	...
1 15	0 90	0 65	Bully-Grenay arr	...	9 30	1 5	6 8	...	Violaines ..... arr	10 3	1 50	6 48	...

GRAVELINES, WATTEN, BOULOGNE, ST. OMER, BERGUETTE and ARMENTIERES.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3		Stations.	1,2,3	1,2,3	1,2,3	1,2,3	
fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.				a.m.	p.m.	p.m.		
—	—	—	Gravelines .....dep	6 10	2 5	5 45	...	...	Watten ..... dep	9 15	3 55	9 20	...	...
0 70	0 55	0 35	Bourbourg	6 30	2 25	6 5	...	...	St. Pierrebrouck	9 30	4 10	9 35	...	...
1 55	1 20	0 85	St. Pierrebrouck	6 43	2 40	6 20	...	...	Bourbourg	9 58	4 35	9 58	...	...
2 85	1 90	1 40	Watten ..... arr	6 58	3 0	6 40	...	...	Gravelines ..... arr	10 10	4 50	10 10	...	...
					a.m.	p.m.				a.m.	p.m.	p.m.		
—	—	—	Boulogne .....dep	5 10	8 55	5 10	...	...	St. Omer ..... dep	8 55	3 37	8 57	...	...
0 70	0 55	0 35	Pont-de-Briques	5 20	9 5	5 20	...	...	Arques	9 8	3 49	9 10	...	...
1 45	1 10	0 75	Samer	6 0	9 45	5 42	...	...	Wizernes	9 18	...	9 19	...	...
2 95	2 25	2 10	Lottinghen	6 15	10 1	6 14	...	...	Lumbres	9 32	4 10	9 43	...	...
3 85	4 30	2 10	Lumbres	6 38	10 21	6 37	...	...	Lottinghen	10 2	...	10 13	...	...
6 85	5 0	3 60	Wizernes	6 51	10 37	6 50	...	...	Samer	10 29	5 4	10 29	...	...
7 35	5 55	4 5	Arques	7 5	10 50	7 5	...	...	Pont-de-Briques	10 50	...	10 50	...	...
8 0	5 95	4 40	St Omer (12)...arr	7 13	10 58	7 15	...	...	Boulogne (18) arr	11 0	5 30	11 0	...	...
				a.m.	a.m.	p.m.	p.m.			a.m.	p.m.	p.m.	p.m.	
—	—	—	Aire-Berguette dp	5 52	9 27	1 55	7 32	...	Armentieres ...dep	7 27	1 5	5 2	7 35	
—	—	—	Merville	6 18	9 58	2 21	7 56	...	Sailly	7 44	11 22	2 19	7 52	
—	—	—	La Gorgue-Estair	6 30	10 8	2 31	8 7	...	La Gorgue-Estair	7 58	11 36	2 34	8 6	
—	—	—	Sailly	6 44	10 19	2 47	8 20	...	Merville	8 10	11 48	2 45	8 18	
—	—	—	Armentieres .. arr	7 0	10 35	3 3	8 35	...	Aire-Berguette arr	8 35	12 13	3 10	8 43	

Saint Amand to Blanc Misseron. See page 107.

CALAIS, BOULOGNE, LE TREPORT, St. VALERY, and AMIENS to PARIS.

Stations.	1 cl.	1,2,3	1 Cl.	1,2,	1,2,3	1,2,3	1 cl.	1, 2,3	1,2, 3	1,2, 3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.				a.m.	a.m.	a.m.		p.m.			p.m.			p.m.	p.m.
LONDON ..... dep.	8 45						‡7 40									
Calais..... dep.	‖1 50				7 30	10 0	12 35		3 0	6 35			4 30	9 50		
St. Pierre les Calais	a.m.				7 29	10 2‖	p.m.		3 10	6 45			4 40	10 2		
Frethun					7 31	10 23			3 20	6 55						
Caffiers					7 43	10 40			3 35	7 10			5	6 10	28	
Marquise Rinxent.....					8 20	10 56			3 51	7 25			5 22	10 44		
Wimille					8 38	11 13			4 9	7 43			5 41	11 1		
Boulogne .....arr.	2 40			a. m.	8 50	11 30	1 25	p.m.	4 25	p.m.			6 0	11 13		
,, (31) (Buffet)dep.	2 45				6 30	9 10		1 30	2 0	4 35	7 40					
Pont-de-Briques					6 40	9 20			2 10	4 45	7 53					
Neufchatel					6 54	9 36			2 26	5 0						
Etaples.....					7 15	9 56			2 46	5 20						
Montreuil-Verton	3 27				7 34	10 14		2 12	3 4	5 38						
Itue		a. m.			7 58	10 37	p. m.		3 27	6 1	p. m.					
Saint-Valery ...dep		3 30			7 28	10 30	12 5		3 5	5 55	6 50					
Noyelle .....arr.		3 42			7 40	10 42	12 17		3 17	6 7	7 2					
Novelles .....dep.					8 15	10 55			3 43	6 17	7 28					
Abbeville.....		4 12			8 3	11 23			4 8	6 41	8 15					
Pont-Remy					8 51	11 35			4 20	6 53	8 37					
Le Treport ...dep					6 0	9 20				4 50						
Longpre (21) ...arr					8 50	11 40				6 55						
Longpre.....					9	4 11	50			4 32	7	5	9	5	11	10
Hangest					9	15	12	1		4 43	7	16	9	28		
Picquigny					9	26	12	11		4 53	7	27	9	49		
Ailly-sur-Somme		1,2,	3	1	Cl.	9	35	12	20	1	Cl.	5	1	7	36	10
Amiens (Buffet)...arr.	4 37	a.m.		a. m.	9	55	12	40	p m.	3	40	5	20	7	50	10
,, (21).....dep.	5 9	6 0		8 50	10	10	12	55	3	10	3	52	6	0	8	15
Longueau (*Buffet*)				9	18	.....		3	27	.....			8	35	.....	
Boves		6	16	.....		10	26	1	11	.....			6	18	.....	
Ailly-sur-Noye.....		6	33	.....		10	43	1	29	.....			6	38	.....	
Rretevell Station		7	4	.....		11	13	1	59	.....			7	13	9	14
Saint Just (23).....		7	25	.....		11	36	2	21	.....			7	38	.....	
Clermont		7	46	10	5	12	0	2	44	4	31	.....	8	2	9	48
Liancourt.....		7	56	.....		12	12	2	56	.....		.....	8	20	9	58
Creil (Buffet) .....arr.	6 25	8	7	10	20	12	24	3	8	4	46	5	9	8	33	10
,, (23)...dep.	6 29	8	15	10	22	12	30	3	15	4	52	5	13	8	40	10
Paris .....arr.	7 20	9	38	11	15	1	40	4	30	5	50	6	5	9	55	11

* Waits the arrival of the Mail Steamer.
† Connection with Hazebrouck Line takes place.
‡ Connection with Hazebrouck Line takes place.
Sundays and Fêtes.
Extra Trains—Longueau to Amiens, at 1.4, 1.54, 9.15 a.m.; and at 1.23, 3.30, and 8.40 p.m.
Extra Trains—From Amiens to Longueau, at 8.50 and 10.2 a.m.; 1.0 and 11.20 p.m.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Amiens ..... dep.	7 18	8 45	11 30	1 34	3 54	5 36	6 35	7 31	9 36	.....	.....	.....	.....	.....	.....	.....
Rretevell-Gare ..... dep.	7 58	9 25	12 10	2 14	4 34	6 16	7 15	8 11	10 16	.....	.....	.....	.....	.....	.....	.....
Rretevell-Ville ..arr	7 21	8 55	11 33	1 38	3 58	5 40	6 38	7 34	9 39	.....	.....	.....	.....	.....	.....	.....
Rretevell-Ville ..dep.	7 31	9 0	11 40	1 45	4 4	5 45	6 45	7 41	9 46	10	11	12	1	2	3	4
Rretevell-Gare .. arr	7 58	9 25	12 10	2 14	4 34	6 16	7 15	8 11	10 16	10	11	12	1	2	3	4

Stations.	1 Cl.	1 Cl.	1 Cl.	1 Cl.
	fr. c.	fr. c.	fr. c.	fr. c.
Dist.	—	—	—	—
Rretevell-Gare ..... dep.	7 18	9 45	11 30	2 35
Rretevell-Ville ..arr	7 21	9 48	11 33	2 38
Rretevell-Ville ..dep.	7 31	9 55	11 40	2 45
Rretevell-Gare .. arr	7 58	10 22	12 0	1 40

† 1st and 2nd Class through from London to Paris.

Northern Railway Station, PARIS, to the Western Railway Station, PARIS, by ERMONT and ARGENTEUIL.

Mls	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	Paris (Nord)	6 55	7 55	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55	10 55	11 55	12 55	1 55
4½	0 95	0 65	0 40	Saint-Denis...	7 11	8 11	9 11	10 11	11 11	12 11	1 11	2 11	3 11	4 11	5 11	6 11	7 11	8 11	9 11	10 11	11 11	12 11	1 11	2 11
6½	1 20	0 90	0 65	Epinay	7 14	8 14	9 14	10 14	11 14	12 14	1 14	2 14	3 14	4 14	5 14	6 14	7 14	8 14	9 14	10 14	11 14	12 14	1 14	2 14
7½	1 45	1 10	0 90	Enghien	7 16	8 16	9 16	10 16	11 16	12 16	1 16	2 16	3 16	4 16	5 16	6 16	7 16	8 16	9 16	10 16	11 16	12 16	1 16	2 16
9½	1 85	1 35	0 95	Ermont Jn.	7 35	8 35	9 35	10 35	11 35	12 35	1 35	2 35	3 35	4 35	5 35	6 35	7 35	8 35	9 35	10 35	11 35	12 35	1 35	2 35
10½	1 95	1 45	1 10	Sannois	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40
11½	1 95	1 45	1 10	Argenteuil ...	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45
13½	1 95	1 45	1 10	Colombes ...	7 51	8 51	9 51	10 51	11 51	12 51	1 51	2 51	3 51	4 51	5 51	6 51	7 51	8 51	9 51	10 51	11 51	12 51	1 51	2 51
14½	1 95	1 45	1 10	B deColombes	7 56	8 56	9 56	10 56	11 56	12 56	1 56	2 56	3 56	4 56	5 56	6 56	7 56	8 56	9 56	10 56	11 56	12 56	1 56	2 56
15½	1 95	1 45	1 10	Asnieres	8 1	9 1	10 1	11 1	12 1	1 1	2 1	3 1	4 1	5 1	6 1	7 1	8 1	9 1	10 1	11 1	12 1	2 1	3 1	4 1
18½	1 95	1 45	1 10	Paris(Ouest.)	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	7 10	8 10	9 10	10 10	11 10	12 10	2 10	3 10	4 10

PARIS (Nord,) to CREIL, by BEAUMONT.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	wig't
—	—	—	—	Paris (Nord) dp.	6 0	7 25	8 45	10 25	11 25	1 25	2 25	4 25	5 15	5 25	7 25	9 25	10 55	12 30						
4½	0 85	0 65	0 40	Saint-Denis ...	6 11	.....	8 56	.....	.....	.....	.....	.....	.....	.....	.....	.....	11 8	12 44						
6½	1 20	0 90	0 65	Epinay	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11 16	.....						
7½	1 45	1 10	0 80	Enghien	6 20	.....	9 5	.....	.....	1 41	.....	4 41	.....	5 41	.....	.....	11 22	1 1						
9½	1 85	1 35	0 95	Ermont.. arr.	6 25	7 47	9 11	10 47	11 47	1 47	2 47	4 47	.....	5 49	7 47	9 47	11 29	1 8						
,,	,,	,,	,,	,, (16) dep.	6 27	7 49	9 13	10 49	11 49	1 49	2 49	4 49	.....	5 49	7 49	9 49	11 30	1 10						
11½	2 5	1 55	1 15	Franconville	6 35	7 57	9 20	10 57	11 57	1 57	2 57	4 57	.....	5 57	7 57	9 57	11 38	.....						
13	2 45	1 85	1 35	Herblay	6 41	8 4	9 27	11 4	12 4	2 4	3 4	5 4	.....	6 4	8 4	10 4	11 45	.....						
18½	3 55	2 65	1 95	Pontoise(*Buff.*)	.....	8 35	9 45	11 19	12 23	2 23	3 23	5 23	.....	6 19	8 23	10 23	12 0	1 40						
18	3 35	2 65	1 95	St. O. l'Aumone	6 58	8 31	9 51	.....	12 39	2 39	3 39	5 39	6 1	p.m.	8 39	10 39	p.m.	a.m.						
21	4 5	3 0	2 25	Auvers Mery	7 7	8 41	10 0	.....	12 38	2 39	3 38	5 39	6 10	.....	8 38	10 39	.....	.....						
24½	4 75	3 60	2 60	Isle-Adam Parm.	7 17	8 52	10 11	.....	12 49	2 50	3 49	5 50	6 21	.....	8 49	10 50	.....	.....						
29½	5 55	4 15	3 0	Beaumont.....	7 30	9 4	10 25	.....	1 2	3 3	4 2	6 3	6 35	.....	9 3	11 3	.....	.....						
32½	6 15	4 60	3 40	Boran	7 42	.....	10 37	.....	1 15	.....	4 15	p.m.	6 47	.....	9 14	p.m.	.....	.....						
36	6 75	4 70	3 45	Precy	7 50	.....	10 44	.....	1 24	.....	4 24	.....	6 56	.....	9 23	.....	.....	.....						
37½	6 25	4 70	3 45	Saint-Leu	7 56	.....	10 53	.....	1 31	.....	4 31	.....	7 2	.....	9 30	.....	.....	.....						
42½	6 90	4 70	3 45	Creil	.....	.....	11 5	.....	1 41	.....	4 41	.....	.....	.....	9 40	.....	.....	.....						

Extra Train — Paris to Pontoise at 9 p.m.

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PARIS to AMIENS, ST. VALERY, LE TREPORT, BOULOGNE, and CALAIS.

Mls.	1m	2nd	3rd	Stations.	1,2 3	1,2,3	1,2,3	1,2,3	1 cl.	1 cl.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 cl.	1,2,3	1 cl.	1 & 2	1,2,
Dis.	fr. c.	fr. c.	fr. c.						a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	**Paris (Chantilly)**	p. m. 11 5	—	—	—	6 0	✠7 35	7 50	10 30	11 48	1 30	4 0	6 10	—	7 45	8 15	10 10	
31½	6 25	4 70	2 45	**Creil (p. 23) (Buffet)**	12 35	—	—	—	7 20	8 37	8 45	11 9	12 49	2 42	5 9	7 2	—	8 37	9 31	11 29	
—	—	—	—	**Liancourt**	12 42	—	—	—	7 26	8 33	8 49	11 14	12 55	2 50	5 15	7 8	—	8 42	9 37	11 37	
38½	7 15	5 30	3 90	**Liancourt**	—	—	—	—	7 37	—	—	—	11 26	1 9	3 4	5 27	—	—	9 50	—	
41½	8 10	6 10	4 45	**Clermont**	1 11	—	—	—	7 51	—	9 6	11 40	1 23	3 18	5 40	7 22	—	—	10 5	12 9	
49½	9 80	7 35	5 40	**Saint Just [33]**	1 38	—	—	—	8 13	—	—	12 1	—	3 41	6 2	—	—	—	10 26	—	
54½	11 70	8 60	6 40	**Breteuil Station**	2 13	—	—	—	8 45	—	9 40	12 25	2 4	4 8	6 37	—	—	—	10 50	12 54	
64½	13 80	10 30	7 85	**Ailly-sur-Noye**	—	—	—	—	9 6	—	—	—	12 49	2 35	4 33	6 53	—	—	11 10	1 20	
75½	15 60	11 25	8 35	**Boves**	—	—	—	—	9 28	—	—	—	1 3	—	4 50	7 6	—	p.m.	—	—	
79½	15 60	11 70	8 55	**Longueau**	2 56	—	—	—	—	—	10 —	—	1 10	—	—	—	8 18	8 23	—	11 32	—
84½	16 10	12 10	8 80	**Amiens (Buffet)**	3 25	a. m.	a. m.	—	9 40	9 50	10 26	—	1 25	2 50	5 5	7 23	8 38	8 32	9 59	11 48	1 50
				(St.) dp.	a. m.	5	7 55	10 32	10 2	—	—	—	1 45	3 0	5 40	7 33	p. m.	8 45	10 10	p. m.	2 10
86½	17 35	12 90	9 45	**Ailly-sur-Somme**	—	6 21	8 16	10 57	—	—	—	—	2 0	—	— 5 56	7 48	—	—	—	—	—
89½	17 85	13 40	9 80	**Picquigny**	—	6 30	8 28	11 1	—	—	—	—	2 9	—	6 5	7 57	—	—	—	—	—
94½	18 70	14 0	10 25	**Hangest**	—	6 42	8 45	11 14	—	—	—	—	2 21	—	6 17	8 9	—	—	—	—	—
98½	19 55	14 65	10 65	**Longpré** arr	—	6 52	9 0	11 24	—	—	—	—	2 31	3 32	6 27	8 17	—	9 16	—	—	—
				Longpré dep	—	—	9 6	11 41	—	—	—	—	2 56	—	—	—	8 35	—	9 20	—	—
125½	27 65	20 75	14 90	**Le Treport** arr.	—	—	11 25	1 20	—	—	—	—	6 5	—	—	—	10 40	—	11 25	—	—
				Longpré dep	—	6 54	9 4	11 26	—	—	—	—	2 33	3 34	6 29	8 19	—	9 17	—	—	—
103½	20 85	15 45	11 30	**Pont-Remy**	—	7 9	9 33	11 44	—	—	—	—	2 47	—	6 43	8 32	—	—	—	—	—
109½	21 65	16 25	11 90	**Abbeville**	—	7 16	9 42	12 3	10 51	—	—	—	2 56	3 57	6 59	8 45	—	9 29	10 57	1, 2, 3	3 27
116½	23 25	17 45	12 80	**Noyelles** arr	—	7 45	—	12 24	11 6	—	—	—	3 23	4 15	7 18	9 7	p m.	9 55	—	p. m.	3 45
				Noyelles dep.	—	8 18	—	12 33	11 13	—	—	—	—	4 18	7 25	9 18	6 25	10 26	—	10 26	3 53
121½	24 0	18 0	13 20	**Saint-Valery** arr	—	8 34	—	12 45	11 25	—	—	—	—	4 30	7 37	9 30	6 37	10 38	—	10 38	4 5
125½	24 80	18 35	13 45	**Rue**	—	8 6	—	12 48	—	—	—	—	3 40	4 31	7 36	9 21	—	9 56	—	—	4 6
132½	26 60	19 95	14 60	**Montreuil-Verton**	—	8 53	—	1 27	11 36	—	—	—	4 5	4 58	8 3	9 48	—	10 9	11 41	—	4 34
139½	27 80	20 90	15 25	**Etaples**	—	8 49	—	1 50	—	—	—	—	4 22	—	8 19	—	1, 2, 3	10 44	—	—	4 52
145½	29 85	22 15	16 25	**Neufchatel**	—	9 9	—	2 12	—	—	—	—	4 42	—	8 39	—	p.m.	—	—	—	—
148½	30 65	22 95	16 85	**Pont-de-Briques**	—	9 35	1, 2, 3	2 30	—	—	—	—	4 56	—	8 55	10 3	8 40	—	—	—	1, 2, 3
157½	31 25	23 45	17 20	**Boulogne (Buff.) arr.**	—	9 25	a. m.	2 40	12 15	p. m.	6 10	5 40	9 5	10 40	8 55	10 13	8 50	—	—	a.m.	5 30
				(St.) dep.	—	a. m.	5 10	p. m.	12 20	—	4 37	—	5 52	—	p.m.	10 50	p.m.	p.m.	12 25	5 40	7 0
161½	32 15	24 —	17 70	**Wimille**	—	—	—	—	—	—	4 52	—	6 4	—	11 5	—	—	—	—	10 53	7 15
167½	33 35	25 —	18 35	**Marquise Blazent**	—	—	5 35	—	—	—	5 16	—	6 21	—	11 25	—	—	—	—	11 11	7 39
173½	34 45	25 85	18 90	**Calfiers**	—	—	—	—	—	—	5 33	—	6 38	—	11 41	—	—	—	—	11 26	7 55
180½	35 55	26 70	19 55	**Frethun**	—	—	—	—	—	—	5 49	—	6 50	—	—	—	—	—	—	11 39	8 10
187½	36 35	27 25	19 95	**St. Pierre, les Calais**	—	—	6 11	—	—	—	6 3	—	7 0	—	12 5	—	—	—	—	11 50	8 25
194½	36 56	27 40	20 10	**Calais** arr.	—	—	6 20	—	—	—	1 10	6 12	7 10	—	12 15	—	—	—	—	1 20	12 0
—	75	0 56	25 —	**LONDON**	—	—	a. m.	—	—	—	5 40	p.m.	p.m.	—	night	—	—	—	—	6 10	noon

Western Railway Station, PARIS, to the Northern Railway Station, PARIS, by ARGENTEUIL and ERMONT.—Chemin de fer du Nord.

ICL	2CL	3CL	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.					a. m.	a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
—	—	—	**Paris(Ouest)** d	7 5	8 5	9 5	10 5	11 5	12 5	1 5	2 5	3 5	4 5	5 5	6 5	7 5	8 5	9 5	10 5	11 5	
0 35	0 25	—	**Asnieres**	7 15	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 15	
0 70	0 45	0 35	**B.-de-Colombes**	7 19	8 19	9 19	10 19	11 19	12 19	1 19	2 19	3 19	4 19	5 19	6 19	7 19	8 19	9 19	10 19	11 19	
0 95	0 70	0 55	**Colombes**	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23	5 23	6 23	7 23	8 23	9 23	10 23	11 23	
1 30	0 90	0 65	**Argenteuil**	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	
1 55	1 20	0 85	**Sannois**	7 38	8 38	9 38	10 38	11 38	12 38	1 38	2 38	3 38	4 38	5 38	6 38	7 38	8 38	9 38	10 38	11 38	
1 85	1 35	0 95	**Ermont (19)**	7 44	8 44	9 44	10 44	11 44	12 44	1 44	2 44	3 44	4 44	5 44	6 44	7 44	8 44	9 44	10 44	11 44	
1 95	1 45	1 10	**Enghien**	7 53	8 53	9 53	10 53	11 53	12 53	1 53	2 53	3 53	4 53	5 53	6 53	7 53	8 53	9 53	10 53		
1 95	1 45	1 10	**Epinay**	7 59	8 59	10 59	11 59	12 59	1 59	2 59	3 59	4 59	5 59	6 59	7 59	8 59	9 59	10 59	11 59		
2 25	1 45	1 10	**Saint-Denis**	8 7	9 7	10 7	11 7	12 7	1 7	2 7	3 7	4 7	5 7	6 7	7 7	8 7	9 7	10 7	11 7		
1 95	1 45	1 10	**Paris(Nord)** arr	8 22	9 22	10 22	11 22	12 22	1 22	2 22	3 22	4 22	5 22	6 22	7 22	8 22	9 22	10 22	11 22		

CREIL to PARIS (Nord), by BEAUMONT.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
				a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.					p.m.					p.m.	p.m.	p.m.		
Creil (Buff.) dep.	—	—	—	7 30	—	10 30	—	—	12 33	—	—	—	5 20	—	—	—	—	8 39	9 45	—	—	—	
Saint-Leu	—	—	—	7 43	—	10 43	—	—	12 46	—	—	—	5 33	—	—	—	—	8 50	9 57	—	—	—	
Precy	—	—	—	7 50	—	10 50	—	—	12 53	—	—	—	5 40	—	—	—	—	8 57	10 4	—	—	—	
Boran	—	—	a. m.	7 59	—	10 59	—	—	1 2	—	p.m.	—	5 49	—	p.m.	—	—	9 6	10 13	—	—	—	
Beaumont	—	—	7 4	8 14	9 15	11 14	—	—	1 17	—	4 4	6 4	—	8 4	—	—	—	9 20	10 27	—	—	—	
L.-Adam Parmain	—	—	7 14	8 25	9 58	11 24	—	—	1 27	—	4 14	6 14	—	8 14	—	—	—	9 36	10 38	—	—	—	
Auvers-Mery	—	—	7 25	8 36	9 37	11 35	—	—	1 38	—	4 25	6 25	—	8 25	—	—	—	9 41	10 48	—	—	—	
St. O. l'Aumone	a.m.	a. m.	7 35	8 47	9 46	11 44	—	—	1 47	—	4 35	6 35	p.m.	8 35	—	—	—	9 50	10 57	—	—	—	
Pontoise(Buff.)	6 2	6 45	7 45	—	9 55	11 53	12 45	1 56	2 45	4 45	6 45	7 45	8 45	9 45	10	0 11	5	—	—	—	—	—	
Herblay	6 18	7 2	8 1	—	10 11	12 9	1 1	2 12	4	5	1 7	1	8 1	9 1	10	1 0	16	—	—	—	—	—	
Franconville	6 25	7 10	8 9	—	10 19	12 17	1 9	2 20	4	9	5 9	7 9	8 9	9 9	10	9 10	24	—	—	—	—	—	
Ermont arr.	6 32	7 17	8 16	—	10 26	12 24	1 16	2 27	4 16	5 16	7 16	8 16	9 16	10 16	10	10 31	—	—	—	—	—	—	
— (19) dep.	6 34	7 19	8 18	—	10 28	12 26	1 18	2 29	4 18	5 18	7 18	8 18	9 18	10 18	10	10 33	—	—	—	—	—	—	
Enghien	6 44	7 29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Epinay	6 50	7 34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Saint-Denis	6 58	7 43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Paris (Nord) arr	7 10	7 55	8 40	9 22	10 52	12 50	1 40	2 50	4 40	5 42	7 40	8 40	9 40	10 40	11	0 11	45	—	—	—	—	—	

Extra Trains.

Ermont to Paris (Nord) hourly, from 7 44 a.m. to 10 44 p.m.

Enghien to Paris (Nord) 5.30 & 8.28 p.m.

More Pendolo Cleaning Cars on this Railway

RIE (Saint-Lazare) to COURCELLES-CEINTURE, by AUTEUIL and LA RAPEE-BERCY (Chemin de fer de Ceinture de Paris.

Daily Trains. All 1 & 2 Class

Wk. Days 1 Cl.	Wk. Days 2 Cl.	Sun. Fetes 1 Cl.	Sun. Fetes 2 Cl.	Stations.	Express trains from Paris																					
fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
0 30	0 20	0 45	0 30	Paris (St.-Lazare) ..... d		4 45	6 30	7 30	8 30	9 0	9 30	10 0	10 30	11 0	11 30	12 0	4 0	4 30	5 0	5 30	6 30	7 30	8 30	9 30	10 30	
0 30	0 20	0 45	0 30	Batignolles		4 49	6 34	7 34	8 34	9 4	9 34	10 4	10 34	11 4	11 34	12 4	4 4	4 34	5 4	5 34	6 34	7 34	8 34	9 34	10 34	
0 30	0 20	0 45	0 30	Courcelles-Levallois		4 53	6 38	7 38	8 38	9 8	9 38	10 8	10 38	11 8	11 38	12 8	4 8	4 38	5 8	5 38	6 38	7 38	8 38	9 38	10 38	
0 45	0 30	0 65	0 45	Neuilly (Porte-Maillot)		4 56	6 41	7 41	8 41	9 11	9 41	10 11	10 41	11 11	11 41	12 11	4 11	4 41	5 11	5 41	6 41	7 41	8 41	9 41	10 41	
0 45	0 30	0 65	0 45	Avenue de l'Impératrice		4 59	6 44	7 44	8 44	9 14	9 44	10 14	10 44	11 14	11 44	12 14	4 14	4 44	5 14	5 44	6 44	7 44	8 44	9 44	10 44	
0 45	0 30	0 70	0 45	Passy		5 3	6 48	7 48	8 48	9 18	9 48	10 18	10 48	11 18	11 48	12 18	4 18	4 48	5 18	5 48	6 48	7 48	8 48	9 48	10 48	
0 45	0 30	0 70	0 45	Auteuil		5 8	6 54	7 54	8 54	9 24	9 54	10 24	10 54	11 24	11 54	12 24	4 24	4 54	5 24	5 54	6 54	7 54	8 54	9 54	10 54	
0 55	0 35	0 75	0 55	Point-du-Jour		5 14	6 57	7 57	8 57	9 28	9 57	10 28	10 57	11 28	11 57	12 28	4 28	4 57	5 28	5 57	6 57	7 57	8 57	9 57	10 57	
0 55	0 35	0 75	0 55	Grenelle		5 17	7 0	8 0	9 0	9 31	10 0	10 31	11 0	11 31	12 0	12 31	4 31	5 0	5 31	6 0	7 0	8 0	9 0	9 31	10 0	11 0
0 55	0 35	0 75	0 55	Vaugirard-Issy		5 20	7 13	8 13	9 13	9 43	10 13	10 43	11 13	11 43	12 13	12 43	4 43	5 13	5 43	6 13	7 13	8 13	9 13	9 43	10 13	11 13
0 55	0 40	0 75	0 55	Ouest-Ceinture		5 21	7 17	8 17	9 17	9 47	10 17	10 47	11 17	11 47	12 17	12 47	4 47	5 17	5 47	6 17	7 17	8 17	9 17	9 47	10 17	11 17
0 55	0 40	0 80	0 60	Montrouge		5 25	7 21	8 21	9 21	9 51	10 21	10 51	11 21	11 51	12 21	12 51	4 51	5 21	5 51	6 21	7 21	8 21	9 21	9 51	10 21	11 21
0 65	0 40	0 85	0 60	La Glacière Gentilly		5 28	7 25	8 25	9 25	9 55	10 25	10 55	11 25	11 55	12 25	12 55	4 55	5 25	5 55	6 25	7 25	8 25	9 25	9 55	10 25	11 25
0 65	0 40	0 85	0 60	La Maison-Blanche		5 29	7 29	8 29	9 29	9 59	10 29	10 59	11 29	11 59	12 29	12 59	4 59	5 29	5 59	6 29	7 29	8 29	9 29	9 59	10 29	11 29
0 90	0 55	1 0	0 70	Orléans-Ceinture	5 3	5 33	7 33	8 33	9 33	10 3	10 33	11 3	11 33	12 3	12 33	1 3	5 3	5 33	6 3	6 33	7 33	8 33	9 33	10 3	10 33	11 33
0 85	0 55	1 10	0 70	La Rapée-Bercy	5 9	5 39	7 39	8 39	9 39	10 9	10 39	11 9	11 39	12 9	12 39	1 9	5 9	5 39	6 9	6 39	7 39	8 39	9 39	10 9	10 39	11 39
0 85	0 55	1 10	0 70	Bel-Air	5 12	5 42	7 42	8 42	9 42	10 12	10 42	11 12	11 42	12 12	12 42	1 12	5 12	5 42	6 12	6 42	7 42	8 42	9 42	10 12	10 42	11 42
0 85	0 55	1 10	0 70	Avenue de Vincennes	5 15	5 45	7 45	8 45	9 45	10 15	10 45	11 15	11 45	12 15	12 45	1 15	5 15	5 45	6 15	6 45	7 45	8 45	9 45	10 15	10 45	11 45
0 85	0 55	1 10	0 70	Charonne	5 17	5 47	7 47	8 47	9 47	10 17	10 47	11 17	11 47	12 17	12 47	1 17	5 17	5 47	6 17	6 47	7 47	8 47	9 47	10 17	10 47	11 47
0 85	0 55	1 10	0 70	Ménilmontant	5 22	5 52	7 52	8 52	9 52	10 22	10 52	11 22	11 52	12 22	12 52	1 22	5 22	5 52	6 22	6 52	7 52	8 52	9 52	10 22	10 52	11 52
0 85	0 55	1 10	0 70	Belleville-Villette	5 27	5 57	7 57	8 57	9 57	10 27	10 57	11 27	11 57	12 27	12 57	1 27	5 27	5 57	6 27	6 57	7 57	8 57	9 57	10 27	10 57	11 57
0 85	0 55	1 10	0 70	Pont-de-Flandre	5 32	6 2	8 2	9 2	10 2	10 32	11 2	11 32	12 2	12 32	1 2	1 32	5 32	6 2	6 32	7 2	8 2	9 2	10 2	10 32	11 2	12 2
0 85	0 55	1 10	0 70	La Chapelle-St. Denis	5 37	6 7	8 7	9 7	10 7	10 36	11 6	11 36	12 6	12 36	1 6	1 36	5 36	6 6	6 36	7 6	8 6	9 6	10 6	10 36	11 6	12 6
0 85	0 55	1 10	0 70	La Chapelle-St. Denis	5 41	6 11	8 11	9 11	10 11	10 41	11 10	11 40	12 10	12 40	1 10	1 40	5 40	6 10	6 40	7 10	8 10	9 10	10 10	10 40	11 10	12 10
0 85	0 55	1 10	0 70	Boulevard Ornano	5 45	6 15	8 15	9 15	10 15	10 45	11 14	11 44	12 14	12 44	1 14	1 44	5 44	6 14	6 44	7 14	8 14	9 14	10 14	10 44	11 14	12 14
0 85	0 55	1 10	0 70	Avenue de St.-Ouen	5 49	6 19	8 19	9 19	10 19	10 49	11 18	11 48	12 18	12 48	1 18	1 48	5 48	6 18	6 48	7 18	8 18	9 18	10 18	10 48	11 18	12 18
0 85	0 55	1 10	0 70	Avenue de Clichy	5 52	6 22	8 22	9 22	10 22	10 52	11 22	11 52	12 22	12 52	1 22	1 52	5 52	6 22	6 52	7 22	8 22	9 22	10 22	10 52	11 22	12 22
0 85	0 55	1 10	0 70	Courcelles-Ceinture arr.	5 53	6 30	8 22	9 22	10 22	10 52	11 22	11 52	12 22	12 52	1 22	1 52	5 52	6 22	6 52	7 22	8 22	9 22	10 22	10 52	11 22	12 22

Other Trains leave Paris (St. Lazare) every half-hour from 12.30 to 2.30 p.m., keeping same time between Stations.

				To Auteuil, &c.																						
...	...	...	...	Courcelles-Levallois dep	6 38	7 38	8 38	9 38	10 38	11 8	11 38	12 8	12 38	1 8	1 38	2 8	6 8	6 38	7 8	7 38	8 38	9 38	11 8		
				To Paris (St. Lazare)—																						
0 85	0 55	1 10	0 70	Courcelles-Levallois dep	6 38	7 45	8 45	9 45	10 45	11 15	11 45	12 15	12 45	1 15	1 45	2 15	6 15	6 45	7 15	7 45	8 45	9 45	10 45			
0 85	0 55	1 10	0 70	Batignolles	6 42	7 49	8 49	9 49	10 49	11 19	11 49	12 19	12 49	1 19	1 49	2 19	6 19	6 49	7 19	7 49	8 49	9 49	10 49			
0 85	0 55	1 10	0 70	Paris (St. Lazare) ..... arr.	6 45	7 52	8 52	9 52	10 52	11 22	11 52	12 22	12 52	1 22	1 52	2 22	6 22	6 52	7 22	7 52	8 52	9 52	10 52			

See also page 22.

fr. c.	fr. c.	fr. c.	fr. c.	From Paris (St. Lazare) ...dep.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
					4 45	6 30	7 30	8 0	8 30	9 0	9 30	10 0	10 30	11 0	2 0	2 30	3 0	3 30	4 0	4 30	5 30	6 30	7 30	8 30		
				Batignolles	4 49	6 34	7 34	8 4	8 34	9 4	9 34	10 4	10 34	11 4	2 4	2 34	3 4	3 34	4 4	4 34	5 34	6 34	7 34	8 34		
				Courcelles-Levallois	4 53	6 37	7 37	8 7	8 37	9 7	9 37	10 7	10 37	11 7	2 7	2 37	3 7	3 37	4 7	4 37	5 37	6 37	7 37	8 37		
				From Sarcy à d Auteuil —																						
				Courcelles-Levallois arr.		6 37	7 44	8 14	8 44	9 14	9 44	10 14	10 44	11 14	2 14	2 44	3 14	3 44	4 14	4 44	5 44	6 44	7 44	8 44		

				Courcelles-Ceinture ..... dep.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
					4 55	6 55	7 55	8 25	8 55	9 25	9 55	10 25	10 55	11 25	2 25	2 55	3 25	3 55	4 25	4 55	5 55	6 55	7 55	8 55		
0 90	0 55	1 10	0 70	Avenue de St. Ouen	5 3	6 59	7 59	8 29	8 59	9 29	9 59	10 29	10 59	11 29	2 29	2 59	3 29	3 59	4 29	4 59	5 59	6 59	7 59	8 59		
0 85	0 55	1 10	0 70	Avenue de Clichy	5 3	6 3	7 3	8 3	8 33	9 3	9 33	10 3	10 33	11 3	2 33	3 3	3 33	4 3	4 33	5 3	6 3	7 3	8 3	9 3		
0 85	0 55	1 10	0 70	Boulevard Ornano	5 7	6 7	7 7	8 7	8 37	9 7	9 37	10 7	10 37	11 7	2 37	3 7	3 37	4 7	4 37	5 7	6 7	7 7	8 7	9 7		
0 85	0 55	1 10	0 70	La Chapelle-St.-Denis ...	5 11	6 11	7 11	8 11	8 41	9 11	9 41	10 11	10 41	11 11	2 41	3 11	3 41	4 11	4 41	5 11	6 11	7 11	8 11	9 11		
0 85	0 55	1 10	0 70	La Chapelle-St.-Denis ...	5 12	6 12	7 12	8 12	8 42	9 12	9 42	10 12	10 42	11 12	2 42	3 12	3 42	4 12	4 42	5 12	6 12	7 12	8 12	9 12		
0 85	0 55	1 10	0 70	Pont-de-Flandre	5 16	6 16	7 16	8 16	8 46	9 16	9 46	10 16	10 46	11 16	2 46	3 16	3 46	4 16	4 46	5 16	6 16	7 16	8 16	9 16		
0 85	0 55	1 10	0 70	Belleville-Villette	5 21	6 21	7 21	8 21	8 51	9 21	9 51	10 21	10 51	11 21	2 51	3 21	3 51	4 21	4 51	5 21	6 21	7 21	8 21	9 21		
0 85	0 55	1 10	0 70	Ménilmontant	5 26	6 26	7 26	8 26	8 56	9 26	9 56	10 26	10 56	11 26	2 56	3 26	3 56	4 26	4 56	5 26	6 26	7 26	8 26	9 26		
0 85	0 55	1 10	0 70	Charonne	5 28	6 28	7 28	8 28	8 58	9 28	9 58	10 28	10 58	11 28	2 58	3 28	3 58	4 28	4 58	5 28	6 28	7 28	8 28	9 28		
0 85	0 55	1 10	0 70	Avenue de Vincennes ...	5 31	6 31	7 31	8 31	9 1	9 31	10 1	10 31	11 1	11 31	3 1	3 31	4 1	4 31	5 1	5 31	6 31	7 31	8 31	9 31		
0 85	0 55	1 10	0 70	Bel-Air	5 36	6 36	7 36	8 36	9 6	9 36	10 6	10 36	11 6	11 36	3 6	3 36	4 6	4 36	5 6	5 36	6 36	7 36	8 36	9 36		
0 85	0 55	1 10	0 70	Rapée-Bercy	5 39	6 39	7 39	8 39	9 9	9 39	10 9	10 39	11 9	11 39	3 9	3 39	4 9	4 39	5 9	5 39	6 39	7 39	8 39	9 39		
0 85	0 55	1 10	0 70	La Gare d'Orléans	5 44	6 44	7 44	8 44	9 14	9 44	10 14	10 44	11 14	11 44	3 14	3 44	4 14	4 44	5 14	5 44	6 44	7 44	8 44	9 44		
0 85	0 55	1 10	0 70	La Maison-Blanche	5 48	6 48	7 48	8 48	9 18	9 48	10 18	10 48	11 18	11 48	3 18	3 48	4 18	4 48	5 18	5 48	6 48	7 48	8 48	9 48		
0 85	0 55	1 10	0 70	La Glacière Gentilly	5 51	6 51	7 51	8 51	9 21	9 51	10 21	10 51	11 21	11 51	3 21	3 51	4 21	4 51	5 21	5 51	6 51	7 51	8 51	9 51		
0 85	0 55	1 10	0 70	Montrouge	5 54	6 54	7 54	8 54	9 24	9 54	10 24	10 54	11 24	11 54	3 24	3 54	4 24	4 54	5 24	5 54	6 54	7 54	8 54	9 54		
0 85	0 55	1 10	0 70	Ouest-Ceinture	5 57	6 57	7 57	8 57	9 27	9 57	10 27	10 57	11 27	11 57	3 27	3 57	4 27	4 57	5 27	5 57	6 57	7 57	8 57	9 57		
0 85	0 55	1 10	0 70	Vaugirard-Issy	6 0	7 0	8 0	9 0	9 30	10 0	10 30	11 0	11 30	12 0	3 30	4 0	4 30	5 0	6 0	7 0	8 0	9 0	9 30	10 0		
0 85	0 55	1 10	0 70	Grenelle	6 3	7 3	8 3	9 3	9 33	10 3	10 33	11 3	11 33	12 3	3 33	4 3	4 33	5 3	6 3	7 3	8 3	9 3	9 33	10 3		
0 85	0 55	1 10	0 70	Point-du-Jour	6 6	7 6	8 6	9 6	9 36	10 6	10 36	11 6	11 36	12 6	3 36	4 6	4 36	5 6	6 6	7 6	8 6	9 6	9 36	10 6		
0 85	0 55	1 10	0 70	Auteuil	6 9	7 9	8 9	9 9	9 39	10 9	10 39	11 9	11 39	12 9	3 39	4 9	4 39	5 9	6 9	7 9	8 9	9 9	9 39	10 9		
0 85	0 55	1 10	0 70	Passy	6 13	7 13	8 13	9 13	9 43	10 13	10 43	11 13	11 43	12 13	3 43	4 13	4 43	5 13	6 13	7 13	8 13	9 13	9 43	10 13		
0 85	0 55	1 10	0 70	Avenue de l'Impératrice ...	6 17	7 17	8 17	9 17	9 47	10 17	10 47	11 17	11 47	12 17	3 47	4 17	4 47	5 17	6 17	7 17	8 17	9 17	9 47	10 17		
0 85	0 55	1 10	0 70	Neuilly (Porte-Maillot) ...	6 20	7 20	8 20	9 20	9 50	10 20	10 50	11 20	11 50	12 20	3 50	4 20	4 50	5 20	6 20	7 20	8 20	9 20	9 50	10 20		
0 85	0 55	1 10	0 70	Courcelles-Levallois	6 24	7 24	8 24	9 24	9 54	10 24	10 54	11 24	11 54	12 24	3 54	4 24	4 54	5 24	6 24	7 24	8 24	9 24	9 54	10 24		
0 85	0 55	1 10	0 70	Batignolles	6 28	7 28	8 28	9 28	9 58	10 28	10 58	11 28	11 58	12 28	3 58	4 28	4 58	5 28	6 28	7 28	8 28	9 28	9 58	10 28		
0 85	0 55	1 10	0 70	Paris (St. Lazare) ..... arr.	6 30	7 30	8 30	9 30	10 0	10 30	11 0	11 30	12 0	12 30	4 0	4 30	5 0	5 30	6 30	7 30	8 30	9 30	10 0	10 30		

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |

Miles. | 1 Cl. | 2 Cl. | 3 Cl. | Stations. | 1,2,3 | 1,2,3 | 1,2,3

PARIS TO CREIL, via ENGHIEN and CHANTILLY.—Chemin de Fer du Nord.*

Mls.	1st	2nd	3rd	Stations.	1,2,3	1&2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Paris** .....dep	7 20	7 35	7 50	8 0	8 50	10 15	11 45	12 0	12 35	1 30	3 45	4 5	4 10	6 10	7 45	8 0	8 15	9 15	9 45	10 30	11	11 30
4½	0 65	0 65	0 40	**Bat.et Denis.**	40 10	...	...	8 17	...	10 37	12 13	...	...	...	...	...	*4 17	*5 32	...	...	...	10 27	10 56	10 42	11 19	11 43
6½	1 35	0 90	0 75	**Pierrefitte Stains**	...	...	...	8 23	...	10 35	...	12 20	...	...	...	...	4 25	5 30	...	...	...	9 35	...	...	...	...
9½	1 85	1 35	0 95	**Villiers le Bel Go**	...	...	...	8 34	...	10 44	...	12 29	...	1 51	...	...	4 34	5 39	...	...	...	9 44	...	...	...	...
12½	2 45	1 85	1 35	**Goussainville**	6 39	...	...	8 44	...	10 54	...	12 39	...	...	...	...	4 44	5 49	...	...	...	9 54	...	...	...	...
15	2 95	2 20	1 65	**Louvres**	6 37	...	...	8 59	...	11 2	...	12 47	...	...	...	...	4 52	5 57	...	...	8 48	10 2	...	...	11 50	...
18½	3 65	2 75	2 0	**Lusarches-s-v**	6 48	...	...	9 3	...	11 13	...	12 58	...	...	...	...	5 3	6 8	...	...	8 58	10 13	10 39	...	...	12 17
22½	4 45	3 30	2 40	**Orry-la-Ville**	6 57	...	...	9 13	...	11 23	...	1 8	...	...	...	...	5 13	6 18	...	...	...	10 23	...	...	...	...
25½	5 5	3 75	2 80	**Chantilly**	7 7	...	...	8 34	9 26	9 38	11 36	12 36	1 21	1 32	2 38	...	5 50	6 36	6 31	6 52	...	8 47	9 17	10 36	10 46	11 14	12 20	12 34
31½	6 25	4 70	3 45	**Creil** (p. 83)..	7 20	8 10	8 27	8 45	9 40	9 50	11 50	12 49	1 35	1 47	2 42	4 35	5 9	6 40	6 45	7 3	6 37	9 0	9 31	10 50	11 0	11 29	12 35	12 50

Mls.	1st	2nd	3rd	Stations.	1&2	1,2,3	1,2,3	1,2,3	1&2	1&2	1,2,3	1,2,3	1,2,3	1,2,3	1&2	1&2	1,2,3	1&2	1,2,3	1,2,3	1,2,3	1&2	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.
—	—	—	—	**Creil** .....dep.	6 39	7 10	8 15	9 10	9 25	10 32	12 30	12 40	2	3 15	3 55	4 52	5 13	5 45	8 15	...	8 40	8 55	9 37	9 37	8 16	8 30
6½	1 20	0 90	0 65	**Chantilly**	...	7 35	8 31	9 46	...	10 44	12 47	12 54	2 23	3 32	4 10	5 6	...	6 3	...	...	8 57	9 15	9 54	10 20	2 54	...
9½	1 85	1 45	1 10	**Orry-la-Ville**	...	7 39	8 35	9 50	...	...	1 9	...	...	...	4 14	...	...	6 14	...	...	...	9 28	...	...	...	...
13½	2 65	1 90	1 40	**Lusarches-s-v**	...	7 50	8 49	10 4	...	...	1 20	...	4 26	...	4 26	...	...	6 25	...	...	...	9 37	...	...	...	...
16½	3 30	2 45	1 80	**Louvres**	...	8 0	9 0	10 15	...	...	1 30	...	...	...	...	...	...	6 35	...	...	...	9 47	...	...	...	4 41
19½	3 75	2 85	2 5	**Goussainville**	...	8 9	...	10 23	...	...	1 38	...	...	...	...	...	...	6 43	...	...	...	9 55	...	...	...	...
22½	4 45	3 30	2 40	**Villiers le Bel Go**	...	8 17	9 14	10 32	...	...	1 47	...	4 46	...	...	...	...	6 52	...	9 5	...	10 4	...	...	...	...
24½	5 5	3 75	2 80	**Pierrefitte Stains**	...	8 26	...	10 41	...	...	1 58	...	...	...	...	...	...	7 1	...	9 14	...	10 13	...	...	...	...
27½	5 55	4 15	3 0	**Saint Denis...**	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	9 23	†	†	†	†	†	†
31½	6 25	4 70	3 45	**Paris**.....arr.	7 20	8 45	9 35	11 0	10 15	11 25	1 40	2 15	3 15	4 30	5 5	5 50	6 5	7 30	9 5	9 35	9 55	10 32	11 0	11 10	3 56	4 35	4 46	5 15

Extra Trains.—Paris to Villiers le Bel Gonesse, daily, at 6.40 a.m., and 6.15 p.m., and on Sundays and Fêtes at 1.35 p.m.; and vice versâ at 4.25 a.m., and on Sundays and Fêtes at 8.55 p.m. St. Denis to Paris 8.30 a.m. Creil to Paris, 2.40 and 6.54 p.m., and vice versâ 10.15 a.m., and 5.0 p.m.

ROUEN and AMIENS (Right Bank).—Chemin de Fer de l'Ouest.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.
—	—	—	—	**Paris (St. Lazare)** dep.	8 0	7 15	12 25
—	—	—	—	**Rouen (Rue Verte) a**	10 46	11 30	4 35
				(Right Bank)			
					a.m.	p.m.	p.m.
84½	16 75	12 50	9 20	**Rouen (Rue Verte)** de	7 20	12 44	4 45
90½	17 95	13 45	9 95	**Maromme**	7 30	12 54	4 55
92½	18 35	13 75	10 10	**Malaunay**	7 39	1 2	5 5
96½	19 5	14 30	10 50	**Monville**	7 51	1 14	5 16
99½	19 85	14 85	10 85	**Cleres (B-I)**.....arr.	8 2	1 24	5 26
				.....dep.	8 9	1 26	5 32
105½	20 5	15 5	11 5	**Rose-le-Hard**.....	8 26	1 44	5 51
108½	20 5	15 5	11 5	**Critot**	8 36	1 55	6 2
112½	16 85	12 65	9 25	**Monterollier—** arr.	8 45	2 5	6 12
				„ (21) Buchy...dep.	9 35	2 33	6 58
...	...	...	...	**Sommery**	9 51	2 50	7 14
...	14 65	11 0	8 5	**Serquenx** .....arr.	10 5	3 5	7 28
...	...	...	...	.....dep.	10 13	3 13	7 34
...	15 50	11 65	8 50	**Guilfontaine**	10 25	3 25	7 51
...	16 60	12 45	9 15	**Formerie**.....	10 41	3 39	8 6
...	17 20	12 90	9 45	**Abancourt**	10 53	3 52	8 19
...	18 10	13 55	9 90	**Foulloy**	11 5	4 4	8 31
...	19 80	14 90	10 90	**Poix**	11 27	4 25	8 54
...	...	...	...	**Pavron**	11 36	4 33	9 3
...	...	...	...	**Namps Quevauvillers...**	11 47	4 44	9 15
...	...	...	...	**Bacouel**	11 58	4 55	9 28
...	25	0 18	75 13	**75 Salouel**	12 7	5 3	9 37
...	31	85 23	85 17	**50 Amiens (21)** ....arr.	12 21	5 15	9 50

Stations.	1, 2 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	
Amiens.....dep.	6 0	11	3 50	
Salouel	6 15	26	4 3	
Bacouel	4 21	11	26	4 12
Namps Quevauvillers...	6 51	11	40	4 24
Pavron	6 41	11	53	4 36
Poix	6 50	12	7	4 49
Foulloy	7	9, 12	31	5 11
Abancourt	7 22	12	44	5 25
Formerie.....	7 31	12	54	5 35
Guilfontaine	7 45	1	9	5 48
Serquenx .....arr.	7 55	1	21	5 58
.....dep.	8	5	1 30	6 4
Sommery.....	8 23	1	45	6 20
Monterollier— arr.	8 40	2	0	6 34
„ (21) Buchy dep.	8 42	2	2	6 36
Critot	9 59	3	9	7 13
Rose-le-Hard.....	9 52	3	45	6 52
Cleres .....arr.	10 15	3	25	7 27
.....dep.	10 18	3	28	7 28
Monville	10 30	3	39	7 38
Malaunay	10 44	3	53	7 53
Maromme	10 54	4	2	7 57
Rouen (Rue Verte) ar	11	7	4 12	8 5
(21)	1, 2, 3	p.m.	1	Cl.
Rouen (R. B.)...dep.	12 42	5	30	8 50
Paris (St. Laz.) ...arr.	4 50	9	50	11 30
	p.m.	p.m.	p.m.	

CAEN and LAVAL.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m	a.m.	a.m.	p.m.	p.m.	p.m.
Caen .....dep	...	4 47	11 45	7 34	...	5 8
Mutrecy-Clinchamp	...	5 9	12 12	7 53	...	5 27
Saint-Remy.....	...	5	43 12	50	8 3	...	6 1
Clecy	p.m.	5	58	1 4	9 0	...	6 16
Conde-sur-Noireau	*9 30	6	19	1 27	9 31	...	6 39
Flers (Buffet)..... arr	10 0	6	46	1 55	10 0	...	7 6
„ .....dep	...	7	0	...	2 42	7 13	...
Domfront (Orne)	...	7	51	...	3 34	7 56	...
Ambrieres.....	a.m.	8	40	p.m.	4 23	8 39	p.m.
Mayenne	6 46	9	15	3 17	5 1	9 11	3 40
Martigne	7 13	9	42	12	40	5 28	9 34	4 9
LaChapelle-A	7 33	9	58	12	54	5 44	9 49	4 30
Laval (2nd)	7 55	10	21	1	13	6	6 10	4 57

Stations.	a.m.	a.m.	a.m.	a.m.	p.m.		p.m.
Laval .....dep.	4 2	4 27	8 35	10	1	1 35	..	5 55
LaChapelle-A	4 18	4 37	8 47	10	27	2 7	...	6 6
Martigne	4 39	5	9	1	10	41	2 27	...	6 20
Mayenne	5	5 21	9	43	11	15	3 50	...	6 35
Ambrieres.....	5 21	5	50	...	11	54	...	...	6 44
Domfront (Orne)	6	1	6	30	...	12	46	...	...	7 2
Flers .....arr	6	44	7	12	...	1	40	...	p.m.	7 29
„ .....dep.	7	6	7	17	...	2	1	...	6	45	8	42
Conde-sur-Noireau	7	37	7	44	...	7	37	...	7	15	9	8
Clecy	8	0	8	3	...	8	0	...	7	34	...	...
Saint-Remy.....	8	17	8	18	...	8	17	...	7	54	...	...
Mutrecy-Clinchamp	8	56	9	15	...	8	56	...	8	33	...	...
Caen ..... arr	9	22	...	...	...	9	22	...	9	0	...	...

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HAVRE, FECAMP, DIEPPE, ROUEN, LOUVIERS, NANTES, AND PARIS.—
Chemins de Fer de l'Ouest.

Via.	1st	2nd	3rd	STATIONS.	1, 2, 3	1, 2, 3	1 Cl.	1, 2, 3	1, 2, 3	1, 2, 3	1 Cl.	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	fr. c.	fr. c.	fr. c.					a.m.	a.m.	a.m	noon.			p.m.	p.m.	p.m.	p.m.
—	—	—	—	Havre ..... dep.				6 15	8 0	9 50	12 0			2 25	6 20	6 20	10 0
44	9 85	6 65	6 45	Harfleur				6 32	8 16	10 0	...			2 45	...	6 42	10 12
11	2 20	1 65	1 20	Saint-Romain				6 44	8 29	10 29	...			3 5	...	7 4	...
16	3 15	2 40	1 75	Beuzeville Brasute ar.				6 57	8 42	10 42	12 29			3 20	6 50	7 21	10 39
—	...	...	...	Fécamp ..... dep.				6 0				To Fécamp.		9 46	11 20	...	9 45
3	...	...	...	Les Ifs				6 21						10 7	11 46	...	10 2
6	...	...	...	Grainville-Goderville				6 38						10 22	11 57	...	10 13
10	...	...	...	Beuzeville ...ar.				6 47						10 32	12 7	...	10 25
16½	...	...	...	Beuzeville Brasute dp.				7 0						10 45	12 32	3 22	6 54	7 36	10 42
20	3 80	2 80	1 95	Solbec-Nointot				7 9						10 54	...	3 32	7 2	7 41	10 51
26	4 95	3 60	2 65	Alvimare (Fauville)	a.m.			7 28						11 6	...	3 48	...	7 59	...
31	6 35	4 70	3 45	Yvetot (Caudebec).....	8 0			7 40						11 27	12 40	4 4	7 26	8 23	11 20
36	7 25	5 40	4 0	Motteville	8 14			7 51						11 38	1 6	4 16	7 36	8 41	11 31
43	8 60	6 45	4 70	Pavilly	8 36			8 8						11 54	...	4 34	...	9 1	...
45	8 85	6 65	4 85	Barentin.....	8 40			8 13						11 58	...	4 41	7 56	9 7	...
50	9 80	7 35	5 40	Malaunay	8 56			8 28						12 11	...	4 56	8 9	9 25	11 57
51½	10 20	7 60	5 60	Maromme	9 3			8 33						12 19	...	...	...	9 35	...
55½	10 90	8 25	6 5	Rouen (right bank) arr	9 15			8 40			12 27	1 37		5 15	8 30	9 45	p.m.
—	...	...	...	Dieppe..... dep.				6 30						10 20	...	3 10	7 30	...	8 25
—	...	...	...	St. Aubin				6 42						10 41	...	3 22	...	...	8 37
10½	...	...	...	Longueville				6 57						10 54	...	3 37	...	...	8 52
16	...	...	...	Auffay				7 14						11 11	...	3 54	...	...	9 10
18½	...	...	...	Saint-Victor				7 24						11 20	...	4 2	...	...	9 20
—	...	...	...	Clères (21) ...ar				7 40	a.m.		11 34			4 16	...	p.m.	...	...	9 35
—	...	...	...	dep.				7 41	10	18	11 35			4 19	...	7 28	8 36	11 14	9 38
29½	...	...	...	Moulville.....				7 52	10	30	11 45			4 29	...	7 38	8 46	11 26	9 50
33	...	...	...	Malaunay				8 6	10	44	11 57			4 42	...	7 50	8 58	11 40	10 3
34	...	...	...	Maromme (21-2) ...				8 14	10	54	12 5			4 50	...	7 57	7 6	...	4 2
38	...	...	...	Rouen (rt. bk.)arr.				8 25	11	7	12 13			5 0	8 35	8 5	7 14	11 55	4 12
55½	10 90	8 25	6 5	Rouen (right bank) dep.	a.m.	a.m.		a.m.			p.m.	p.m.		p.m.	1 Cl.		1, 2, 3	a.m.
55½	10 90	8 25	6 5	Rouen (left bank) dep.	6 5	8 55		9 10			12 42	1 49		5 30	8 50		p.m.	12 30
66	12 70	9 50	6 95	Oissel (26).....	6 25	9 10		9 29			1 10	2 6		5 48	9 7		5 32	12 46
68½	13 40	10 5	7 35	Pont-de-l'Arche (25) ...	6 28			9 51			1 23			6 10			5 47	1 6
76½	15 0	11 25	8 25	St. Pierre-du-Vauvry ar.	6 39	9 49		10 8			1 40	2 26		6 27	9 36	p.m.	10 5	1 23
...	14 15	10 60	7 80	Louviers ....dep.	...	9 2		9 53			1 15	2 55		6 5	9 7	8 0	9 55	...
...	13 50	10 15	7 45	Le Vaudreuil	...	9 10		10 1			1 24	3 4		6 14	9 15	8 10	10 3	...
...	13 20	9 90	7 25	St-P.-du Vauvry	...	9 15		10 6			1 30	3 10		6 20	9 20	8 15	10 8	...
76½	15 0	11 25	8 25	St. P.-du-Vauvry ... dep		7 21		9 31	10	11	...	1 44	3 27	From Cherbourg.	6 50	...	...	10 13	...
85	16 60	12 45	9 10	Gaillon (Les Andelys) ...		7 44		...	10	22	...	2 5	...		6 50	...	...	10 26	1 42
93½	18 35	13 75	10 10	Vernon (21)		8 1		9 59	10	40	...	2 27	3 55		7 12	9 50	...	11 6	1 59
100½	19 65	14 75	10 80	Bonnières		8 11		...	11	8	...	2 43	...		7 29	...	...	...	...
104½	20 45	15 30	11 25	Rosny		8 20		...	11	16	1, 2, 3	2 53	...		7 40	...	1, 2, 3	...	...
108½	21 5	15 75	11 60	Mantes (Branch) ...arr.	a.m.			10 21	11	25	p.m.	3 3		p.m.	7 50	10 21	p.m.	11 45	2 27
...	...	...	...	,, ,, ... dep.	7 15			8 32	10	34	11 37	12 7	3 22	...	8 27	8 5	10 23	8 30	...
108½	21 5	15 75	11 60	Mantes ..... dep.	7 15			8 37	...		...	12 10	...	...	8 30	...	...	8 34	...
113½	22 15	16 65	12 30	Epône	7 24			8 50	...		...	12 21	...	...	8 40	...	...	8 45	...
118½	23 15	17 35	12 75	Meulan les Mures	7 41			9 4	...		...	12 34	...	3 35	8 53	8 39	...	8 58	1, 2, 3
121½	23 90	17 90	13 10	Triel.....	7 51			9 14	...		...	12 44	...	...	9 3	8 49	...	9 8	p.m.
126½	24 85	18 60	13 65	Poissy	8 3			9 28	...		...	12 56	4 6	...	9 16	8 57	...	9 27	1 57
132½	25 30	19 10	14 0	Conflans	8 12			9 37	...		...	1 7	...	...	9 25	9 7	...	9 36	2 7
138½	26 10	19 55	14 35	Maisons.....	8 20			9 45	...		12 26	1 15	4 19	...	9 32	9 14	...	9 44	2 15
136½	26 6	19 95	14 60	Houilles	8 28			9 53	...		...	1 23	...	...	9 40	9 22	...	9 52	2 24
...	...	...	...	Colombes (Branch)	...			10 5	...		...	...	...	...	...	9 35	...	...	...
143	28 70	21 5	15 45	Paris (St Lazare) arr.	8 55			10 20	11	30	12 55	1 50	4 50	4 23	7 5	9 50	11 30	10 20	2 50

ROUEN to ELBEUF and SERQUIGNY.—Chemins de fer de l'Ouest.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	2, 3	2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	fr. c.	fr. c.	fr. c.									a. m.	a. m.	p. m.	p. m.	p. m.	
—	—	—	—	PARIS.....dep.	...	8 20	9 0	1 20	5 0	9 0	Rouen(rt. bank)dp.	...	...	...	1 55	5 30	...
98½	16 25	13 75	10 10	Serquigny (26)ar.	4 38	1 16	12 5	5 39	12 51	...	,, (left bank) ,,	6 5	6 20	...	...	5 30	9 0
98½	19 65	14 75	10 80	Brionne	7 7	...	...	6 16	1 15	...	Oissel..... arr.	6 20	6 35	9 0	5 32	5 48	9 15
100½	20 5	15 5	11 5	Glos-Montfrt (23	7 43	...	...	6 46	1 34	...	,, (26)..... dep.	6 30	6 45	9 15	5 55	6 10	9 17
112½	23 5	17 25	12 0	Elbeuf (28)	9 1	...	...	8 20	2 26	...	Tourville	6 38	6 54	9 21	6 1	6 18	9 23
118½	25 30	18 65	13 60	Tourville	9 18	...	...	8 32	...	...	Elbeuf (23)	6 49	7 5	9 32	6 15	6 31	9 34
118½	25 50	18 75	13 65	Oissel (26) ..... arr.	9 26	3 45	...	8 40	2 38	...	Glos-Montfrt (23)	7 40	...	...	7 15	...	...
...	...	...	...	,, ... dep.	...	3 57	6 5	8 53	2 43	...	Brionne	7 50	...	...	7 26	...	...
118½	16 75	13 80	9 30	Rouen (left bank) ar	9 41	4 2	...	8 53	2 5	...	Serquigny (27) arr	8 15	...	...	7 53	...	...
...	...	...	...	,, (right bank) arr.	...	4 10	6 25	...	...	...	PARIS..... arr.	...	...	...	...	...	...

Distances of the various Paris Railway Stations from Rouen. Havre & Dieppe 1¾m. Northern Railway, 36, Place Roubaix, 1½ mile. Strasbourg Railway, Boulevard de Strasbourg 1½ m. Lyons and Marseilles, Boulevard Mazas, 3 miles. Orleans Railway, Boulevard de l'Hôpital, 2¾ miles. Rennes, Argentan and Le Mans Railway, Boulevard de Mont Parnasse, 2½ miles.

PARIS, NANTES, LOUVIERS, ROUEN, DIEPPE, FECAMP, & HAVRE.—Chemin de Fer de l'Ou

No.	1st	2nd	3rd	STATIONS.	1,2,3	1,2,3	1 cl.	1,2,3	1,2,3	1,2,3	1 cl.	1,2,3	1 cl.	1,2,3	1,2,3	1 cl.	1,2,3	1
No.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
1	1 10	0 80	0 60	**Paris** (Gare St. Laz.)dp.	8 20	7 10	8 0	9 25	11 50	12 25	12 55	4 25	6 30	5 25	7 20	8 0	0 50	12
2	1 35	1 20	0 80	Colombes (Branch).....		7 30		9 40						5 40				
3	2 5	1 55	1 15	Houilles	8 41	7 38		9 49	12 13			4 48		5 47	7 41		11 12	
4	2 35	2 0	1 45	Maisons	8 48	7 45		9 57	12 20			4 55		5 54	7 48		11 20	
5	2 55	2 25	1 55	Conflans	8 55	7 52		10 5	12 27			5 2		6 1	7 55			
6	3 30	2 55	1 80	Poissy	9 5	8 2		10 16	12 38			5 13		6 11	8 5		11 34	
7	4 25	3 20	2 25	Triel.....	9 17	8 14		10 28	12 51			5 26		6 24	8 17		11 49	
8	5 5	3 75	2 80	Meulan les Mures	9 26	8 23		10 38	1 0			5 36	7 14	6 34	8 26		12 0	1
9	6 5	4 50	3 30	Epône	9 39	8 36		10 51	1 13			5 50		6 47	8 39		12 15	
10	7 15	5 30	3 90	Mantes	9 50	8 49		11 3				6 1		6 58				
11	7 15	5 30	3 90	Mantes (Branch) arr.	a.m.	8 51	9 1	11 5	1 25			6 3		7 0	8 50		12 29	1
				" " dep.	6 40	9 7	9 2					1 50			9 5			
12	7 75	5 80	4 25	Rosny	6 50	9 19						2 9			9 14			
13	8 50	6 35	4 65	Bonnières	7 0	9 29						2 19			9 23			
14	9 80	7 35	5 40	Vernon 24	7 19	9 49	9 30					2 38	2 20	6 48	7 57		9 40	9
15	11 60	8 65	6 35	Gaillon (les Andelys)...	7 37	10 8						2 56		7 6			9 58	
16	13 20	9 90	7 25	St. Pierre-du-Vouvray	7 55	10 26	9 56	a.m.	a.m.			3 16		7 23	8 24	p.m.	10 15	
				St.-Pierre .. dep.	8 2	10 35		9 31	1 50			3 30		7 36	8 34	9 37	10 28	
	13 50	10 15	7 45	La Vaudreuil	8 9	10 40		9 37	1 57			3 37		7 36	8 34	9 38	10 32	
72	14 15	10 60	7 60	Louviers (St)arr	8 17	10 48		9 44	2 5			3 45		7 43	8 41	9 45	10 40	
				St. Pierre du Vouvray	7 59	10 31	9 50					3 20		7 26	8 27		10 18	
74	14 65	11 0	8 5	Pont-de-l'Arche 25 ..	8 16	10 51						3 40		7 44			10 36	
75	15 80	11 85	8 80	Oissel (Branch)	8 30	11 5	10 23					3 57		7 58	8 48		10 50	
83	16 75	12 50	9 30	Rouen (left bank)arr.	8 50	11 20						4 25					11 10	
87	16 75	12 50	9 30	Rouen (right bank)arr.		11 30	10 40					4 35	3 17	8 30	9 6		p.m. 10 30	7
					a.m.	a. m.	1 & 2	p.m.				p.m.		1 & 2			10 40	
85	16 75	12 50	9 20	Rouen (rt. bk.)dp.	7 30	11 45	10 50	12 44				4 45		9 38				2
86	17 55	13 45	9 90	Maromme	7 39	12 5		12 54				4 55		9 43				
88	18 20	12 75	10 15	Malaunay	7 50	12 15		1 2				5 5		9 50				
97	19 5	14 30	10 50	Monville	7 51	12 25		1 14				5 16		10 0				
101	19 85	14 85	10 85	Cléres (St) .....arr.	8 2	12 34	11 14	1 24				5 26		10 10				
				.....dep.	8 4	12 35	11 15					5 28		10 11				
109	21 35	16 15	11 60	Saint-Victor	8 22	12 50						5 46		10 26				
115	21 35	16 15	11 85	Auffay	8 37	1 1						6 0		10 38				
119	22 65	16 95	12 45	Longueville	8 56	1 14			Amiens.			6 18		10 48				
120	23 20	17 40	12 80	St. Aubin	9 0	1 39						6 33		11 1				
124	24 75	18 55	13 60	Dieppe .....arr.	9 25	1 42	12 0					6 50		11 15			11 45	
					a.m.	a.m.	1 & 2					p.m.	p.m.	1 & 2			p.m.	a. m.
97	16 75	12 50	9 20	Rouen (right bank) dp.	6 50	11 45	11 0					5 0	3 30	9 20			5 10	4 20
98	17 95	13 45	9 90	Maromme	6 59	11 55						5 10					5 20	
101	18 35	13 75	10 10	Malaunay	7 7	12 4	11 12					5 19		9 34			5 29	
105	19 25	14 50	10 60	Barentin	7 22	12 20						5 35		9 47			5 45	4 50
107	19 55	14 65	10 75	Pavilly	7 28	12 25						5 39					5 49	
109	20 35	15 70	11 45	Motteville	7 47	12 45	11 36					6 0	4 5	10 5			6 10	
111	21 20	16 40	12 5	Yvetot (Caudebec)...	8 1	1 0	11 48					6 16	4 18	10 18			6 21	5 30
118	22 25	17 45	12 80	Alvimare (Pavilly) ...	8 18	1 16						6 33						
121	24 10	18 5	13 20	Bolbec-Nointot	8 32	1 31			a.m.			6 47		10 40			6 15	
123	24 70	18 75	13 75	Beuzeville Breaute	8 40	1 38	12 14		6 47			6 58	4 44	10 47				
					a.m.	p.m.	1,2,3					p.m.						
125	25 0	18 75	13 75	Beuzeville...dep.	8 57	1 50	12 25		From Fecamp.			7 32						
130	25 70	19 30	14 10	Grainville Goderville	9 13	2 14	12 46					7 57						
135	26 30	19 85	14 50	Les-Ifs	9 29	2 30	12 59			Sun-		8 13						
138	27 30	20 90	15 15	Fecamp .....arr.	9 50	3 0	1 30			days		8 30						
				Beuzeville Breaute d	8 43	1 48	12 19	7 0	and			7 1	4 46	10 51				
131	26 0	19 10	14 30	Saint-Romain	8 56	1 56		7 14	fetes			7 12						
134	27 30	20 50	15 5	Hartleur	9 15	2 14		7 33	10	0		7 30		11 15				
138	27 30	20 90	15 45	Wavre .....arr.	9 24	2 25	12 48	7 43	10	10		7 48	5 16	11 22				

PARIS to DIEPPE, via PONTOISE.—Chemin de fer de l'Ouest.

No.	1st	2nd	3rd	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3		Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
No.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.				a.m.	a.m.	a.m.	p.m.	p.m.
1	3 45	2 65	1 95	Paris (St.L.) dp	6 30	11 40	4 0	8 30			Dieppe.....dep	6 45	6 10	11 30	5 15	7 40
				Pontoise.....arr	7 18	12 29	4 48	9 12			Gisors.....	7 38	6 59	12 38	6 22	8 33
				..... dep	7 21	12 31	4 51	9 15			Vernfchatel ...	7 55	7 31	12 58	6 49	8 57
17	6 15		2 25	Gisors	8 36	1 40	6 1	10 36			Neale Saint-Saire		7 47	1 25	7 28	9 10
33	11 80	8 60	4 30	Gournay ...arr	9 20	2 17	6 46	11 18			Serqueux ...arr		7 47	1 25	7 28	9 30
				dep	9 25	2 22	6 50	11 15			dep		8 7	1 33	7 40	9 38
73	14 30	10 70	7 35	Forges-les-Eaux	7 40	10	8 3	7 30			Forges-les-Eaux		8 7	1 37	7 47	9 41
74	15 85	11 0	8 5	Serqueux ...arr	7 46	10 5	8 5	7 31			Gournay ...arr		8 46	2 13	8 36	10 25
				dep	8 4	10 11	2 15	7 42			dep	6 0	8 51	2 18	8 41	
79	15 75	11 60	8 60	Neale Saint-Saire	8 22	10 23	2 30	7 56			Gisors	7 8	9 29	3 11	9 38	
85	16 30	12 35	9 15	Vernfchatel ...	8 30	10 36	2 45	8 8			Pontoise.....arr	8 22	11 2	4 26	10 47	
	17 60	12 80	9 60	Gisors	9 8	10 53	4 2	8 26			..... dep	8 27	11 4	4 30	10 50	
96	18 45	13 10	11 80	Dieppe.....arr	10 5	11 45	5 0	9 30			Paris (St.L.) arr	9 20	11 55	5 30	11 45	

Paris to Poissy, at 12.30 and 10.45 a.m.; Paris to Mantes (for Caen) 9.0 a.m., 1.20, 3.25, 6.0, 9.0, and 12.15 p.m.

* Stops to set down passengers only.

¶ From Paris 3rd Class also for Havre, Dieppe, and Fecamp.

PARIS to MANTES, EVREUX, LISIEUX, PONT L'EVEQUE, HONFLEUR, CAEN, BAYEUX, and CHERBOURG.—Chemin de Fer de l'Ouest.

| Mls. | 1st | 2nd | 3rd | Stations. | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | Ex. | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3

CHERBOURG to SAVENAY, CAEN, HONFLEUR, PONT L'EVEQUE, LISIEUX, EVREUX, MANTES and PARIS.—Chemin de Fer de l'Ouest.

Miles	1st class	2nd class	3rd class	Stations.	1,2,3 class	1,2,3 class	1,2,3 class	1 & 2 Ex.	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class
No.	fr. c.	fr. c.	fr. c.		a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	**Cherbourg**.....dep.	—	—	7 55	8 30	10 30	—	—	—	12 35	5 20
28	3 40	2 55	1 85	**Valognes**.....	—	—	8 46	9 12	11 22	—	—	—	1 40	6 12
37	7 5	5 25	3 85	**Carentan**.....	—	—	9 35	9 53	11 52	—	—	—	2 50	7 1
56	9 15	6 10	4 45	**Isigny**.....	—	—	9 44	10 4	p.m.	—	—	—	3 10	7 20
—	—	—	—	**St. Lo**.....dep.	—	—	8 0	9 35	12 0	—	—	—	2 45	6 34
14	1 10	0 80	0 60	**Pont Herbert**.....	—	—	8 29	9 50	12 16	—	—	—	3 0	6 49
17½	2 35	1 75	1 25	**Lisieux**.....arr.	—	—	10 2	10 12	12 45	—	—	—	3 22	7 9
—	—	—	—	**Lisieux**.....dep.	—	—	10 9	10 21	12 51	—	—	—	3 41	7 41
34	10 80	6 10	5 80	**Le Molay Littry**.....	—	a.m.	10 28	—	1 11	—	—	—	4 7	7 59
42½	12 30	9 40	6 90	**Bayeux**.....	—	7 45	10 51	10 55	1 38	—	—	—	4 37	8 24
53	14 6	11 0	8 5	**Bretteville-Norrey**.....	—	8 22	11 17	—	2 3	—	—	—	5 13	8 51
57½	15 25	12 20	8 95	**Caen (Saffet)**.....arr.	a. m.	8 45	11 35	11 32	2 29	p.m.	a. m.	—	5 35	9 12
—	—	—	—	**Caen**.....dep.	6 6	9	9 38	11 58	12 50	2 51	6 15	5 45	5 55	9 36
155	19 5	14 30	10 80	**Mezidon (page 29)**	6 47	10 16	12 31	12 12	3 38	—	6 50	6 20	6 45	10 10
—	—	—	—	**Lisieux**.....dep.	7 27	—	1 14	12 49	4 20	—	—	—	7 35	10 52
—	—	—	—	**Honfleur**.....dep.	a. m.	—	—	a.m.	p.m.	p.m.	—	—	—	p.m.
4½	1 55	1 20	0 85	**Quetteville**.....	6 39	—	—	11 46	—	3 13	6 12	—	—	10 9
—	17 10	12 35	14 90	**Trouville**.....dep.	6 25	—	—	11 35	—	3 5	—	—	—	10 0
—	25 60	19 15	14 8	**Pont l'Eveque** d	6 56	—	—	12 7	—	3 37	—	—	—	10 33
13½	3 5	2 30	1 70	**Pont l'Eveque** dp	6 52	—	—	12 7	—	3 37	6 38	—	—	10 33
26½	5 25	3 95	2 90	**Lisieux (26)**.....arr.	7 22	a. m.	—	12 40	—	4 15	9 15	—	—	11 7
31	27 25	16 70	17 25	**Lisieux**.....dep.	7 39	6	55	1 22	12 56	4 28	—	—	7 43	—
42	34 15	19 35	14 35	**Bernay (Buffet)**.....	8 20	5	36	2 15	1 41	5 20	—	—	8 42	11 49
52	37 35	21 50	15 5	**Serquigny (24)**..	9 2	5	53	2 55	2 2	5 52	—	—	9 14	—
59	39 50	22 0	16 1	**Romilly**.....	9 35	6	19	3 25	—	6 20	—	—	9 47	—
68	39 30	23 70	16 65	**Couches**.....	9 53	6	35	3 39	2 39	6 34	—	—	10 8	—
84	42 50	24 40	17 85	**Evreux**.....	10 27	7	7	4 9	3 5	7 5	—	—	10 51	1 21
91	35 65	26 85	19 70	**Bueil**.....	11 10	7	40	4 47	3 35	7 45	—	—	11 43	2 4
114	39 65	29 0	21 25	**Mantes June**.....arr.	11 53	8	13	5 22	4 1	8 30	—	—	12 27	2 44
—	—	—	—	(Buffet) dep.	12 7	8	18	5 27	4 10	8 30	—	—	—	3 28
171	45 70	34 25	25 10	**Paris**.....arr.	1 50	9	50	7 5	5 20	10 20	—	—	—	4 20

Miles	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	
—	6 5	7 30	8 45	9 7	9 55	10 51	12 35	1 46	2 15	3 45	4 32	5 20	7 30	8 30	10 41	2 25
—	6 16	7 42	8 57	9 19	10 7	11 2	12 47	1 58	2 27	3 57	4 44	5 32	7 42	8 42	10 52	—
—	6 30	7 47	9 2	9 24	10 12	11 7	12 52	2 3	2 32	4 2	4 48	5 37	7 47	8 47	10 56	2 39
—					1 Cl.											1 & 2
— (p. 25)	6 21	7 48	—	9 26	10 23	11 10	12 55	—	2 35	4 10	4 51	5 40	7 56	8 38	11 1	2 42
Rouen left bank ar.	—	8 3	—	9 41	—	—	1 10	—	2 50	4 25	5 10	5 55	—	8 52	11 20	—
" right bank ar	6 41	—	—	—	10 40	11 30	p.m.	—	—	4 35	—	—	8 20	—	—	3 5
	a.m.			1 Cl.	a. m.		p.m.	1 Cl			a.m.	p.m.			1 Cl.	a.m.
Oissel ...dep.	6 33	—	—	9 10	9 59	—	1 10	2 6	—	—	5 58	5 58	—	9 7	12 55	—
Mantes ...arr.	8 20	—	—	10 27	11 25	—	3 2	—	—	—	7 50	7 50	—	10 21	2 27	—
Paris ...arr.	10 20	—	—	11 30	12 55	—	4 50	4 23	—	—	9 50	9 50	—	11 30	3 55	—

ELBEUF and ROUEN to PARIS.—

Miles	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	
Elbeuf .....dep.	6 5	7 30	8 45	9 7	9 55	10 51	12 35	1 46	2 15	3 45	4 32	5 20	7 30	8 30	10 41	2 25	—	—
Orivile	6 16	7 42	8 57	9 19	10 7	11 2	12 47	1 58	2 27	3 57	4 44	5 32	7 42	8 42	10 52	—	—	—
Oissel ..... arr.	6 30	7 47	9 2	9 24	10 12	11 7	12 52	2 3	2 32	4 2	4 48	5 37	7 47	8 47	10 56	2 39	—	—
					1 Cl.											1 & 2		
" (p. 25) dep.	6 21	7 48	—	9 26	10 23	11 10	12 55	—	2 35	4 10	4 51	5 40	7 56	8 38	11 1	2 42	2 58	—
Rouen left bank ar.	—	8 3	—	9 41	—	—	1 10	—	2 50	4 25	5 10	5 55	—	8 52	11 20	—	—	—
" right bank ar	6 41	—	—	—	10 40	11 30	p.m.	—	—	4 35	—	—	8 20	—	—	3 5	3 15	—
	a.m.			1 Cl.	a. m.		p.m.	1 Cl			a.m.	p.m.			1 Cl.	a.m.		
Oissel ...dep.	6 33	—	—	9 10	9 59	—	1 10	2 6	—	—	5 58	5 58	—	9 7	12 55	—	—	—
Mantes ...arr.	8 20	—	—	10 27	11 25	—	3 2	—	—	—	7 50	7 50	—	10 21	2 27	—	—	—
Paris ...arr.	10 20	—	—	11 30	12 55	—	4 50	4 23	—	—	9 50	9 50	—	11 30	3 55	—	—	—

COULIBOEUF and FALAISE.

Miles	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 cl.	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3
							a.m.	a.m.			a. m.	a. m.	a. m.			a. m	p.m.	p. m.	p. m
Paris (St. Laz.)dep.	—	—	—	—	—	—	9 0	5 20	—	Falaise .....dep.	5 10	6 40	7 35	—	—	10 35	1 50	3 55	7
Meridon .....arr.	—	—	—	—	—	—	1 50	3 48	—	Coulibeuf a.	5 25	6 55	8 10	—	—	10 50	2 14	4 10	7
" .....dep.	—	—	—	—	—	—	2 17	4 21	—	" (29) d.	7	5	—	—	—	11 5	2 52	5 6	7
Coulibeuf .....arr.	p.m.	—	—	—	—	—	2 47	4 51	p.m.	Argentan .....arr.	7 48	—	—	p.m.	—	11 50	3 24	6 0	8
Paris (Montp.) dep.	8 45	—	—	—	—	—	7 0	2 45	12 30	" .....dep.	8 3	—	—	12 0	—	12 15	3 37	p m.	10
Argentan .....arr.	2 24	—	—	a. m.	12 48	1 8	6 30	Paris (Montp.) a.	1 30	—	—	4 36	6	5	10 30	—	—	4 3	
" .....dep.	4 51	—	—	9 58	1 30	3 45	6 32												
Coulibeuf ...arr.	5 30	a. m.	—	10 51	2 19	4 13	7 33	Coulibeuf ...d.	5 35	—	—	—	—	1 Cl.	11 1	2 24	—	—	7
Caen .....dep.	—	5 45	a. m.	9 30	1 40	7 55	8 15	Meridon .....dep.	6 8	—	—	p.m.	—	11 42	3 6	—	—	—	8
Meridon .....dep.	—	6 30	9 30	10 26	2 17	4 21	6 55	Meridon .....arr.	6 47	—	—	12 18	12 38	3 38	—	—	—	—	10
Coulibeuf ...arr.	a. m.	7 0	9 50	11 0	2 47	5 1	7 29	Paris, St. Laz. a.	1 50	—	—	5 20	7	5	10 20	—	—	—	4
" (p. 29) dep.	5 40	7 10	9 55	11 10	2 57	5 10	7 45	Coulibeuf ...d.	5 35	—	—	8 15	—	11 1	2 24	4 17	7 3		
Falaise .....arr.	5 55	7 25	10 10	11 25	3 12	5 25	8 0	Caen .....arr.	6 55	—	—	9 50	—	12 35	4 43	5 18	8 5		

BRIOUZE AND LA FERTE-MACE.—Chemin de fer de Briouze à La Ferté-Macé.

Miles	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a. m.	a. m.	p. m.	p. m.			a. m.	a. m.	p. m.	p. m.	
—	—	—	—	**La Ferté-Macé**dep.	6 35	9 55	1 15	7 0	—	**Briouze (30)** ...dep	7 25	10 50	2 55	9 20	—
6½	0 95	0 65	0 45	**Louray**.....	6 52	10 12	1 32	7 17	—	Loniay.....	7 42	11 8	3 12	9 37	—
9½	1 70	1 30	0 90	**Briouze (30)** arr	7 5	10 25	1 45	7 30	—	**La Ferté-Macé**....arr	7 55	11 21	3 25	9 50	—

PARIS TO BREST.

Mls	1 cl.	2 cl.	↓ cl.	Stations.	1,2,3	1 Ex	1,2,3	1 Ex	1,2,3	1,2,3	1 & 2	1 & 2	1,2,3
⅋	f. —	fr. e.	fr. e.		a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	**Paris (M. Parnasse) d.**	9 30	7 30	8 0	10 40	12 50	5 0	6 0	9 30	10 30
10½	...	...	...	**Versailles (page 32)**	9 58	7 51	8 28	11 1	1 24	5 32	6 25	9 53	11 10
16	3 45	2 55	1 85	Trappes	10 17	...	8 50	...	1 46	5 51	...	...	11 38
29	5 90	4 45	3 20	**Rambouillet**	10 50	8 31	9 28	11 41	2 26	6 29	9 9	10 33	12 18
37	7 50	5 60	4 10	Epernon	Stop	...	9 47	...	3 43	6 46	...	...	12 35
42	8 80	6 35	4 65	Maintenon	↓	8 54	10 3	12 4	3 58	7 0	9 36	10 57	12 53
54	10 80	6 10	5 90	**Chartres (*Buffet*)...arr**	a. m.	9 15	10 30	12 25	3 95	7 30	9 58	11 17	1 24
				(9 8)...dep	5 30	9 25	10 40	12 35	3 95	7 30	10 8	11 25	1 32
65½	13 0	9 75	7 30	Courville	5 58	...	11 19	...	4 4	8 9	...	...	...
70	14 0	10 55	7 70	Pontgouin	6 9	...	11 33	...	4 18	8 21	...	...	...
76½	15 25	11 40	8 40	La Loupe	6 30	10 7	11 55	1 17	4 37	8 43	10 58	12 0	2 44
87	17 38	13 0	9 55	Condé	6 56	...	12 25	...	5 0	9 10	...	...	...
91½	18 35	13 75	10 10	**Nogent-le-Rotrou**	7 9	10 34	12 40	1 48	5 21	9 23	11 37	12 37	3 28
98	19 55	14 65	10 75	Le Theil	7 25	...	12 56	...	5 38	9 39	...	...	...
104	20 95	15 70	11 45	Le Perté-Bernard	7 42	10 56	1 17	2 10	5 55	9 56	11 54	1 2	4 6
122	24 40	18 30	13 40	St. Mars-la-Bruyere	8 29	...	2 7	...	6 44	10 41	...	...	...
130½	26 0	19 45	14 20	**Le Mans (*Buffet*) arr.**	8 50	11 15	2 30	3 55	7 7	11 8	12 44	1 46	5 30
	...	...	...	**(page 28)dep**	10 5	12† 9	‡3 30		8 30		‡1 2		6 45
141	28 60	21 45	15 70	Domfront	10 40	...	4 4		9 9	...	...	...	7 15
153	30 40	22 80	16 70	Sille-le-Guillaume	11 13	19 51	4 40		9 47	...	1 46	...	7 53
165½	33 25	24 95	18 30	Evron	11 55	1 41	5 21		10 33	...	2 15	...	8 32
174	34 75	26	19	Montsurs	12 17	...	5 41		10 55	...	...	...	8 54
182	36 35	27 25	19 95	Louverné	12 43	...	6 5		11 24	...	...	...	9 18
188	37 5	27 80	20 40	**Laval (*Buffet*) (8.3) ...**	1 12	2 1	6 25		11 35	...	2 56	...	9 31
196½	39 15	29 35	21 85	Port-Brillet	1 33	...	6 53		...	...	...	...	9 52
204½	41 40	31 0	22 75	**Vitre (29)**	2 0	2 45	7 28		...	...	3 40	...	10 27
218	43 50	32 60	23 90	Chateaubourg	2 34	...	7 58		...	...	4 1	...	10 57
224½	44 70	33 55	24 85	Noyal	2 58	...	8 8		...	...	...	1, 2	11 16
232½	46 5	34 50	25 35	**Rennes (33) .....arr**	3 10	3 25	8 25		...	...	4 34	a. m.	11 30
				.....d. p		14 0					14 39	5 0	10 57
245	48 75	36 45	26 60	Montfort-sur-Mes	....	4 33	...		...	...	5 5	5 34	11 35
251½	49 95	37 50	27 50	Montauban-de-Bretagne	....	4 46	...		...	...	...	5 50	11 52
260½	51 75	38 80	28 40	Caulnes-Dinan	....	5 14	...		...	...	5 35	6 15	12 19
265½	52 70	39 50	28 96	Broons	....	5 26	10		...	...	...	6 28	12 32
272	54	40 50	29 70	Plesde-Jugon	....	5 46	...		...	...	...	6 45	12 49
282	56	42 0	30 85	Lamballe	....	6 10	...		...	...	6 17	7 11	1 13
295	54 50	43 85	32 15	**Saint Brieuc .....arr**	....	6 44	...		...	p.m.	6 43	7 45	1 34
				.....dep	....	9 40	...		...	12 0	6 53	8 5	1 44
305	60 60	45 45	33 80	Chatelaudren	....	7 31	...		...	10 13	...	8 32	2 17
312	62 20	46 60	34 20	Guingamp	....	7 58	...		...	10 38	7 39	8 56	2 44
323	64 5	48	35 25	Belle-Isle-Hégard	....	8 24	...		...	...	...	9 22	3 12
...	65 35	49	35 95	Plouaret Lannion	1,2,3	8 47	...		...	...	8 2	9 47	3 34
334½	66 55	49 85	36 55	Plounérin	a. m.	9 3	...		...	...	...	10 3	3 50
350	69 35	52	38 15	**Morlaix**	7 10	9 51	‡ 1,2,3 class.		1 2,3	6 45	10 50	4 40	
359	71 20	53 40	39 15	Saint-Thégonnec	7 36	10 18			p. m.	...	11 16	5 14	
375½	74 40	55 80	40 90	Landerneau (40)	8 20	11 5			4 31	8 26	11 9	6 1	
387	76 75	57 55	42 20	**Brest** .....arr.	9 5	11 40			5 10	10 0	12 45	6 35	

SAINT-BRIEUC TO GUINGAMP AND PONTIVY.

Mls	1 c.	2 cl.	3 L.	Stations.	1,2, 1	1 & 2	1,2 3	1 cl.					
D s.	fr. c.	fr. c.	fr. c.		p. m.	p. m.	p. m.	a. m.					
—	—	—	—	PARIS (Montp.) .....dep	5 0	6 0	10 30	7 30					
—	28 0	19 45	14 30	LE MANS	‖	2	5 40	†12 9	†1 30				
—	46	5, 34	50 25	25	RENNES	..	1 39	10 57	‖4 0	‖1 23			
—	58 50	43	33	32	15	**Saint-Brieuc** .....dep	a 7 34 m	2 23.	7 15	....	....	....	....
306½	60 70	45 80	33	35	Quintin	8 17	3 18	7 57	....	....	....	....	....
3 2½	61 95	46 45	34	10	Plesse-l'Hermitage	8 39	3 51	8 19	....	....	....	....	....
317	62 80	47 10	34	50	Usel	8 55	4 13	8 34	....	....	....	....	....
3 5½	64 55	48 40	35	50	**Loudeac** .....arr	9 28	4 51	9 7	....	....	....	....	....
340	67 35	50 50	37	5	**Pontivy** .....arr	10	5 40	9 34	....	....	....	....	....

LE MANS TO REDON AND CAEN.

Mls	1 cl.	2 cl.	3 cl.	1 c.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis	fr. c	fr. c	fr. c	fr. c.	fr. c.	fr. c.		a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
—	26 0	19 45	14 30	...	...	...	**Le Mans (26)**dep	2 0	5 30	...	12 45	3 40	...	...	...	...	9 10
6½	27 10	20 35	14 90	...	...	...	Neuville	...	6 8	...	1 8	3 57	...	...	...	...	9 38
12	28 30	21 20	15 55	...	...	...	Montbizot	2 28	6 25	...	1 20	4 15	...	...	...	...	9 53
18	29 90	21 70	15 95	29 90	21 70	15 95	Vivois Beaumont	2 46	6 45	...	1 46	4 36	...	...	...	...	10 19
25	29 90	21 70	15 95	27 40	20 90	15 35	La Hutte	3 3	7	a. m.	2 9	4 58	p. m.	...	...	...	10 41
34	29 90	21 70	15 95	25 85	19 40	14 20	**Alençon**	3 28	7 36	11 10	2 31	5 29	8 50	11 10	...	...	...
44	29 97	21 70	15 95	24 60	18 45	13 50	Vingthanaps	...	7 51	11 29	2 46	5 45	9 5	...	...	...	...
55	Fro	m Pa	ris,	22 90	17 15	12 55	Almenesches	4 20	8 30	12 18	...	6 29	9 46	...	...	...	...
61	Sta	Le M	ans.	21 25	15 80	11 85	**Sargentan**	4 61	9 58	1 30	3 45	6 53	...	...	...	...	...
74	...	...	...	26 70	20	15	Pressoy-la-Mare	5 23	10 42	2 11	...	7 27	...	...	...	...	...
76	...	...	...	27 80	20 40	15 95	**Conilleneuf (21)**	5 36	11 1	2 24	4 12	7 39	...	...	...	...	...
8	...	...	...	Fro m	Paris,	...	Vendeuvre-Jort	5 45	11 12	2 33	...	7 48	...	...	...	...	...
8	...	...	...	...	...	...	...	5 51	11 18	2 39	...	7 54	...	...	...	...	...

LE MANS AND ANGERS.

Mls	1 cl.	2 cl.	3 cl.	1 c.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis	fr. c	fr. c	fr. c	fr. c.	fr. c.	fr. c.		a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
—	26 0	19 45	14 30	...	...	...	**Le Mans (26)**dep	2 0	5 30	...	12 45	3 40	...	...	...	...	9 10
6½	27 10	20 35	14 90	...	...	...	Neuville	...	6 8	...	1 8	3 57	...	...	...	...	9 38
12	28 30	21 20	15 55	...	...	...	Montbizot	2 28	6 25	...	1 20	4 15	...	...	...	...	9 53
18	29 90	21 70	15 95	29 90	21 70	15 95	Vivois Beaumont	2 46	6 45	...	1 46	4 36	...	...	...	...	10 19
25	29 90	21 70	15 95	27 40	20 90	15 35	La Hutte	3 3	7	a. m.	2 9	4 58	p. m.	...	...	...	10 41
34	29 90	21 70	15 95	25 85	19 40	14 20	**Alençon**	3 28	7 36	11 10	2 31	5 29	8 50	11 10	...	...	...
44	29 97	21 70	15 95	24 60	18 45	13 50	Vingtheanaps	...	7 51	11 29	2 46	5 45	9 5	...	...	...	...
55	Fro	m Pa	ris,	22 90	17 15	12 55	Almenesches	4 20	8 30	12 18	...	6 29	9 46	...	...	...	...
61	Sta	Le M	ans.	21 25	15 80	11 85	**Sargentan**	4 61	9 58	1 30	3 45	6 53	...	...	...	...	...
74	...	...	...	26 70	20	15	Pressoy-la-Mare	5 23	10 42	2 11	...	7 27	...	...	...	...	...
76	...	...	...	27 80	20 40	15 95	**Conilleneuf (21)**	5 36	11 1	2 24	4 12	7 39	...	...	...	...	...
8	...	...	...	Fro m	Paris,	...	Vendeuvre-Jort	5 45	11 12	2 33	...	7 48	...	...	...	...	...
8	...	...	...	...	...	...	...	5 51	11 18	2 39	...	7 54	...	...	...	...	...

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BREST TO PARIS.—Chemin de Fer (de l'Ouest.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3
						a.m.	a.m.			a.m.	p.m.	p.m.	p.m.
Brest ..... dep.	...	...	...	...	...	2 0	7 45	...	...	11 30	2 0	4 0	7 5
Landerneau (40)	...	...	...	...	...	7 35	8 20	...	...	12 9	2 23	4 33	8 5
Saint-Thégonnec	...	...	...	...	...	8 18		...	...	12 58	...	5 15	9 11
Morlaix	...	...	...	...	...	8 50		...	...	1 30	3 17	5 50	9 50
Penvénan	...	...	...	...	...	9 33		...	...	2 24	...	6 43	
Plouaret-Lannion	...	...	...	...	...	9 50		...	...	2 45	4 1	7 7	
Pleslin-Dinan	...	...	...	...	...	10 30		...	...	3 10	...	7 30	
Guingamp	...	...	...	...	...	6 30	10 26	...	...	3 40	4 38	8 5	
Chatelaudren	...	...	...	...	...	6 55	10 57	...	...	4 2	...	8 32	
Saint Brieuc ..... arr.	...	...	...	...	...	7 23	11 22	...	...	4 26	5 13	9 3	
" ..... dep.	...	...	...	...	...	7 46	11 40	...	...	4 48	5 38		
Lamballe	...	...	...	...	...	8 21	12 15	...	...	5 21	6 7	...	
Pleudé-Jugon	...	...	...	...	...	8 44	12 41	...	...	5 46	...	...	
Broons	...	...	...	...	...	9 1	1 1	...	...	6 4	...	...	
Caulnes—Dinan	...	...	...	...	...	9 16	1 19	...	...	6 22	6 51	...	
Montauban-de-Bretagne.	...	...	...	...	...	9 37	1 44	...	...	6 44	...	...	
Montfort-sur-Meu	...	...	...	...	...	9 52	2 2	...	...	7 3	7 20	1,2,3	
Rennes (30) ..... arr.	...	...	+	a.m.	...	10 25	2 40	...	p.m.	7 40	7 50	p.m.	
" ..... dep.	...	...		6 10	...	10 56	12 55	...	2 5		8 0	8 15	
Noyal	...	...		6 36	...	11 12		...	2 34	...	8 16	8 41	
Chasseloup	...	...		6 42	...	11 27		...	3 43	...	8 30	9 7	
Vitre (29)	...	...		7 10	...	11 52	3 42	...	4 15	...	8 55	9 56	
Port-Brillet	...	...		7 40	...	12 19		...	4 49	...	...	10 43	
Laval (23)	5 55	...		8 12	...	12 48	4 31	...	5 28	...	9 46	11 25	
Louverne	6 6	...		8 21	...	12 57		...	5 38	...	...		
Bonnures	6 36	...		8 47	...	1 19		...	6 7	...	10 16		
Evron	7 5	...		9 12	...	1 40	5 15	...	6 37	...	10 35		
Ille-la-Guillaume	7 54	...		9 54	...	2 18	5 47	...	7 31	...	11 7		
Domfront	8 24	...		10 19	...	2 41	...	1,2,3,	8 6	1 & 2	...		
Le Mans (*Ref. Stat.*) arr.	9 0	a.m.		10 50	a.m.	3 10	6 30	p.m.	8 45	p.m.	11 50		
" (38) ..... dep.		6 15		11 25	11 35	3 50	7 12	7 17	9 0	11 40	12 5		
St. Mars-la-Bruyere	...	6 38		...	11 58	4 13	...	7 44					
La Ferte-Bernard	1,2,3,	7 29		12 14	12 49	5 4	8 1	8 30	10 15	12 28	1*56		
La Theil	a.m.	7 43		...	1 3	9 13		8 44					
Nogent-le-Rotrou	5 45	8		12 40	1 22	5 37	8 27	9 53					
Condé	5 56	8 13		...	1 33	5 48	...	9 53					
La Loupe	6 27	8 47		1 11	2 7	6 22	9 0	10 37	11 41	1 25	2* 1		
Fontgoudin	6 43	9 3		...	2 23	6 38	...	10 55	...	...			
Courville	6 54	9 14		...	2 34	6 49	...	11 11	...	...			
Chartres (*Refresh. Stat.*)	7 21	9 40		1 50	3 1	7 16	9 40	11* 45	12 38	2 4	2* 45		
" (34) ..... dep.	7 26	9 58		1 57	3 7	7 26	9 48	...	12 48	2 11	...		
Maintenon	7 54	10 29		2 18	3 37	7 56	10 9	12* 30	1 20	2 32	3* 13	1,2,3	1,2,3
Epernon	8 6	10 43		...	3 50	8 9	...	...	...	...	...	a.m.	p.m.
Rambouillet	8 27	11 7		2 43	4 12	8 32	10 37	1* 3	1 59	2 57	3*39	6 34	5 28
Trappes	9 1	11 42		...	4 46	9 6	...	...	...	...	...	7 7	6 1
Versailles (32)	9 21	12* 1		3*19	5* 5	9*25	11* 14	1*56	2*49	3*34	4 20	7 25	6 19
Paris (Mont Parnasse) arr.	9 55	12 40		3 45	5 40	10 5	11 40	2 40	3 30	4 0	4 45	8 0	6 55

† 1st and 2nd Class Express. + 1st Class.

* Stop to set down Passengers.

SAINT-AMAND and BLANC-MISERON

Dist. Miles.	Stations.	1,2,3	1,2,3	1,2,3			
		a.m.	p.m.	p.m.			
—	Saint-Amand ..... dep.	7 50	12 40	5 40	...	...	...
6½	Odomez	8 10	12 59	6 0	...	...	...
15	Blanc-Miseron	8 30	1 25	6 25	...	...	...
Dist. Miles	Stations.	1,2,3	1,2,3	1,2,3			
		a.m.	a.m.	p.m.	p.m.		
—	Blanc-Miseron ..... d	7 50	9 40	1 40	4 40	...	...
8½	Fresnes	8 10	9 36	2 0	4 56	...	...
15	Odomez	8 30	9 56	2 25	5 16	...	...
15½	Saint-Amand ..... arr.	8 40	10 6	2 35	5 30	...	...

VITRE and MOIDREY-PONT-ST-MICHEL.

Dist. Miles.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.									a.m.	p.m.	p.m.
—	Moidrey	4 35	...	...	...	...	...	...	...	...	4 50	...	...
3½	St. Mich'l	4 50	...	...	...	...	...	...	...	...	5 20	...	...
5	Pontorson	5 17	...	...	...	...	...	...	...	...	5 50	...	...
11	Antrain	5 59	...	...	...	...	...	...	...	...	6 32	...	...
14	St. Brice	6 38	9 40	1 46	5 38	...	...	...	...	...	7 14	...	...
16	Fougeres	6 53	9 55	2 32	...	...	...	...	...	...	7 29	...	...
19	Dompierre	7 17	...	3 5	...	...	...	...	...	...	7 47	...	...
23	Chatillon	7 42	...	3 27	...	...	...	...	...	...	8 10	...	...
25	Vitre (29)	...	...	3 31	...	7 50	...	...	...	...	...	...	...

PONTIVY, LOUDEAC and SAINT BRIEUC.

Miles	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.			a.m.					p.m.	p.m.
				Pontivy ..... dep.	...	8 45					1 3	6 48
				Loudeac	...	9 32			† 1st Class		1 59	7 35
8½	1 70	1 30	0 90	Uzel	...	10 1					2 31	8 3
13½	2 65	2 0	1 45	Plœuc-l'Hermitage	a.m.	10 16					2 50	8 20
19½	3 75	2 85	2 5	Quintin	6 41	10 40					3 27	8 47
27½	5 25	4 00	3 40	**Saint-Brieuc** ..... dep.	7 46	11 40				p.m.	4 48	9 26
32½	6 30	4 90	4 20	Kerenes ..... dep.	10 56	12 55	p.m.	3 5	8 0	...	...	...
32½	6 30	4 90	4 20	Le Mans ..... dep.	3 45	5 40	10 5	11 40	2 40	3 30	4 0	4 45
32½	6 30	4 90	4 20	Paris (Mont-p.) ..... arr.	10 5	11 40	2 40	3 30	4 0	4 45	8 0	6 55

CAEN AND MEZIDON (c LE MANS.

Dist.	1 cl.	2 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
				a.m.	a.m.	p.m.	p.m.	p.m.	a.m.			
			Caen ..... dep.	8 45	9 35	1 40	2 55	6 15	...	...	...	...
			Mezidon (27)	9 39	10 30	2 17	4 21	6 55	9 20	...	...	...
			Vandeuvres	6 51	10 50	2 38	4 49	7 18	9 41	...	...	...
			Couliboeuf (21)	7 5	11 5	2 52	5 6	7 34	9 55	...	...	...
			Fresney-la-Mère	7 14	11 15	...	5 16	7 43	...	...	...	...
			Argentan	8 13	12 25	3 47	6 43	8 21	...	...	...	...
			Almenesches	8 30	12 44	...	6 56	8 37	...	...	...	...
			Vingthanaps	a.m. 9 7	1 22	4 42	7 13	9 15	...	...	...	...
			Alencon	7 0	9 25	1 39	5 2	7 30	9 35	...	...	...
			La Hutte	7 26	9 48	1 3	5 26	...	10 0	...	...	...
			Yvon-Beaumont	7 46	10 11	2 26	5 48	...	10 22	...	...	...
			Montbizot	8 4	10 31	2 44	6 6	...	10 40	...	...	...
			Neuville	8 22	10 51	3 2	6 23	...	10 57	...	...	...
			Le Mans (29,30) arr.	8 40	11 10	3 20	6 40	...	11 15	...	...	...

* Correspondence to Mon[t] St. Michel and back 2 francs by Steamer.

PARIS to GRANVILLE.—Chemin de fer l'Ouest.

Stations.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Paris (Mont.)d	...	7	8 55	12 30	4 30	8 45
Versailles	...	7 29	9 15	1 1	4 33	9 15
Dreux (26)	5 15	9 24	10 33	2 59	6 48	11 15
Nonancourt	5 42	9 50	10 52	3 27	7 15	11 40
Verneuil	6 18	10 25	11 26	4 2	7 51	12 16
Laigle ...arr.	6 57	10 59	11 41	4 35	8 25	12 52
...(26) ...dep.	7 2	11 14	11 56	4 50	8 36	12 57
Le Merlerault	7 46	11 57	12 24	5 38	9 20	1 35
Surdon	8 13	12 24	12 48	6 4	9 46	2 1
Almenesches	8 31	12 32	...	6 12	9 54	...
Argentan	8 51	1 18	1 8	7 0	10 10	2 31
Ecouche	9 10	1 33		7 16		
Briouze (30)	9 19	2 8		7 53		3 15
Messai	9 30	2 24		8 12		
Flers (28)	10 17	2 37		8 26		3 43
Vire	11 5	3 27		9 14		4 30
Granville arr		5 5		10 50		6 10

Stations.	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.		a.m.	a.m.	p.m.	p.m.
Granville dep	...		7 40	11 10	7 40	5
Vire	6 0		9 23	1 12	9 58	7
Flers (28)	6 53		10 15	2 14		8
Messai	7 3		10 25	2 25		8
Briouze (30)	7 21		10 46	2 45	1,2,3	9
Ecouche	7 49	noon	11 18	3 14	p.m.	9
Argentan	8 5	12 0	12 15	3 37	6 30	10
Almenches	8 25	...	12 34	3 53	6 53	10
Surdon	8 33	12 21	12 47	4 2	7 5	10
Le Merlerault	8 55	12 45	1 11	4 25	7 37	11
Laigle ...arr.	9 32	1 12	1 54	5 10	8 35	11
...dep.	9 49	1 22	1 59	5 42	8 50	12
Verneuil	10 23	1 53	2 33	6 21	9 32	12
Nonancourt	10 51	2 18	3 6	7 14	10 19	1
Dreux	11 25	2 41	3 33	7 49	10 50	2
Houdan	11 54	3 5	4 3	8 23		2
Versailles	1 2	4 3	5 25	9 54	...	3
Paris (Mont.)a	1 30	4 30	6 3	10 30	...	4

Argentan to Granville at 5.35 a.m. Paris to Dreux 9.45 a.m.; and 5.50 p.m. Dreux to Paris at 6.28a.m.
L'aigle to Paris 6.15 a.m.

PARIS and SAINT MALO.

Stations.	1 cl.	1 cl.	1,2,3	1 & 2	1,2,3	
	a.m.	a.m.	p.m.	p.m.	p.m.	
Paris (Mont.) dep	7 30	10 40	5	0 8	0	10 30
Le Mans ...arr.	11 45	2 55	11	5 12 44	5	2 30
...dep.	12 0	3 10		1 0	5	5 40
Rennes ...arr.	3 25	6 25		4 24		10 30
...(29) dep.	3 40	8 45		a. 5 15	m	11 25
Retton	3 57	8 53		5 34		11 50
St. Germain-s-Ille	4 9	9 6		5 47		12 7
Montreuil-s-Ille	4 21	9 20		6 0		12 24
Combourg	4 39	9 40		6 22		12 53
Boumemain	4 51	9 54		6 37		1 11
Dol	5 6	10 9		6 50		1 37
La Fresnais	5 19	10 23		7 5		1 55
La Gouesniere	5 28	10 33		7 17		2 5
Saint Malo...arr.	5 45	10 50		7 35		2 27

Stations.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3
	a.m.	p.m.		p.m.	p.m.
Saint Malo..dep.	7 0	12 10		3 50	5
La Gouesniere	7 18	12 26		4 38	5 5
La Fresnais	7 31	12 36		4 49	5 3
Dol	7 53	12 54		5 8	5 5
Boumemain	8 13	1 10		5 26	6 1
Combourg	8 33	1 29		5 44	6 1
Montreuil-s-Ille	8 58	1 47		6 8	6 4
St. Germain-s-Ille	9 15	1 59		6 24	6 5
Retton	9 32	2 11		6 40	7 1
Rennes ...arr.	9 58	2 30	p.m.	7 1	7 3
...(29) dep.	10 56	3	2 50	1,2,3	8
Le Mans ...arr.	3 10	6 45	6 30	p.m.	11
...dep.	3 50	9	7 12	7 17	12
Paris (Mont.) arr	10	8	3 30	11 40	2 40

PARIS, REDON, LORIENT, QUIMPER, PONTIVY and CHATEAULIN.

Stations.	1 cl.	1 cl.	1 cl.	1,2,3	1 & 2	1,2,3	1,2,3
	a.m.	p.m.	p.m.	p.m.	a.m.	p.m.	
Paris (Montp.) ...dep.	7 30	5	0	8 0	8	0	10 30
Le Mans ...arr.	11 45	11	5	12 44	2 30	5 20	
... (28) ...dep.	12 0		1 2		1 2	5 40	
Rennes ...arr.	3 25			4 24		4 24	10 30
... ...dep.	3 50			6 30		4 50	10 45
Guichen	4 28			7 10		...	11 25
Messac	4 50			7 40	5 45		1 15
Redé	5 13			8 4	6 10		2 14
Redon ...arr.	5 40			8 30	6 35		3 2
... (60) ...dep.	5 50			8 52	6 50		
Vannes	7 40			10 41	8 3		
Auray	8 22			11 10	8 33		
Hennebont	9 5			11 48	9 7		
Lorient ...arr.	9 22			12 1	9 17		
... ...dep.				12 10	9 22		
Quimper ...arr.				1 55	10 52		
... ...dep.				2 2			
Chateaulin				3 47			

Stations.	1,2,3	1,2,3	1,2,3
			a.m.
Chateaulin ...dep.	...		9 58
Quimper ...arr.	...		10 43
... ...dep.	...		12 20
Lorient ...arr.	...		a.m. 2 0
... ...dep.	...		5 45 8 6
Hennebont	...		5 58 8 23
Auray	...		6 46 9 0
Vannes	...		7 21 9 31
Redon ...arr.	a.m.		8 51 4 31
... (60) ...dep.	6 41		9 9 5 15
Redé	6 55		9 21 5 47
Messac	7 49		9 54 6 15
Guichen-Bourg	8 19	10 13	6 40
Rennes ...arr.	9 1	10 44	7 15
... (30) ...dep.	...	10 56	8 0
Le Mans ...arr.	...	3 10	11 50
... ...dep.	...	3 50	12 5
Paris (Montparnasse) arr.	...	10	4 45

GLOS-MONTFORT to PONT-AUDEMER.—Chemin de fer d'Orleans à Rouen.

Stations.	1st	2nd	3rd
	fr. c.	fr. c	
Glos-Montfort d	0 70	0 56	0 35
Montfort-St.-Phill	0 70	0 55	0 35
Appeville	0 65	0 45	0 30
Condé	0 65	0 45	0 30
Corneville	1 35	0 95	0 75
Pont-Audemer a	1 05	1 4	1 10

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.	p.m.
Glos-Montfort d	8 10	12 50	3 58	7 30
Montfort-St.-Phill	8 18	12 58	3 58	7 38
Appeville	8 24	1 4	4 4	7 44
Condé	8 30	1 10	4 10	7 50
Corneville	8 40	1 20	4 20	8 0
Pont-Audemer a	8 50	1 30	4 30	8 10

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Pont-Audemer d	6 45	11 30	2 10	5 50
Corneville	6 57	11 42	2 22	6 2
Condé	7 7	11 52	2 32	6 12
Appeville	7 13	11 58	2 38	6 18
Montfort-St.-Phill	7 19	12 4	2 44	6 24
Glos-Montfort a	7 28	12 10	2 50	6 30

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EVREUX and LOUVIERS.

See page 28.

Chemins de fer d'Orléans à Rouen.

Dis.		1 Cl.	2 Cl.	3 Cl.
	ROUEN(Orléans) dep			
	Louviers(Orléans)			
	Louviers dep	6 30		
	Acquigny	6 40		
	Chaumerville	6 57		
	Chambray	7 10		
	Pacy-Eure dep	7 18		
	Buell	7 49		
	Dreux-la-Bataille	8 0		
	Dreux arr	8 14		
	Dreux dep	6 30		
	Ezy-Anet	6 43		
	Ivry-la-Bataille	7 10		
	Buell	7 24		
	Pacy-Eure ar	7 44		
	" dep	8 32		
	Chambray	8 55		
	Hardeville	9 19		
	Louviers (29)	9 40		
	ROUEN(Orléans) ar	10 40		

Dis.		1 Cl.	2 Cl.	3 Cl.
	PARIS dep			
	ORLEANS arr			
	Orléans dep	5 42		
	Patay	6 40		
	Orgères	6 40		
	Voves arr	7 4		
	" dep	7 48	10 55	3 10
	Chartres arr	8 0	11 35	4 10
	" (28) dep	8 32	11 35	4 10
	St. Sauveur Ch.	8 55	12 11	4 46
	Dreux arr	9 14	12 31	5 5
	" dep	9 30		
	Ezy-Anet	9 43		
	Ivry-la-Bataille	10 10		
	Buell	10 24		
	Pacy-Eure ar	10 44		
	" dp	11 39		
	Chambray	11 50		
	Hardeville	12 11		
	Louviers (29)	12 44		
	Louviers (O.)	12 45		
	ROUEN(Orléans) ar	1 40		

PONT DE-L'ARCHE and GISORS.

Chemin de fer d'Orléans à Rouen.

Mls.		1 Cl.	2 Cl.	3 Cl.
	P.-de-l'Arche			
4½	Romilly-s-Andle	0 85	0 65	0 45
9½	Fleury-s Andell	1 95	1 45	1 10
13	Heuesqueville	2 65	2 0	1 45
18	Sausay-l'Andle	3 65	2 75	2 0
23½	Etrepagny	4 65	3 50	2 55
33	**Gisors** (Ville) a	6 65	5 0	3 6
	" (O.) arr	6 65	5 0	3 6

Dis.		fr. c.	fr. c.	fr. c.
	Gisors (O'st)dp	...	...	...
	" (Ville) "	...	...	...
9½	Etrepagny	1 95	1 45	1 10
15	Sausay-l'Ande.	2 95	2 20	1 65
20	Menesqueville	3 95	2 95	2 10
23½	Fleury-s-Andell	4 6	3 50	2 55
29½	Romilly-s-Andel.	5 75	4 30	3 15
33½	**P.-de-l'Arch** a	6 65	5 0	3 6

		1,2,3	1,2,3	1,2,3	1,2,
		a.m.	a.m.	p.m.	p.m.
	P.-de-l'Arche	6 55	10 0	1 50	7 0
	Romilly-s-Ande	7 17	10 25	2 20	7 16
	Fleury-s Andell	8 0	11 10	3 5	7 37
	Heuesqueville	8 21	12 35	3 47	7 51
	Sausay-l'Andle	8 38	1 10	3 55	8 9
	Etrepagny	9 5	1 50	4 45	8 37
	Gisors (Ville) a	9 27	2 29	5 20	9 12
	" (O.) arr	9 32	2 40	5 35	9 20

		a.m.	a.m.	p.m.	p.m.
	Gisors (O'st)dp	...	8 37	2 0	6 45
	" (Ville) "	5 30	8 42	2 6	6 25
9½	Etrepagny	6 15	9 10	3 0	7 7
15	Sausay-l'-Ande.	6 24	9 26	3 25	7 25
20	Menesqueville	6 38	9 43	3 55	7 55
23½	Fleury-s-Andell	7 24	9 57	4 30	8 20
29½	Romilly-s-Andel.	7 31	10 18	5 15	9 52
33½	**P.-de-l'Arch** a	7 45	10 33	5 30	10 8

PACY to VERNON and GISORS.

Dis.		1 Cl.	2 Cl.	3 Cl.
	Pacy-s-Eure ...dep			
12½	**Vernon** ..... arr	2 45	1 85	1 35
	" (24) dep.			
13½	**Vernonnet** .....dep.	2 65	2 0	1 45
20	Gasny	3 95	2 95	2 10
24½	Bray-Ecos	4 75	3 60	2 60
29½	Bordeaux-St-Clair ...	5 75	4 30	3 15
32½	La gu	6 35	4 75	3 50
34½	Gisors (Vill)	7 60	5 70	4 15
38½	**Gisors** (Ouest) ...arr.			

		a.m.	a.m.	p.m.	p.m.
	Pacy-s-Eure ...dep	6 45	9 40	1 16	6 15
12½	**Vernon** ..... arr.	7 27	10 17	2 0	6 57
	" (24) dep.	...	11 0	2 52	7 45
13½	**Vernonnet** .....dep.	...	11 6	3 2	7 54
20	Gasny	...	11 29	3 30	8 11
24½	Bray-Ecos	...	11 48	4 5	8 28
29½	Bordeaux-St-Clair ...	...	12 8	4 33	8 45
32½	La gu	...	12 21	4 53	8 54
34½	Gisors (Vill)	...	12 37	5 10	9 17
38½	**Gisors** (Ouest) ...arr.	...	12 45	5 30	9 20

		a.m.	a.m.	a.m.	p.m.
	Gisors (Ouest) ...dp	...	8 37	...	6 10
	Gisors (Ville)	...	8 45	11 40	6 15
	Dangu	...	9 2	12 26	6 29
	Bord aux-St-Cl ir ...	...	9 14	12 38	6 38
	Bray-Ecos	...	9 45	1 13	7 2
	Gasny	...	10 0	1 34	7 14
	Vernonnet .....arr	...	10 23	2 2	7 34
	Vernon .....arr.	...	10 28	2 7	7 39
	" (25) ...dep.	7 43	10 56	2 47	8 3
	Pacy-s-Eure ...arr.	8 25	11 43	3 29	8 41

ST. QUENTIN and LONGCHAMPS.

Chemin de fer de ST. QUENTIN and GUISE.

Mls.		1 Cl.	2 C.	3 Cl.
	St. Quentin .....dep			
3½	Itancourt	0 75	0 55	0 40
6½	Mezieres-sur-Oise	1 35	1 0	0 75
8	Sery-l-Mezieres	1 60	1 20	0 90
10½	Remont	2 10	1 60	1 15
14½	Origny Ste Benoit	2 90	2 20	1 60
18½	Macquigny	3 70	2 75	2 0
21½	**Longchamps** ..... arr	4 30	3 15	2 30

		1,2,3	1,2,3	1,2,3
		a.m.	p.m.	p.m.
	St. Quentin.....dep	7 0	12 30	6 50
	Itancourt	7 14	12 50	7 4
	Mezieres-sur-Oise	7 24	1 7	7 14
	Sery-l-Mezieres	7 29	1 16	7 19
	Remont	7 39	1 35	7 29
	Origny Ste Benoit	7 53	2 0	7 41
	Macquigny	8 9	2 26	7 54
	Longchamps ..... arr	8 16	2 30	8 4

		1,2,3	1,2,3	1,2,3
		a.m.	p.m.	p.m.
	Longchamps..... dep	8 40	3 0	8 20
	Macquigny	8 48	3 13	8 28
	Origny Ste Benoit.....	8 9	3 48	8 44
	Remont	9 21	4 8	9 1
	Sery-l-Mezieres	9 30	4 24	9 10
	Mezieres-sur-Oise	9 36	4 34	9 16
	Itancourt	9 48	4 51	9 28
	St. Quentin (10) ...arr	10 1	5 5	9 40

PALAISE and BERJOU-PONT-D'OUILLY.

Mls.		1 Cl.	2 Cl.	3 Cl.
	Palaise.....dep			
3½	Martigny	1 20	0 90	0 65
8½	Mesnil-Vin	1 35	1 0	0 95
11	Mesnil-Vil. P.-des-V	2 35	1 90	1 40

		1,2,3	1,2,3	1,2,3
		a.m.	a.m.	p.m.
	Palaise.....dep	4 45	11 35	5 0
	Martigny	5 7	12 0	5 22
	Mesnil-Vin	5 20	12 16	5 35
	Mesnil-Vil. P.-des-V	5 33	12 33	5 48

		1 2 3	1,2 3	1,2,3
		a.m.	p.m.	p.m.
	Berjou-P.-d'O. dp	8 10	3 30	8 10
	Mesnil-H.-P.-d'Ouil.	8 30	3 45	8 25
	Mesnil-Vil.(P.-des-V.)	8 43	3 53	8 33
	Mesnil-Vin	9 2	4 6	8 46

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PARIS (Ouest) to MONTMORENCY (Nord.)

Dia.		a.m	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m	p.m	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	Paris Ouest, (St-Lazare) d	7 5	8 5	9 5	10 5	11 5	12 5	1 5	3 5	4 5	5 5	6 5	7 5	8 5	9 5	10 5	11 5
3½	Asnières	7 15	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 15
5½	Bois de Colombes ...	7 19	8 19	9 19	10 19	11 19	12 19	1 19	2 19	3 19	4 19	5 19	6 19	7 19	8 19	9 19	10 19	11 19
5	Colombes	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23	5 23	6 23	7 23	8 23	9 23	10 23	11 23
6½	Argenteuil	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30
8½	Sannois	7 38	8 38	9 38	10 38	11 38	12 38	1 38	2 38	3 38	4 38	5 38	6 38	7 38	8 38	9 38	10 38	11 37
9½	Ermont ..... arr.	7 42	8 42	9 42	10 42	11 42	12 42	1 42	2 42	3 42	4 42	5 42	6 42	7 42	8 42	9 42	10 42	
—	..... dep.	7 44	8 44	9 44	10 44	11 44	12 44	1 44	2 44	3 44	4 44	5 44	6 44	7 44	8 44	9 44	10 44	...
10½	Enghien	7 53	8 53	9 53	10 53	11 53	12 53	1 53	2 53	3 53	4 53	5 53	6 53	7 52	8 53	9 53	10 53	...
11½	Epinay	7 59	8 59	9 59	10 59	11 59	12 59	1 59	2 59	3 59	4 59	5 59	6 59	7 58	8 59	9 59	10 59	...
13½	Saint Denis	8 7	9 7	10 7	11 7	12 7	1 7	2 7	3 7	4 7	5 7	6 7	7 7	8 7	9 7	10 7	11 7	...
18½	Paris (Nord) (Pl.) ar	8 22	9 22	10 22	11 22	12 22	1 22	2 22	3 22	4 22	5 22	6 22	7 22	8 22	9 22	10 22	11 22	...
	Week Days.																	
—	Enghien ..... dep	8 1	9 27	10 37	11 37	12 33	1 27	2 27	3 27	4 27	5 27	6 56	7 27	8 27	9 27	10 27	11 27	...
—	Montmorency ar	8 9	9 35	10 35	11 35	12 41	1 35	2 35	3 35	4 35	5 35	6 4	7 35	8 35	9 35	10 35	11 35	...

PARIS to VERSAILLES.—(RIGHT BANK)

Dia.	WEEK DAYS. 1 Cl.	2 Cl.	SUNDAYS & FETES. 1 Cl.	2 Cl.	Stations	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Dia.	fr. c.	fr. c.	fr. c.	fr. c.	Paris (St. Lazare) dp	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30
...	0 30	0 25	0 55	0 35	Clichy L.	7 38	8 38	9 38	10 38	11 38	12 38	1 38	2 38	3 38	4 38	5 38	6 38	7 38	8 38
3½	0 55	0 35	0 70	0 45	Asnieres	7 48	8 48	9 48	10 48	11 48	12 48	1 48	2 48	3 48	4 48	5 48	6 48	7 48	8 48
8	0 65	0 40	0 85	0 55	Courbevoie	7 57	8 57	9 57	10 57	11 57	12 57	1 57	2 57	3 57	4 57	5 57	6 57	7 57	8 57
11	0 85	0 60	1 05	0 65	Puteaux	7 52	8 52	9 52	10 52	11 52	12 52	1 52	2 52	3 52	4 52	5 52	6 52	7 52	8 52
13	0 95	0 70	1 15	0 75	Suresnes	7 56	8 56	9 56	10 56	11 56	12 56	1 56	2 56	3 56	4 56	5 56	6 56	7 56	8 56
9	0 80	0 55	1 10	0 60	Saint Cloud	8 2	9 2	10 2	11 2	12 2	1 2	2 2	3 2	4 2	5 2	6 2	7 2	8 2	9 2
10	0 90	0 65	1 25	1 10	Sèvres, Ville d'Avray	8 7	9 7	10 7	11 7	12 7	1 7	2 7	3 7	4 7	5 7	6 7	7 7	8 7	9 7
14	1 35	1 10	1 35	1 20	Viroflay	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15
14	1 65	1 35	1 65	1 35	Versailles (R.)	8 19	9 19	10 19	11 19	12 19	1 19	2 19	3 19	4 19	5 19	6 19	7 19	8 19	9 19

Extra Trains—except Sundays and Fêtes from Paris to Versailles, 8.25, 9.25, and 11.25 a.m., 4.0, 5.0, 5.25, 6.0, 9.30, 10.30, and 11.30 p.m.; and 12.30 night.

PARIS (Montparnasse), to VERSAILLES.—(LEFT BANK.)

WEEK DAYS. 1 Cl.	2 Cl.	SUNDAYS & FETES. 1 Cl.	2 Cl.	Stations.	Trains.														
fr. c.	fr. c.	fr. c.	fr. c.	Paris (Montparnasse) dep.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	Ouest Ceinture	7 5	8 5	9 5	10 5	11 5	12 5	1 5	2 5	3 5	4 5	5 5	6 5	7 5	8 5	9 5
0 30	0 20	0 40	0 20		7 11	8 11	9 11	10 11	11 11	12 11	1 11	2 11	3 11	4 11	5 11	6 11	7 11	8 11	9 11
0 65	0 40	0 65	0 45	Clamart	7 19	8 19	9 19	10 19	11 19	12 19	1 19	2 19	3 19	4 19	5 19	6 19	7 19	8 19	9 19
0 70	0 55	0 85	0 65	Meudon	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23	5 23	6 23	7 23	8 23	9 23
0 80	0 55	0 85	0 65	Bellevue	7 27	8 27	9 27	10 27	11 27	12 27	1 27	2 27	3 27	4 27	5 27	6 27	7 27	8 27	9 27
0 90	0 55	1 10	0 80	Sèvres	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30
1 10	0 80	1 35	1 10	Chaville	7 36	8 36	9 36	10 36	11 36	12 36	1 36	2 36	3 36	4 36	5 36	6 36	7 36	8 36	9 36
1 25	1 10	1 35	1 10	Viroflay	7 39	8 39	9 39	10 39	11 39	12 39	1 39	2 39	3 39	4 39	5 39	6 39	7 39	8 39	9 39
1 65	1 35	1 65	1 35	Versailles (R.) ar.	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45

Extra—Paris to Versailles (except Sundays and Fêtes), 8.25 a.m., 4.50, and at 10.5 and 11.5 p.m., and 12.40 night.

PARIS TO ST. GERMAIN.—Chemin de Fer de L'Ouest. Suburban Lines.

Fares from Paris to St.-Germain, 1 fr. 65 c.; 1 fr. 25 c.

Stations. All 1 & 2 Class.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	night
Paris (St.-Lazare) dp	7 25	8 25	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	6 25	7 25	8 25	9 25	10 25	11 25	12 25
Asnières	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	...	5 45	6 45	7 45	8 45	9 45	10 45	11 45	12 45
Canterre	7 57	8 57	9 57	10 57	11 57	12 57	1 57	2 57	3 57	4 57	...	5 57	6 57	7 57	8 57	9 57	10 57	11 57	12 57
Rueil	8 2	9 2	10 2	11 2	12 2	1 2	2 2	3 2	4 2	5 2	6 2	6 2	7 2	8 2	9 2	10 2	11 2	12 2	1 2
Chatou	8 7	9 7	10 7	11 7	12 7	1 7	2 7	3 7	4 7	5 7	6 41	6 7	7 7	8 7	9 7	10 7	11 7	12 7	1 7
Vésinet	8 11	9 11	10 11	11 11	12 11	1 11	2 11	3 11	4 11	5 11	...	6 11	7 11	8 11	9 11	10 11	11 11	12 11	1 11
Pecq	8 17	9 17	10 17	11 17	12 17	1 17	2 17	3 17	4 17	5 17	6 48	6 17	7 17	8 17	9 17	10 17	11 17	12 17	1 17
St.-Germain ... arr	8 22	9 22	10 22	11 22	12 22	1 22	2 22	3 22	4 22	5 22	6 53	6 22	7 22	8 22	9 22	10 22	11 22	12 22	1 22
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	night
St.-Germain ... dep	6 55	7 55	8 [illegible]	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55	10 55	11 55
Pecq	7 6	8 6	8 37	9 6	10 6	11 6	12 6	1 6	2 6	3 6	4 6	4 6	5 6	6 6	7 6	8 6	9 6	10 6	11 6
Vésinet	7 8	8 8	...	9 8	10 8	11 8	12 8	1 8	2 8	3 8	4 8	4 8	5 8	6 8	7 8	8 8	9 8	10 8	11 8
Chatou	7 12	8 12	8 43	9 12	10 12	11 12	12 12	1 12	2 12	3 12	4 12	4 12	5 12	6 12	7 12	8 12	9 12	10 12	11 12
Rueil	7 17	8 17	8 45	9 17	10 17	11 17	12 17	1 17	2 17	3 17	4 17	4 17	5 17	6 17	7 17	8 17	9 17	10 17	11 17
Asnières	7 32	8 32	...	9 32	10 32	11 32	12 32	1 32	2 32	3 32	4 32	4 32	5 32	6 32	7 32	8 32	9 32	10 32	11 32
Paris (St.-Lazare) arr	7 43	8 43	9 5	9 43	10 43	11 43	12 43	1 43	2 43	3 43	4 43	4 43	5 43	6 43	7 43	8 43	9 43	10 43	11 43

§ Week Days only. ‖ Stops to set down only.

Travelogue

PARIS (nord) to PARIS (Ouest).

WEEK DAYS.																							
Montmorency dep	...	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	...
Pagh on ..... arr	...	7 13	8 12	8 42	9 42	10 42	11 42	12 42	1 42	2 42	3 42	5 13	6 12	7 15	7 42	8 42	9 42	...					
		7 8	8 21	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	5 21	6 21	7 23	8 50	8 0	9 59	...					
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Paris (Nord) ..... dep	...	6 55	7 55	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55	...					
Saint Denis	...	7 11	8 11	9 11	10 11	11 11	12 11	1 11	2 11	3 11	4 11	5 11	6 11	7 11	8 11	9 11	10 11	...					
Pierrefitte	...	7 18	8 18	9 18	10 18	11 18	12 18	1 18	2 18	3 18	4 18	5 18	6 18	7 18	8 18	9 18	10 18	...					
Enghien	...	7 26	8 26	9 26	10 26	11 26	12 26	1 26	2 26	3 26	4 26	5 26	6 26	7 26	8 26	9 26	10 26	...					
Ermont ..... arr	...	7 33	8 33	9 33	10 33	11 33	12 33	1 33	2 33	3 33	4 33	5 33	6 33	7 33	8 33	9 33	10 33	...					
" ..... dep	a.m.	7 35	8 35	9 35	10 35	11 35	12 35	1 35	2 35	3 35	4 35	5 35	6 35	7 35	8 35	9 35	10 35	p.m.					
Auvers	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40	11 50					
Montsoreau	6 45	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45	11 55					
Chambers	6 51	7 51	8 51	9 51	10 51	11 51	12 51	1 51	2 51	3 51	4 51	5 51	6 51	7 51	8 51	9 51	10 51	12 3					
Pont de Colombes	6 56	7 56	8 56	9 56	10 56	11 56	12 56	1 56	2 56	3 56	4 56	5 56	6 56	7 56	8 56	9 56	10 56	12 9					
Asnières (SE)	7 1	8 1	9 1	10 1	11 1	12 1	1 1	2 1	3 1	4 1	5 1	6 1	7 1	8 1	9 1	10 1	11 1	12 16					
Paris (Ouest) ..... arr	7 10	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	7 10	8 10	9 10	10 10	11 10	12 25					

Sundays and Fêtes.

VERSAILLES (RIGHT BANK) to PARIS.

Stations.																							
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Versailles (R. Bnk) d		7 0	8 0	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 3					
Viroflay		7 5	8 5	9 5	10 5	11 5	12 5	1 5	2 5	3 5	4 5	5 5	6 5	7 5	8 5	9 5	10 5	11 35					
Sèvres, Ville-de Avray		7 12	8 12	9 12	10 12	11 12	12 12	1 12	2 12	3 12	4 12	5 12	6 12	7 12	8 12	9 12	10 12	11 42					
Saint-Cloud		7 17	8 17	9 17	10 17	11 17	12 17	1 17	2 17	3 17	4 17	5 17	6 17	7 17	8 17	9 17	10 17	11 47					
Suresnes		7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23	5 23	6 23	7 23	8 23	9 23	10 23	11 53					
Puteaux		7 27	8 27	9 27	10 27	11 27	12 27	1 27	2 27	3 27	4 27	5 27	6 27	7 27	8 27	9 27	10 27	11 57					
Courbevoie		7 32	8 32	9 32	10 32	11 32	12 32	1 32	2 32	3 32	4 32	5 32	6 32	7 32	8 32	9 32	10 32	12 2					
Asnières		7 37	8 37	9 37	10 37	11 37	12 37	1 37	2 37	3 37	4 37	5 37	6 37	7 37	8 37	9 37	10 37	12 7					
Clichy L		7 41	8 41	9 41	10 41	11 41	12 41	1 41	2 41	3 41	4 41	5 41	6 41	7 41	8 41	9 41	10 41	12 11					
Paris (d. Lazare) ar.		7 49	8 49	9 49	10 49	11 49	12 49	1 49	2 49	3 49	4 49	5 49	6 49	7 49	8 49	9 49	10 49	12 19					

On Sundays and Fêtes the trains from Paris, will be accelerated 6 minutes, and *vice versa*, 9 minutes. Extra Trains: Versailles to Paris at 8.30, 9.30, 10.30 11.30 a.m., 12.30, 1.30, 3.30, and 11.0 p.m., except on Sundays and Fêtes.

VERSAILLES (LEFT BANK) to PARIS.

Stations.																							
																		1 Cl.					
Versailles (Left Bank) ..... dep.		6 25	...	...	...	7 35	10 25	11 25	12 35	1 35	2 35	3 35	4 35	5 35	6 0	6 35	7 35	8 35	9 35	10 35			
Viroflay		6 42	7 42	8 42	9 42	10 42	11 42	12 42	1 42	2 42	3 42	4 42	5 42	...	6 42	7 42	8 42	9 42	10 42				
Chaville		6 45	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	...	6 45	7 45	8 45	9 45	10 45				
Sèvres		6 50	7 50	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	...	6 50	7 50	8 50	9 50	10 50				
Bellevue		6 58	7 58	8 58	9 58	10 58	11 58	12 58	1 58	2 58	3 58	4 58	5 58	...	6 58	7 58	8 58	9 58	10 58				
Meudon		6 57	7 57	8 57	9 57	10 57	11 57	12 57	1 57	2 57	3 57	4 57	5 57	...	6 57	7 57	8 57	9 57	10 57				
Clamart		7 2	8 2	9 2	10 2	11 2	12 2	1 2	2 2	3 2	4 2	5 2	6 2	...	7 2	8 2	9 2	10 2	11 2				
Ouest Ceinture		7 11	8 11	9 11	10 11	11 11	12 11	1 11	2 11	3 11	4 11	5 11	6 11	...	7 11	8 11	9 11	10 11	11 11				
Paris (Mont. Par.		7 16	8 16	9 16	10 16	11 16	12 16	1 16	2 16	3 16	4 16	5 16	6 16	6 25	7 16	8 16	9 16	10 16	11 16				

On Sundays and Fêtes the time between Paris and Versailles, is augmented 5 minutes, and *vice versa*, 3 minutes. Extra Trains from Versailles to Paris, 10.30 a.m., and 11.0 p.m., on Week Days, and 11.25 a.m. on Sundays and Fêtes.

ST. JUST to ÉPÉHY.—Chemins de fer de Picardie et Flandres.

[25 July.

Mls.	1 Cl.	2 Cl	1 Cl	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	fr. c	fr. c	fr. c.		a.m.	p.m.	p.m.	p.m.	
494	9 80	7 35	5 40	Paris ..... dep	6 0	1 30	4 0		
				St. Just (88) ..... dep	8 12	3 40	6 1		
				St. Just ..... dep	a.m.	a.m.	p.m.	p.m.	
5	1 10	0 85	0 60	Malgneiay-Montigny ...	9 30	5 53	8 40		
8½	1 70	1 30	0 90	Doupierre-Ferrières	9 52	6 10	7 8		
13½	1 95	1 45	1 10	Tromfront	10 3	...	7 18		
13½	2 80	2 5	1 50	Montdidier	10 10	4 33	7 25		
18½	4 0	3 5	2 5	Laboissière	10 43	...	7 40		
21½	5 40	4 10	2 85	Roye	7 5	11 2	...		
29½	6 45	4 85	3 35	Hattencourt	7 40	11 35	5 5	8 20	
33½	7 35	5 55	3 75	Chaulnes ..... arr	7 59	11 52	...	8 35	
				" ..... dep	8 10	12 3	5 23	8 45	
				Amiens ..... dep	7 0	10 55	3 45	8 10	
				Chaulnes ..... arr	8 16	12 11	4 56	9 25	
				" ..... dep	8 28	12 20	...	9 33	
				Tergnier ..... arr	9 40	1 40	...	10 44	
	7 35	5 55	3 75	Chaulnes ..... dep	8 30	1 8	5 35	9 46	
34½	8 30	6 20	4 20	Marché lepot	8 45	1 20	5 49	9 52	
40	9 15	6 85	4 65	Pont-les-Brie	9 0	1 36	6 1	10 7	
41	10 5	7 80	5 10	Peronne (La Chap.) dp	9 14	1 49	6 18	10 21	
44½				" (Flamicourt) dp	9 21	1 58	6 27	10 28	
47½	10 80	8 35	5 55	Cartigny	9 36	2 13	6 40	10 41	
52½	11 85	9 35	6 5	Rosières	9 54	2 31	6 59	10 59	
58½	13 50	10 15	6 70	Epéhy ..... arr	10 10	2 50	7 15	11 20	

Mls.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
		a.m.	a.m.	p.m.	p.m.
	Epéhy ..... dep	6 20	10 40	3 45	6 40
	Holnel	6 40	10 55	4 3	7 8
	Cartigny	6 56	11 10	4 19	7 23
	Peronne (Flamicourt) ..	7 16	...	...	7 40
	" (La Chap.) ..	7 26	11 38	4 30	7 55
	Pont-les-Brie	7 41	11 40	4 51	8 11
	Marchélepot	8 0	11 55	5 6	8 27
	Chaulnes ..... arr.	8 13	12 8	5 18	8 47
	Tergnier ..... dep	7 0	11 40	2 10	7 30
	Chaulnes ..... arr	8 19	12 53	3 23	8 48
	" ..... dep	8 26	1 0	...	8 57
	Amiens ..... arr	9 45	2 10	...	10 15
	Chaulnes ..... dep	8 34	12 35	5 24	9 3
	Hattencourt	8 44	...	5 40	9 5
	Roye	9 12	12 52	5 57	10 18
	Laboissière	9 40	...	6 15	10 42
	Montdidier	10 24	1 32	6 32	10 55
	Tromfront	10 38	...	6 45	...
	Doupierre-Ferrières	10 46	...	6 52	...
	Malgneiay-Montigny ..	11 1	1 51	7 6	...
	St. Just (88) ..... arr	11 15	2 5	7 20	...
		a.m.	p.m.	p.m.	
	St. Just ..... dep	11 26	2 21	7 34	
	Paris ..... arr	1 40	4 35	9 55	

MONTLUÇON to GANNAT

Miles.	1 Cl.	2 Cl.	3 Cl.	Stations	1, 2, 3.	1, 2, 3.	1, 2, 3.	cl	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	fr. c.	fr. c.	fr. c.		p.m.		a.m.	a.m.		a.m.	p.m.	p.m.
—	—	—	—	PARIS .....dep	10 5	—	7 15	9 10	Gannat.....dep.	5 10	2 0	9 10
...	...	...	...		a.m.	1, 2, 3			St.-Bonnet-Ebreuil...	5 27	2 27	9 27
...	...	...	...	ORLEANS ....dep.	1 40	...	12 5	11 35	Bellenave	5 45	3 59	9 45
					a.m.	a.m.	p.m.		Louroux-de-Double ...	6 1	3 27	10 1
				Montluçon ...dep.	7 50	6 49	6 25		Lapeyrouse (48).....	6 16	3 57	10 16
211¼	40 45	30 10	22 10	Commentry	9 28	7 15	6 53		Hyds	6 37	4 28	10 36
215	41 0	30 70	22 55	Hyds.....	8 53	7 29	7 7		Commentry	6 53	4 54	10 49
222¼	42 40	31 75	23 30	Lapeyrouse (48)	9 36	7 50	7 30		Montluçon (48) ar	7 19	5 25	11 16
227¼	43 50	32 60	23 90	Louroux-de-Double...	10 2	8 7	7 46			1 cl.	1, 2, 3	
231¼	44 45	33 30	24 45	Bellenave	10 26	8 23	8 3			p.m.	p.m.	a.m.
236¼	45 70	34 25	25 10	St.-Bonnet-Ebreuil...	10 53	8 40	8 20		ORLEANS ...arr.	2 21	3 7	1 9
245	46 90	35 20	25 75	Gannat (60) ...arr.	11 25	9 0	8 40		PARIS ....arr	4 40	7 54	4 20

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PARIS to SCEAUX and vice versa.—Chemin de Fer d'Orleans.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Paris ..... dep.	6 5	7 5	8 5	9 5	10 5	11 5	12 5	1 5	2 5	3 5	4 5	5 5	6 5	7 5	8 5	9 5	10 5							
Fresnes-Cénture	6 11	7 17	8 11	9 11	10 11	11 11	12 11	1 11	2 11	3 11	4 11	5 11	6 11	7 11	8 11	9 11	10 11							
Arcueil-Cachan	6 18	7 18	8 18	9 18	10 18	11 18	12 18	1 18	2 14	3 18	4 18	5 18	6 18	7 18	8 18	9 14	10 18							
Sceaux-la-Reine	6 22	7 25	8 25	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 25							
Fontenay	6 30	7 34	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30							
Sceaux ..... arr.	6 36	7 36	8 36	9 36	10 36	11 36	12 36	1 36	2 36	3 36	4 36	5 36	6 36	7 36	8 36	9 36	10 36							
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Sceaux ..... dep.	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40							
Fontenay	6 47	7 47	8 47	9 47	10 47	11 47	12 47	1 47	2 47	3 47	4 47	5 47	6 47	7 47	8 47	9 47	10 47							
Sceaux-la-Reine	6 54	7 54	8 54	9 54	10 54	11 54	12 54	1 54	2 54	3 54	4 54	5 54	6 54	7 54	8 54	9 54	10 54							
Arcueil-Cachan	7 1	8 1	9 1	10 1	11 1	12 1	1 1	2 1	3 1	4 1	5 1	6 1	7 1	8 1	9 1	10 1	11 1							
Fresnes-Cénture	7 7	8 7	9 7	10 7	11 7	12 7	1 7	2 7	3 7	4 7	5 7	6 7	7 7	8 7	9 7	10 7	11 7							
Paris ..... arr.	7 10	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	7 10	8 10	9 10	10 10	11 10							

NOTE.—To the Express and Post Trains Wagnons containing Water-closets are attached.

N.B.—The direct route from Paris to Tours, is by way of Fre igny.

ORLÉANS and MALESHERBES.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Orléans ..... dep.	7 0																							
Neuville	8 3	a.m.																						
Malesherbes ..... arr.	9 23	7 7	2 4	7 35																				
Pithiviers		8 55	3 30	9 23																				
Toury		11 19	5 45	11 47																				
Orléans ..... arr.			7 45	1 45																				

Miles.	1, Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3
	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.		a.m.	a.m.	p.m.
1-2	—	—	—	Orléans ..... dep.	7 0	11 50	4 45	Malesherbes ..... dep.	7 30	12 45	6 0
30	3 30	2 45	1 90	Neuville	8 3	12 16	6 0	Pithiviers	8 34	1 37	6 51
30	5 35	4 15	3 0	Pithiviers	9 23	1 7	7 35	Neuville	9 50	2 35	7 51
30	7 85	5 90	4 30	Malesherbes ..... arr.	11 19	3 30	9 30	Orléans ..... arr.	11 19	4 30	9 30
	—	—	—	Orléans ..... dep.	7 0	11 50	4 45	Malesherbes ..... dep.	7 30	12 45	6 0
	—	—	—	Toury	8 55	3 45	9 30	Orléans ..... arr.	11 19	4 30	9 30

VILLEFRANCHE to ROUSSANNE.—Chemin de Fer de Paris à Lyon.

From Villefranche to Roussanne, at 5 a. and 9.40, and 1.5 a.m.; 1.35, 7.25, and 9.40 p.m.—(In 17 minutes.)
From Roussanne to Villefranche, at 5.30, and 10.35, a.m.; 1.45, 6.55, 8.15, and 10.2 p.m.—(In 17 min tes.)
Fares.—From Villefranche to Lyon, 1st class, 2fr. 50c.; 2nd class, 2fr. 10c.; 3rd class, 1fr. 65c.

PENNE to VILLENEUVE-SUR-LOT. † 1st Class.

Stations.	1,2,3	1,2,3	1,2,3	1 Cl	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,
	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.		a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m
Paris.....dep.	...	...	2 15	7 45	...	...	9 40	...	...	Villeneuve-s-L..	6 21	8 46	10 48	2 10	5 14	6 41	8	
Penne (40)...arr.	...	...	9 8	9 48	...	...	5 47	...	...	Penne (41)..arr.	6 37	9 2	10 59	2 26	5 30	6 57	8	
(Lot et Gar.)dep	5 25	6 51	9 55	...	12 56	2 46	5 55	7 20	...	(Lot et Gar.)dep	6 46	...	...	†2 39	...	7 7	...	
Villeneuve-s-L..	5 51	7	7 10	11	1 16	3 2	6 11	7 36	...	Paris .....arr.	12 45	...	...	4 39	...	3 41	...	

Fares from Paris to Villeneuve-sur-Lot (633 kil.), 1st class, 77f. 98c.; 2nd class, 56f. 45c.; 3rd class, 42f. 90c.

PARIS to ORLEANS and LIMOGES. (6 miles.)—Station; Ancienne Barr.ere d'Enfer.

	a. m.	a.m.	p.m.	p.m.	p. m.	p. m.	p. m.	p. m.	p. m.		p. m.		a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
Paris .....dep.	6 5	10 5	1 5	4 5	6 5	9 5	8	5	10 5	Limoges dep.	7 25		9 75	12 25	3 25	5 25	8 25	9 75	...	
Sceaux-Ceinture	6 11	10 11	1 11	4 11	6 11	9 11	8	11	10 11	Boullay L.-Trous	7 32		9 33	12 33	3 33	5 33	8 33	9 33	...	
Arcueil-Cachan	6 18	10 18	1 18	4 18	6 18	9 18	8	18	10 18	Saint-Remy.....	7 48		9 48	12 48	3 48	5 48	8 48	9 48	...	
Bourg-la-Reine	6 27	10 27	1 27	4 27	6 27	9 27	8	27	10 27	Gif	7 59		9 59	12 59	3 59	5 59	8 58	9 58	...	
Berny.....	6 33	10 33	1 33	4 33	6 33	9 33	8	33	10 33	Orsay	8 8		10 8	1 8	4 8	6 8	9 8	10 8	...	
Antony	6 38	10 38	1 38	4 38	6 38	9 38	8	38	10 38	Lozere	8 14		10 14	1 14	4 14	6 14	9 14	10 14	...	
Massy.....	6 45	10 45	1 45	4 45	6 45	9 45	8	45	10 45	Palaiseau	8 24		10 24	1 24	4 24	6 24	9 24	10 24	...	
Palaiseau	6 54	10 54	1 54	4 54	6 54	9 54	8	52	10 52	Massy.....	8 32		10 32	1 32	4 32	6 32	9 32	10 32	...	
Lozere	7	11	2	5	7	10	9	2	11	Antony	8 40		10 40	1 40	4 40	6 40	9 40	10 40	...	
Orsay	7	9 11	9	5	9	7	9 10	9	5 11	Berny	8 46		10 46	1 46	4 46	6 46	9 46	10 46	...	
Gif	7	17 11	17	2 17	5 17	7 17	10 17	...	...	Bourg-la-Reine	8 54		10 54	1 54	4 54	6 54	9 54	10 54	...	
Saint-Remy.....	7	33 11	33	2 33	5 33	7 33	10 33	...	...	Arcueil-Cachan	9		11	2	5	7	10	11	...	
Boullay-L.-Trons	7	42 11	42	2 42	5 42	7 42	10 42	...	...	Sceaux-Ceinture	9		7 11	7	2	7	5	7	10	7 11
Limoges...arr.	7	49 11	49	2 49	5 49	7 49	10 49	...	...	Paris .....arr.	9		10 11	10	2	10	5	10	7	10 10

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Amboise																							
Chaumont																							
Tours																							
Onzain (Chaumont)																							
Chouzy																							
Blois *Buffet*																							
Menars																							
Suevres																							
Mer (Chambord)																							
Beaugency																							
Meung-Sur-L																							
Saint-Ay																							
La Chapelle-S.	1,2,3	1,2,3	1,2,3	1 cl.							1,2,3	3	57										
Les Aubrais	class		class	class	Ex.		3 33	3 12			class			2	3		7 13					class	
Orleans (S) *arr*	p.m.	10 47	a.m.	a.m.	a.m.		3 13	3 38			a.m.	10 15	2 21	3 35	7 22	10 5				8 23	p.m.		
Buffet dep	7 46	11 0	12 56	1 21	2 16		3 43				6 50	10 45	2 0	3 40	7 22					8 40	9 27		
Les Aubrais					2 39		3 0	3 19					2 13		7 39						9 43		
Cercottes											7 9	11 5		4 0									
Chevilly											7 17	11 14		4 9									
Artenay											7 27	11 25		4 21									
Chateau-Gaillard											7 39	11 38		4 34									
Toury	9 4	11 49	1 45	2 16			3 52				7 52	11 52	2 39	4 48						9 32	10 36		
Meluseaux	p.m.									1,2,3	8 4	12 4		5 0			1,2,3	1,2,3					
Angerville					3 16					class	8 15	12 15		5 11			class	class		9 53			
Monnerville										a.m.	8 24	12 26		5 22			p.m.	p.m.					
Etampes *Buffet*	12 37	2 23	3 58	3 41	4 7	4 29	6 0	6 31	12 55	3 30	5 50	6 51	9 0	7	45	10 23	11 24						
Etrechy							6 11	9 2	1 7		6 2		9 11	3	56								
Chamarande							6 18	9 9	1 14		6 9		9 18	4	3								
Lardy							6 25	9 16	1 22		6 17		9 25	4	10								
Bouray							6 32	9 24	1 29		6 24		9 32	4	17								
Marolles							6 40	9 32	1 37		6 33		9 40	4	25								
Bretigny (36)	1 13	3 9	3 39				6 54	9 43	1 49	6 0	6 44		9 53	4	40	10 39	11 39						
Saint-Michel			3 43				7 1	9 50	1 56		6 51		10 0	4	47		12 7						
Epinay-sur-Orge							7 9	9 58	2 5		7 0		10 8	4	55								
Savigny-sur-Orge							7 14	10 3	2 10		7 5		10 13	5	0								
Juvisy (36)							7 20	10 9	2 17	6 15	7 11		10 20	5	6	11 16							
Athis Mons							7 26	10 15	2 24		7 16		10 26	5	12								
Ablon							7 31	10 20	2 30		7 21		10 31	5	17								
Choisy-le-Roi							7 40	10 30	2 40		7 34		10 40	5	26								
Vitry							7 47	10 38	2 47		7 41		10 47	5	33								
Orleans-Ceinture							7 55	10 46	2 55		7 49			5	41								
Paris *Buffet* *arr*	1 55	3 51	4 20	4 39	5 5	5 27	8 4	10 55	3 4	6 40	7 58	9 54	11 1	5	50	11 44	12 45						
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		p.m.	a.m.						

Extra Trains — Orleans to Paris.

LIBOURNE to SAINT-ANTOINE-PORT-SAINTE-FOY.

Mls.	Stations.	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class
Dis.		p.m.		p.m.	p.m.
—	PARIS ..... dep	6 15	...	10 40	11 10
		a.m.	a.m.	p.m.	p.m.
—	BORDEAUX ..... dep	5 50	9 0	1 55	5 30
22½	Libourne ..... dep	7 20	10 25	3 15	6 57
24½	Saint Emilion	7 30	10 34	3 51	7 45
34½	St. Laurent-des-C.	7 36	10 39	4 6	8 00
34½	St. Etienne-de-L.	7 32	10 35	4 23	8 58
34½	Castillon	7 44	10 47	4 54	7 8
34½	La Mothe-Montrav.	7 54	10 56	5 15	7 17
35½	Montcaret	8 1	11 3	5 32	7 24
35½	Velines	8 9	11 11	5 54	7 32
35½	St. Antoine P. St. F.	8 19	11 30	5 9	7 41

SAINT-ANTOINE-PORT-SAINTE-FOY to LIBOURNE.

Mls.	Stations.	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class
Dis.		a.m.	a.m.	a.m.	p.m.
—	St. Antoine P. St. F.	5 0	8 50	10 43	5 40
2½	Velines ..... dep	5 18	9 2	11 13	5 51
6½	Montcaret	5 30	9 9	11 47	5 59
8	La Mothe Montrav.	5 43	9 16	12 19	6 6
11	Castillon	6 5	9 30	12 42	6 20
14½	St. Etienne-de-L.	6 20	9 39	1 0	6 30
16½	Saint Laurent-des-C.	6 33	9 47	1 16	6 37
17½	Saint Emilion	6 43	9 52	1 39	6 44
23	Libourne (35) ... arr	7 1	10 7	2 0	6 59
	BORDEAUX ..... arr	8 19	11 28		8 30
			1 CL.		1 CL.
...	PARIS ..... arr	11 44	9 54	...	5 27
		a.m.	p.m.		

PARIS to TOURS & BORDEAUX, via VENDOME (a) 1, 2, 3 Class)

Mls.	fr. a.	fr. c.	a.	fr. c.	Stations.	a. m	a. m
—	—	—	—	—	Paris ..... dep.	6 30	9 45
20	3 90	2 90	2	2 10	Bretigny (34) ...	7 55	11 4
25	5	3 75	2	80	Breuillet	8 14	11 34
35	6 85	5 15	3	75	Dourdan	8 43	11 52
43½	8 60	6 45	4	70	Etrechy	9 9	
64	13 50	10 15	7	45	Gauf-St. Denis	a. m.	12 57
83	16 50	12 35	9	5	Chateaudun *Buff.*	6 0	11 10
98	19 85	14 75	10	80	Freteval	6 45	11 51
109	21 75	16 30	11	95	Vendome	7 22	12 22
118	23 50	17 65	12	90	St. Amand-de-Vend.	7 53	12 45
128	25 50	19 10	14	0	Chateau-Renaul ...	8 24	1 8
136	27 10	20 35	14	90	Monnaie	8 51	1 29
141	28 10	21	15	45	Notre-Dame-d'Oe...	9 6	1 42
148	29 60	21 60	15	80	Tours *Buff* (34) arr	9 42	2 15

a. m.	p. m.	p. m.	p. m.	p. m.	p. m.
11 5	1 20	6 0	6 0	9 0	0 11 10
11 23	2 84	5 23	7 20	10 16	12 20
12 34	—	5 48	7 39	10 36	
1 2		6 17	8 7	11 1	1 2
1 39		6 43			1 28
2 35		7 36			
3 20		8 50			3 12
4 4		9 33			
4 36		10 10			4 18
4 59		10 32			4 40
5 22		10 57			5 3
5 43		11 18			5 24
5 55		11 32			5 36
6 28		12 2			6 8

Tours to Loudun, Chinon, Saumur, Angers, Nantes.

TOURS to Paris, via VENDOME.

p.m.			p.m.	a.m.	noon		
8 15	...	...	2 15	6 15	12 0	...	5 55
8 48	...	...	2 55	6 52	12 33	...	6 35
9 2	...	...	3 12	7 8	12 48	...	6 52
9 23	...	...	3 37	7 32	1 9	...	7 16
9 46	...	...	4 5	7 56	1 32	...	7 44
10 29	...	...	4 52	8 40	1 56	...	8 12
10 44	...	a.m.	5 2	8 47	2 11	p.m.	8 41
11 38	...	5 0	5 50	9 44	3 11	0 0	9 32
11 59	...	5 20	...	10 4	3 31	0 40	
1 27	a.m.	6 43	...	11 25	4 54	p.m.	p.m.	9 59	...
1 52	5 55	7 11	...	12 6	5 21	3 40	8 55	11 5	...
	6 19	7 35	a.m.	12 33	5 47	4 5	9 20	...	p.m.
3 35	6 51	8 2	11 25	1 0	6 14	4 40	9 53	12 3	8 15
3 22	8 4	9 16	12 34	2 10	7 30	5 50	11 1	...	9 23

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TOURS AND LE MANS.—Chemin de Fer d'Orleans.

Mls	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.
—	—	—	—	**Tours** [p. 36].....dep.	6 25	11 20	5 0				**Le Mans** [p. 28] dep.	7 5	11 50	5 0
8	1 10	0 80	0 55	**Mettray**(Col. Agricole)	6 52	11 47	5 27	1 95	1 45	1 10	Ecommoy	7 42	12 26	5 34
17½	2 45	1 75	1 20	**Neuillé**	7 17	12 13	5 53	4 15	3 05	2 30	**Chateau-du-Loir** ...	8 36	1 18	6 33
27½	3 90	2 80	2 15	**Disay-sous-Cour.-llon.**	7 40	12 37	6 16	6 75	5	3 70	Disay-sous-Courellon ..	8 45	1 27	6 43
30½	6 5	4 60	3 30	**Chateau-du-Loir** ...	7 51	12 51	6 29	9 70	6 50	4 75	Neuillé	9 12	1 55	7 10
43	9 45	7 5	5 20	Ecommoy	8 44	1 46	7 18	10 60	7 90	5 80	**Mettray** (Col. Agricole)	9 37	2 19	7 34
51	12 20	9 10	6 70	**Le Mans** [p. 28]...arr.	9 21	2 24	7 55	11 90	8 25	6 70	**Tours** [2-8, 31, 36] ar.	10 5	2 42	8 2

TOURS AND VIERZON

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a.m	a.m	p.m			p.m.		a.m.	a.m.	a.m.	p.m.	p.m.
—	—	—	—	**Tours**.....dep	8 0	10 35	3 50	—	—	7 10	**Vierzon** .....dep	3 25	4 50	9 40	12 50	6 35
7½	0 85	0 65	0 47½	Veretz	8 31	10 58	4 35	—	—	7 33	Mineton-s.-Ch.	—	5 26	3 59	1 24	7 31
15½	2 45	1 85	1 35	Biere-Lacroix	8 56	11 21	5 12	—	—	7 56	Chabris-Gièvres	—	6 11	—	1 56	7 34
21	3 45	2 55	1 85	Cheuconceaux	9 11	11 33	5 38	—	—	8 8	Selles-s.-Cher.	4 15	6 31	—	2 9	7 52
24½	4 35	3 30	2 35	Montrichard	9 24	11 46	7	—	—	8 21	St. Aignan-Noyer.....	4 32	7 5	—	2 33	8 23
36½	6 50	4 85	3 45	St. Aignan-Noyer.....	10	12 18	7	—	—	8 53	Montrichard	4 53	7 51	—	3 5	9 1
41½	7 90	6 10	4 45	Selles-s.-Cher.	10 26	12 41	7 51	—	—	9 13	Chenonceaux	5 3	8 13	—	3 19	9 14
49½	9 20	6 90	5 3	Chabris-Gièvres	10 42	12 56	8 14	p.m.	—	9 26	Biere-Lacroix	5 13	8 26	—	3 32	9 24
64½	11 30	8 50	6 20	Mennetou-s.-Ch.	11 14	1 25	8 32	6 55	—	9 53	Veretz	5 32	9 0	—	3 56	9 58
70½	13 20	9 95	7 20	**Vierzon** (40) .. arr	11 47	1 58	...	7 40	10 21		**Tours** [31 38]... arr	5 55	9 33	—	4 20	10 23

PARIS, and POITIERS, to NIORT, LA ROCHELLE, and ROCHEFORT.—Chemin de fer d'Orleans.

| Mls. | 1st | 2nd | 3rd | Stations. | 1 cl. | 1 cl | 1,2,3 | 1,2,3 | | | |

AUBIGNE and LA FLECHE.

Miles	1 cl.	2 cl.	3 cl.	Paris ..... dep. (p. 39-5)	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	a.m.	p.m.
146	28 80	21 65	14 80	**Tours** ..... dep.	11 40	5 25	2 25	...	...	8 45	...	11 10	...	5 35	9 30	7 30
144	...	...	...	**St. Pierre des Cor.**			2 40	...	...	1 20	...	8 55	...		9 50	8 0
1344	26 15	22 65	16 80	**Savonnieres**			3 40	...	...	1 50	...		...		11 40	9 50
175	31 25	25 65	18 80	**Port Boulet**	12 1	5 46						7 17			12 15	10 25
198	34 35	27 35	19 95	**Saumur**	1 0	6 50	5 41	...	a.m.	2 43	...	8 23	...		1 15	11 25
199	38 90	29 20	21 35	**La Menitré**	1 33	7 27	6 12	...	6 45	3 8	...	9 1	...		1 52	12 2
214	41 70	31 35	22 95	**Angers (S8)** arr	2 50	8 45	7 15	a.m.	8 11	3 58	p.m.	10 28	...		3 30	1 30
				" ..... dep	3 0	9 0	5 46	6 0		4 17	6 45	10 50	p.m.		3 45	1 45
225	43 70	32 75	24 0	**La Poissonniere**	3 28	9 31	6 7	6 35	...	4 37	7 32	11 23	2 30		4 23	2 23
238	46 90	35 90	25 75	**Varades**		10 13	6 37	7 30	...	5 4	8 35	12 10	3 38		5 0	3 0
244	48 35	36 40	26 65	**Ancenis**	Stop	10 34	6 54	8 1	...	5 20	9 11	12 39	4 20		5 30	3 30
255	49 95	37 50	27 50	**Clermont-s.-Loire**		...	...	8 24	...	...	9 44	1 0	4 52		6 0	4 0
283	51 75	38 80	28 40	**Sainte Luce**		...	...	8 51	...	...	10 23	1 45	5 29		6 43	4 47
3662	52 55	39 40	28 90	**Nantes** .....arr.	p.m.	11 16	7 31	9 7	a.m.	5 57	10 43	1 40	5 50			5 47
				" ..... [8V.] dep.	4 50		7 45	9 30	7 10	6 10		2 0				
2677	...	...	...	**La Bourse**	5 0		7 55	9 39	7 20	6 19	...	2 10	...			
2991	56 0	41 80	30 80	**Savenay (40)**	6 36		9 18	10 54	8 34	7 42	...	3 35	...			
3064	56 8	41 80	31 95	**St. Nazaire** arr.	7 28		10 2	11 34	...	8 23	...	4 19	...			

| Miles | 1 cl. | 2 cl. | 3 cl. | Stations. | 1, 2, 3 | 1, 2, 3 | 1, 2, 3

PARIS, ORLEANS, VIERZON, BOURGES, BAINCAIZE, LIMOGES, PERIGUEUX, and AGEN.

Mls.	1st	2nd	3rd	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Ex	1, 2, 3	1, 2, 3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a. m.	a. m.	a.m.	p.m.	p. m	p. m	p. m.	p.m.
	From	From	Paris.	Paris [p. 36] dep.	12 30	7 15	9 10	11 45	2 15	7 45	9 40	10 5	
					a.m.	p.m.	1, 2, 3	p.m.	p.m.	p.m.	a. m	a.m.	a.m.
754	14 90	11 15	8 15	Orleans .....dep.	5 50	12 5	11 35	4 0	6 25	9 47	12 36	1 40	
...	...	...	...	Les Aubrais [Bifur.]	...	...	11 50	...	...	10 4	1 3	...	
90¾	17 60	13 20	9 95	La Ferté	6 28	12 49	...	4 35	7 2	...	...	...	
100	19 35	14 65	10 75	Lamotte	6 54	1 6	12 43	5 0	7 30	10 46	1 56	2 34	
111¾	21 75	16 30	11 95	Salbris	7 26	1 34	1 8	5 28	8 2	11 6	2 21	2 59	
126¼	24 60	18 45	13 50	Vierzon (36) arr.	8 6	2 12	1 43	6 7	8 42	11 31	2 56	3 29	
					a.m.	p.m.		p.m.	p.m.			a.m.	
12¾	24 60	18 45	13 50	Vierzon ...dep	8 14	2 20	...	6 25	10 42	...	...	3 40	
135¾	26 50	19 85	14 55	Mehun	8 39	2 46	...	6 51	10 59	...	...	4 1	
145¼	28 60	21 15	15 70	Bourges p. 42	9 16	3 30	...	7 27	11 25	...	...	4 41	
167¾	32 50	24 20	17 85	Nérondes	10 19	4 33	...	8 34	12 7	...	...	5 44	
179¾	33 55	25 20	18 45	Le Guetin	10 53	5 8	...	9 12	...	...	...	6 18	
180	33 85	25 50	18 60	Saincaize 58 a	11 1	5 16	...	9 20	12 37	...	...	6 26	
126¼	24 60	18 45	13 50	Vierzon ..... dep.	8 28	2 30	1 50		8 58	11 37	3 20	...	
138	27 0	20 20	14 85	Reuilly	9 0	3 7	...		9 29	11 59	3 47	...	
148¼	28 90	21 75	16	Issoudun	9 25	3 42	2 39		10	12 19	4 12	...	
165¼	32 35	24 30	17 85	Chateauroux ...	10 23	4 12	3 20		10 58	12 50	4 54	...	
184¼	36 20	27 18	19 90	Argenton	11 22	5 11	4 19		11 42	1 27	5 49	...	
213¼	42 0	31 50	23 10	La Souterraine	1 10	6 3	5 36		1 12	2 39	7 16	...	
219	43 10	32 30	23 70	Fromental (42) ...	1 26	6 20	...	1, 2, 3	...	...	...	7 32	p.m.
231¼	45 20	33 90	24 85	St. Sulpice Lau	2 4	9 11	6 18	a. m	1 35	3 10	8 10	4 15	
259	49 85	36 95	27 10	Limoges	3 15	10 14	7 25	5 50	2 53	3 57	9 20	5 18	
260¾	51 75	38 80	28 40	Nexon	3 51	...	8 3	6 43	...	4 27	9 56	...	
287	56 90	42 65	31 25	Thiviers	5 3	...	9 18	8 27	4 23	5 28	11 5	...	
310	61 45	46 5	33 80	Perigueux ...arr	6 4	...	10 24	9 48	5 16	6 18	12 6	...	
				,, 39,41 dep.	6 20	...			5 23	6 50	1 45	...	
331	62 80	47 10	34 50	Niversac	6 44	...	...	Stop	5 42	7 5	2 4	...	
3854	65 65	49 20	36 10	Miremont	7 43	...	...		6 22	7 37	2 48	...	
380½	70 10	52 55	38 55	Belves	9 18	p.m.	...		7 24	8 32	3 56	1, 2, 3.	
...	74 90	56 15	41 15	Monsempron Libos (35)	7 40	...	...		6 40	9 26	5 19	p. m.	
396	76 85	57 60	42 25	Penne (Lot et Gar) (34)	8 35	...	...		9 10	9 50	5 49	2 50	
404½	80 15	60 15	44 10	Agen (43) ...arr.	9 57	...	...		9 59	10 28	6 44	3 50	
...	...	...	...	Auch ..... ,,	...	...	...		1 35	1 35	9 21	...	
...	...	...	...	Tarbes ..... ,,	...	...	...		4 41	4 41	...	...	

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
(Page 36.)	a. m.	p.m.	p.m.
Paris ..... dep.	7 10	3 20	6 25
Sablonville-Neuilly	7 16	3 26	6 31
La Roche-sur-Yonne	8 10	9 33	7 26
Belleville-Vendée	8 33	10 27	8 23
L'Herbergement	8 56	10 47	8 43
Montaigu-Vendée	9 37	11 11	9 23
Cholet	9 57	11 31	9 43
La Haie-Fouassière	10 7	11 41	9 53
Nantes ..... arr.	10 30	12 4	10 16

PARIS, NANTES, AND LA ROCHE-SUR-YONNE.

Stations.	1, Cl.	1, 2, 3	1, 2, 3	1, Cl.	1, 2, 3
	p.m.	a.m.	a.m.	a.m.	p.m.
Paris ..... dep.	6 45	10 0	10 30	11 0	4 40
Versailles ..... ,,	7 30	10 50	11 20	11 50	5 30
Chartres ..... ,,	8 3	11 30	12 0	12 30	6 3
Nogent-le-Rotrou ... ,,	8 50	12 20	12 50	1 20	6 50
Connerré ..... ,,	9 10	12 40	1 10	1 40	7 10
Le Mans ..... arr.	9 30	1 0	1 30	2 0	7 30
Le Mans ..... dep.	9 40	1 10	1 40	2 10	7 40
Laval ..... ,,	10 40	2 10	2 40	3 10	8 40
Vitré ..... ,,	11 20	2 50	3 20	3 50	9 20
Retiers ..... ,,	11 50	3 20	3 50	4 20	9 50
Rennes ..... arr.	12 30	4 0	4 30	4 50	10 30

AURAY and PONTIVY.—Chemin de Fer d'Orleans.

1 Cl.	2 Cl	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
fr. c.	fr. c.	fr. c		a. m.	a. m.	p. m.		a. m.	a. m.	p. m
From	From	Paris	Auray .....dep.	7 13	11 0	8 35	Pontivy	5 0	7 34	2 23
70	50	38 15	Pluvigner	7 35	11 24	8 59	St. Nicolas	5 23	11 50	6 16
71	95	53 60	Baud.....	7 55	11 50	9 28	Baud.....	5 46	12 15	6 38
73	80	54 55	St. Nicolas	8 16	12 14	9 48	Pluvigner	6 12	12 43	7 6
75	65	55 90	Pontivy (30)	8 40	12 40	10 14	Auray (46) arr.	6 29	1 19	7 31

VIVIERS and DECAZEVILLE.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a. m.	a. m.	p. m.	p.m.	p.m.	p.m.	p.m.		a.m.	a. m.	a. m.	p. m.	p. m.	p.m.	p. m
Viviers .....dep.	6 35	8 45	10 35	12 35	5 45	7 25	8 20		Decazeville .. dep.	6 5	8 10	10 0	12 10	5 10	7 0	
Decazeville ...arr.	6 45	8 55	10 45	12 45	5 55	7 35	8 30		Viviers .....arr.	6 14	8 19	10 9	12 19	5 19	7 9	

* Ares from Paris to Decazeville—1st class, 73 fr. 40 c; 2nd class, 55 fr.; 3rd class, 40 fr. 45 c.

PARIS and LANDERNAU.

1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1 cl.	1, 2, 3	1, 2, 3	1, 2, 3	Stations	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
fr. c.	fr. c.	fr. c.										a.m.	p. m.	a. m.	p. m.	p. m.
—	—	—	* 1, 2, 3 class.				p. m.									
			Paris ..... dep.	—	—	—	8 45	—	—	Landernau dep.	—	—	8 10	6 35	2 45	
...	...	...					a. m.	p. m.		Chateaulin dep.	—	—	9 49	9 57	4 17	
			Nantes .. ....dep.	—	—	—	*8 10	4 50	2 0	Quimper	a. m.	6 0	10 28	10 53	5 13	
56	0	41 80	30 80	Savenay	—	—	—	7 34	7 25	3 40	Lorient	5 45	8 5	—	1 5	7 14
57	5	41 95	30 85	Dreffeac	a. m.	a.m.	8 6	8 1	4 17	Auray (40) ...	6 46	9 25	—	2 5	8 14	
59	75	44	0	32 30	Redon (30) arr.	5 0	6 50	8 52	5 42	5 55	Vannes	7 21	10 0	—	2 41	8 48
61	95	46 65	33 85	Malansac	5 30	...	9 22	—	6 33	...	Elven	7 43	—	—	3 3	9 14
65	20	48 55	35 20	Elven	6 6	7 44	9 50	—	7 15	p.m.	Malansac	8 20	—	p.m.	3 40	9 55
66	55	49 5	36 0	Vannes (30)	6 28	8 3	10 21	—	7 40	3 40	Redon	9 4	—	6 0	4 21	10 37
68	90	50 80	37 30	Auray (40)	7 6	8 43	11 16	—	8 22	4 25	Dreffeac	9 41	—	6 36	4 59	
75	70	54	39 70	Lorient	8 15	9 22	12 10	a.m.	9 22	6 42	Savenay .....arr.	10 12	—	7 7	5 29	
41	20	60	44 10	Quimper	10	6 10	1 5	2 2	5 30	—	7 40	Nantes (30) arr.	11 46	—	9 1	6 58
81	20	60	44 10	Chateaulin... arr.	—	—	—	3 52	6 20	—	8 50		a.m.		p.m.	1 Cl.
81	20	60	44 10	Landernau 56 arr.	—	—	—	4 20	6 17	—	10 25	Paris ..... arr.	1 35	—	8 6	5 8

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AGEN, PÉRIGUEUX, LIBOURNE, VIERZON, SAINCAIZE, BOURGES and ORLEANS.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3,	1, 2, 3	1 Cl.	1, 2, 3	1, 2, 3	1, 2, 3
		a. m.	a.m.		a. m.	p. m.	a. m.	
Tarbes	—	—	—	—	7 40	—	7 40	—
Auch	—	—	7 16	—	11 0	—	11 0	—
Agen ...dep.	—	—	11 50	3 50	p. m.	2 9	6 10	2 10
Cahors (Lot et Gar.)	—	—	12 49	6 16		3 38	7 7	4 0
Montauban Ville.	p. m.	—	—	7 18		3 51	7 34	4 34
Moissac	12 45	—	—	8 46		4 1	8 49	—
Piquemont	2 49	—	—	9 49		4 56	9 59	—
Lavertine	4 9	—	—	10 37		5 29	10 45	—
Perigueux (20) arr	4 37	a. m.	—	10 54	p. m.	5 46	11 6	p. m.
" (41) dep.	—	7	01	11 23	1 31	6 10	11 46	6 39
Thiviers	—	8	13	12 20	2 58	7	0	12 35
Nexon	a. m.	9	28	1 23	3 45	7 57	—	10
Limoges	8 0	11	0	2	4 37	8 30	2	5
St. Sulpice (46)	9	7	12	6	2 57	5 56	9 16	3
Brassac	—	—	12	24	—	6	24	—
La Souterraine	—	—	12	56	3 29	6	48	9
Argenton	—	—	2	11	4 52	8	2	10
Chateauroux	—	—	3	12	5 52	8	57	11
Issoudun	—	—	3	51	6 26	9	33	12
Vierzon	—	—	4	16		9	58	12
Vierzon (36) ...arr.	—	—	4	49	7 15	10	31	12

	p. m.	p. m.	a. m.	a. m.	a. m.	
Saincaize ...dep.	8 0	1 50	—	5 0	1 15	—
Le Guetin	8 20	1 55	—	5 5	—	—
Herrades	8 54	2 33	—	5 48	1 47	—
Bourges (45)	10 5	3 43	—	6 45	2 29	—
Mehun	10 35	4 12	—	7 18	2 50	1 Cl.
Vierzon ...arr	11 4	4 40	—	7 42	3 10	—
Vierzon ...dep	11 15	5 0	7 40	10 50	12 50	8 5
Salbris	11 45	5 33	8 10	11 20	1 15	8 49
Lamotte	12 13	6 0	8 38	11 48	1 39	9 19
La Ferté	a.m.	6 31	—	—	—	9 48
Les Aubrais (B.)	1 Cl.	—	9 30	—	2 22	—
Orleans (32)	p. m.	7 11	9 49	12 44	2 38	10 26
Paris ...arr.	3 54	4 20	11 44	12 45	3 51	4 29

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a. m.	p. m.	p. m.	p. m.	p. m.
Perigueux ...dep.	6 20	12 20	4 20	6 40	—
Saint Astier	6 50	12 55	4 52	7 6	—
Mussidan	7 28	1 27	5 35	7 35	—
Sorable	8 5	1 59	6 16	8 7	—
Coutras (36) arr.	8 30	2 23	6 43	8 28	—

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a. m.	a. m.	p. m.	p. m.
Coutras ...dep.	8 43	11 35	3 38	9 20
Sorable	9 20	—	4 4	9 58
Mussidan	9 45	12 20	4 46	10 18
Saint Astier	10 18	12 51	5 23	10 46
Perigueux (20) a	10 49	1 19	5 56	11 15

PARIS to POITIERS and ST-SULPICE-LAURIÈRE.

Stations.	1 Cl.	1, 2, 3	1 cl.	1, 2, 3
	p.m.	p. m.	a. m.	p. m.
Paris ...dep.	8 45	10 45	10 45	11 10
	1, 2, 3	a. m.	1, 2, 3	a. m.
Poitiers ...arr.	3 39	7 56	4 58	10 17
...dep.	3 39	7 56	5 10	11 18
St.-Benoit	3 50	8 5	5 19	11 28
Nouil-L'Espoir	—	8 21	5 41	11 51
Fleure	—	8 31	5 51	12 2
L'Hommaize	4 32	8 44	6 4	12 24
Lussac-les-Chat.	4 53	9 4	6 23	12 46
Montmorillon	5 18	9 32	6 46	1 14
Le Dine	5 42	9 55	7 3	1 40
Thiat	5 56	10 8	7 21	1 55
Le Dorat	6 17	10 32	7 42	2 20
Droux	6 33	10 47	7 56	2 37
Chateau-Ponsac	6 50	11 11	8 19	3 8
Bessines	7 19	11 28	8 34	3 23
Bessines (46)	7 31	11 42	8 46	3 44
St.-Sulpice-Lau	7 43	11 53	9 1	3 56

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
	a. m.	p. m.	p. m.
St.-Sulpice-L.	5 33	9 15	12 15
Bessac	5 33	9 26	12 26
Bessines	5 50	9 41	12 41
Chateau-Ponsac	6	9 57	1 0
Droux	6 15	10 13	1 23
Le Dorat	6 54	10 41	1 40
Thiat	7 16	11 3	2 4
Lathus	7 29	11 15	2 18
Montmorillon	7 54	11 39	2 48
Lussac-les-Chat.	8 20	12 2	3 14
L'Hommaize	8 45	12 26	3 37
Fleure	9 0	12 40	3 53
Nieuil-L'Espoir	9 12	12 52	4 5
Saint-Benoit	9 35	1 15	4 27
Poitiers (41) arr	9 47	1 27	4 40
		1 Cl.		1 Cl.
		p. m.	p. m.	a. m.
Poitiers ...dep.	—	3 9	8 15	10 43
PARIS ...arr.	—	9 34	11 44	5 5

L'EPEYROUSE and SAINT-RIOL.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
(35, 42)	a. m.	a. m.	p. m.	p. m.	p. m.
Lapeyrouse	7 55	9 50	4 15	7 40	10 25
Saint-Riol a	8 22	10 17	4 42	8 7	10 52

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a. m.	a. m.	p. m.	p. m.	p. m.
Saint-Riol d	5 40	8 50	3 10	6 50	9 40
Lapeyrouse	6 5	9 15	3 35	7 15	10 5

Paris to Saint-Elay, (386 kil.) 1st cl. 43fr. 30c.; 2nd cl. 32fr. 60c.; 3rd cl. 23fr. 90c.

TOURTOIRAC and LEXOS.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
	a. m.	p. m.	p. m.
Montagrier ...dep.	5 30	12 25	6 0
Mussidan ...dep.	5 48	12 43	6 18
Glen ...dep.	6 56	1 51	7 26
Duby-le-Bordes	7 21	2 16	7 51
Chantenay-le-L.	7 38	2 33	8 12
Orleans (B.) arr.	8 25	3 24	9 1
Paris ...arr.	11	6	11

Stations.	1, 2, 3	1 Cl.	1, 2, 3
	a. m.	p. m.	p. m.
Montagrier	5 30	12 25	6 0
Tourtoirac	5 48	12 43	6 18
Excideuil	6 56	1 51	7 26
Thenon	7 21	2 16	7 51
Le Lardin	7 38	2 33	8 12
Orleans (B.) arr.	8 25	3 24	9 1
Paris ...arr.	11	6	11

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
	a. m.	p. m.	p. m.
Montagrier ...dep.	5 30	12 25	6 0
Mussidan ...dep.	5 48	12 43	6 18
Glen ...dep.	6 56	1 51	7 26
Duby-le-Bordes	7 21	2 16	7 51
Chantenay-le-L.

ST.-SULPICE-LAURIÈRE, MONTLUCON, and FOURNAUX.—Chemin de fer d'Orleans.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.	a.m.	a.m.	p.m.	p.m.	Dist.	fr. c.	fr. c.	fr. c.		p.m.	p.m.	a.m.	a.m.	a.m.	p.m.
Moulins (58) dep.	4 25	...	5 0	...	7 15					St. Sulpice-L. dep.	4 5	9 30	3 5	8 25	1 23	
Montlucon 35-41	7 20	...	8 15	1 10	11 19	8	1 85	1 15	0 85	Marsac (Creuse)	4 43	9 44		8 51	12 57	
Treigtat.....	8 54	...	9 11	2		23	3 60	2 70	2 0	Gueret.....	6 21	10 45	4 18	9 57	2 30	
Parsac	10 9	...	9 55	2 50	...	37½	5 80	4 10	2 95	Busseau-d'Ahun	7 10	11 11	4 40	10 31	3 25	
Aubusson ...dep	5 40	3 40	9 20	2 0	9 45	...	...	...	...	Busseau-d'Ahun	7 15	11 30	5 5	10 50	3 35	
Fournaux	6 2	...	9 40	2 20	10 8	5	0 95	0 70	0 55	Lavaveix-les-Mine.	7 32	11 52	5 22	11 12	3 55	
Lavaveix-les-Mines	6 22	4 17	10 3	2 45	10 33	9½	1 95	1 45	1 10	Fournaux	7 52	...	5 40	11 33	4 16	
Busseau-d'Ahun	6 36	4 30	10 16	2 59	10 47	15	3 5	2 30	1 70	Aubusson ...arr.	8 8	12 25	5 56	11 48	4 32	
Busseau-d'Ahun	11 12	5 0	10 37	3 33	1 13	43	8 5	6 0	4 40	Parsac.....	8 17	...	5 18	11 14	4 6	
Gueret.....	11 47	5 33	11 4	4 6	1 40	63½	11 65	8 60	6 30	Treigtat.....	9 36	...	5 58	12 4	4 52	
Marsac (Creuse 40)		6 32	...	5 16	...	76½	15 0	11 25	8 25	Montlucon(34)arr	10 35	...	6 40	12 49	5 35	
St. Sulpice-L. arr.	...	6 54	...	5 38	2 16	...	...	...	...	Moulins (42)...	...	...	10 32	4 2	9 19	

PARIS, CAPDENAC and ARVANT.

Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	Cl.	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
fr. c.	fr. c.	fr. c.			p. m.	p. m			p. m.			a. m.		p. m.		
From	Paris.		Paris .....dep.	...	2 15	7 45	...	...	9 40	Arvant.....	...	9 30	...	6 0	...	...
					a. m.	a. m.			p. m.	Lempdes	...	9 41	...	6 11	...	...
			Capdenac .....dep.	...	7 35	11 30	...	...	7 5.	Blesle	...	9 59	...	6 32	...	...
70 50	52 80	38 50	Maurs	a. m.	8 40	12 8	p. m.	8 0		Massiac	a. m.	10 12	...	6 49	...	...
70 50	52 80	38 50	Aurillac	8 0	11 13	1 37	5 50	9 43		Murat	8 35	11 30	...	8 25	...	...
71 20	53 3.0	38 85	Arpajon (Cantal)	8 11	...	1 48	6 2	...		Arpajon (Cantal)...	7 38	1 22	p. m.	10 36	p. m.	...
78 45	57 25	41 70	Murat.....	7 20	...	1 46	8 4	...		Aurillac	8 15	1 35	1 45	10 40	6 50	...
80	60 40	44 100	Massiac.....	8 19	...	2 45	...	...		Maurs	9 43	p.m.	3 50	...	9 0	...
81 50	61 10	44 60	Blesle.....	8 30	...	4 56	...	...		Capdenac ...arr	10 35	...	5 21	...	10 7	...
3	5 62 20	45 40	Lempdes	8 48	...	5 14	...	...		(48)	1 Cl.		p. m			
83 50	62 55	45 70	Arvant (40).....arr	9 11	...	5 37	...	...		Paris .....arr	4 39.	...	3 4	p.m.	...	...

PARIS to BOURGES, MONTLUCON and MOULINS.

Mls.	1st	2nd	3rd	Stations.	1,2,3	1,2,3	1,2,3	Ex.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
...	fr. c.	fr. c.	fr. c.		p.m.	a.m.	a. m	a.m.		a. m		p. m.	p. m.	p. m	
...	—	—	—	PARIS 40 dep.	10 5	12 30	7 15	9 10	Moulins.....dep.	5 0	...	4 25	12 30	7 15	...
					a.m	a.m.	p.m.	1,2,3	Bouvigny	5 21	...	4 46	1 3	7 39	...
144	28 60	21 45	15 70	Bourges.....dep	4 36	9 35	3 33	5 15	Chavenon.....	6 12	...	5 45	2 43	8 47	...
158½	31 40	23 50	17 25	Chateauneuf-s-C..	5 37	10 52	4 31	6 40	Villefranche	6 38	...	5 58	3 4	9 1	a.m.
167	33 15	24 65	18 20	La Celle-Bruere....	5 59	11 17	...	7 6	La Presle...dep.	6 50	a.m.	6 16	3 33	9 27	p.m. 10 15
186½	37 30	27 95	20 50	Vallon	6 35	12 20	5 42	8 22	Montlucon(42)	7 40	11 40	7 10	4 45	10 22	5 45 11 24
202½	40 15	30 10	22 10	Montlucon (35)	7 50	1 20	6 35	9 12	Vallon	8 20	12 23	7 43	...	...	6 31 ...
216½	40 15	30 10	22 10	La Presle 42ar.	8 43	2 13	7 28	6 5	La Celle-Bruere	9 19	1 26	...	...	...	7 37 ...
...	...	...	...	Villefranche	...	...	...	...	Chateauneuf-s-C.	9 43	1 56	8 54	...	...	8 6 ...
223	40 15	30 10	22 10	Chavenon.....	9 12	2 44	7 59	7 11	Bourges .....arr	10 54	3 9	9 54	...	...	9 18 ...
244	40 15	30 10	22 10	Bouvigny	10 7	3 37	8 54	8 55	(page 40)	p.m.	1 Cl.	a.m.	...	...	a.m. ...
252½	40 15	30 10	22 10	Moulins (52 58	10 32	4 2	9 19	9 27	PARIS ..... arr.	7 58	9 54	4 30	...	...	4 20 ...

LA PRESLE AND BEZENET.

	a. m.	a. m.	p m	p m	p.m.	p.m.	p.m.		a. m.	a. m.	p. m	p. m	p.m.	p.m.	p.m.
La Presle dep.	8 45	10 30	2 20	3 40	6 20	7 35	9 30	Bezenet...dep.	6 25	9.40	1 55	3 5	5 50	7 5	9 0 ...
Bezenet ...arr.	8 58	10 43	2 33	3 53	6 33	7 48	9 43	La Presle arr.	6 35	10 0	2 5	3 15	6 0	7 15	9 10 ...

JOUÉ LES TOURS and SABLES D'OLONNE.—Chemin de fer de la Vendee.

Mls.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	fr. c.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	p.m.		a.m	a.m.	a.m.	a.m.	p.m.	p.m.
...	...	...	...	...	Tours Orl ...dep.	...	5 50	10 30	...	3 25	Les Sables dep	...	...	7 38	11 5	5 25	10 20
...	—	—	—	—	Joue les Tours	...	6 0	10 44	...	3 35	Olonne	...	...	7 40	11 33	5 40	10 31
14	2 55	1 90	1 40		Azayle Rideau	...	6 33	11 32	...	4 8	La Mothe-Achard	...	...	8 0	12 50	6 19	11 30
...	—	—	—		Chinon .....den	...	7 14	12 26	...	4 49	La Roche-s.-Yo	5 5	...	9 53	2 36	7 17	...
13	2 55	1 90	1 40	1 40	Loudun .....dep	...	7 48	1 33	...	5 22	Chantonnay ...	7 15	...	10 49	3 54	7 53	...
29½	5 75	4 30	3 15		Thouars	...	8 40	2 41	...	6 4	Pouzauges	8 36	...	11 1	4 55	8 16	...
44	9 45	7 5	5 20		Bressuire ...arr	5 20	9 30	3 49	41 30	6 51	Cerizay.....	10 7	...	11 25	6 39	8 41	...
57½	11 20	8 40	6 15		Cerizay	5 51	10 6	a.m.	12 16	7 54	Bressuire	10 50	5 50	11 40	6 55	9 28	...
65½	13 0	9 75	7 20		Pouzauges	6 24	10 34	5 51	1 15	8 37	Thouars	...	7 3	12 30	7 10	7	...
84½	15 85	11 90	8 70		Chantonnay ...	7 23	11 10	6 13	2 45	9 18	Loudun	...	8 25	1 8	7 28	10 38	...
101	20 5	15 5	11 5	5	La Roche-s-Yo	9 10	12 5	6 28	4 35	...	Chinon .....arr	...	9 8	1 54	8 11	10 45	...
113	22 40	16 80	12 30		La Mothe-Achard	9 45	12 42	...	...	9 21	Azayle Rideau	...	9 50	2 38	9 18	11 13	...
140	21 75	17 80	13	5	Olonne	10 15	1 5	57	...	9 48	Joue les Tours	...	10 43	3 17	10 5	...	...
1734	24 50	18 25	13 45		Les Sables.....arr	10 29	1 10	...	...	10 13	Tours Orl ...arr	...	10 57	3 24	10 20	11 30	...

POITIERS and SAUMUR.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	fr. c	fr. c	fr. c		a.m.	a.m.	p.m.		a.m	a.m.	p. m	
...	—	—	—	Poitiers .....dep	6 0	10 45	6 50	Saumur .....d p	7 35	11 20	6 10	...
6½	1 45	1 10	0 70	Migne et les Lourd	6 19	11 15	7 2	Les Trois Moutiers	7 10	12 41	7 7	...
11	2 65	1 95	1 30	Neuville	6 26	11 42	7 15	Loudun	7 37	1 20	7 28	...
20	4 75	3 50	2 35	Mirebeau	7 5	12 26	8 0	Moncontour	8 24	2 12	8 27	...
31½	7 65	5 60	3 75	Moncontour	7 36	1 14	8 59	Mirabeau	8 58	3 0	9 2	...
44½	10 50	7 80	5 20	Loudun	8 40	2 1	10 5	Neuville	9 27	3 44	9 31	...
...	...	...	...	Les Trois Moutiers	9 51	3 20	10 48	Migne et les Lourd	9 48	4 11	9 47	...

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BORDEAUX, TOULOUSE and CETTE.—Chemin de Fer du Midi

Fares.

Mls.	72	5	54	5	39	65
Dis.	fr.	c.	fr.	c.	fr.	c.
Fro	St. J	ean	Stat.			
2	0	70	0	55	0	35
3½	0	85	0	65	0	45
5	1	10	0	80	0	60
8½	1	20	0	90	0	60
11½	1	65	1	25	0	80
13	1	85	1	35	0	90
15	2	5	1	55	1	0
17½	2	45	1	85	1	20
18½	2	60	1	95	1	30
21½	2	95	2	25	1	45
23	3	20	2	40	1	65
26	3	65	2	75	1	85
27½	4	20	3	20	2	25
30	4	50	3	40	2	35
31½	4	80	3	70	2	55
33	5	20	4	0	2	75
37	5	70	4	30	3	0
40½	7	80	6	10	4	30
59½	10	55	7	90	5	80
66	13	30	9	95	7	30
72½	14	30	10	70	7	85
85	16	75	12	50	9	20
...	...	...	...	...	...	0
100½	19	95	14	95	11	0
110½	21	90	16	40	12	0
116½	23	10	17	25	12	65
128½	25	35	19	0	13	95
...	...	...	...	...	...	...
143½	28	30	21	20	15	55
160½	31	65	23	75	17	40
...	...	...	...	...	...	...
180½	35	75	26	75	19	60
194½	38	40	28	80	21	10
216½	42	90	32	15	23	55
...	...	...	...	...	...	...
238½	47	30	35	45	26	0
253½	49	95	37	50	27	50
Fro	Port		Ven		dres.	
3½	...		...		...	
10½	...		...		...	
18½	...		...		...	
23½	...		...		...	
44½	...		...		...	
58½	...		...		...	
253½	49	95	37	50	27	50
269½	53	20	39	90	29	25
...	55	40	41	55	30	45
282½	56	80	41	85	30	65
285½	56	50	42	40	31	5
297½	58	60	44	0	32	20

Trains.

STATIONS.	Ex.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
PARIS (p. 34) ORLEANS (p. 30)									
STATIONS.		a.m.	a.m.	p.m.	...	2 20	7 10	...	8 15
Arrive from ORLEANS	7 10	5 35	...	...	2 20	7 10	...	8 15	
Bordeaux (Buff) dp.	8 15	6 25	1 50	5 40	9 5	4 15	9 0	...	
Bègles	...	6 32	...	1 57	5 47	9 12	4 22	...	
Villenave-d'Ornon	...	6 40	...	2 5	5 55	9 20	4 30	...	
Cadaujac	...	6 46	...	2 11	6 1	9 26	4 36	...	
St.-Médard-d'Eyrans	...	6 53	2 21	6 11	9 35	4 45	...	...	
Beautiran	8 35	7 4	...	2 32	6 22	9 43	4 56	9 25	
Portets	...	7 10	2 38	6 28	9 49	5 2	...	...	
Arbanats	...	7 15	2 46	6 36	9 56	5 9	...	...	
Podensac	...	7 26	2 54	6 44	10 5	5 17	...	...	
Cérons	8 49	7 33	3 0	6 52	10 9	5 24	9 42	...	
Preignac	...	7 40	3 10	7 1	10 16	5 31	...	...	
Barsac	...	7 47	3 17	7 9	10 22	5 37	...	...	
Langon (40)	9 5	8 0	3 32	7 28	10 30	5 45	10 3	...	
Saint-Macaire	...	8 7	3 40	7 35	...	...	...	...	
St.-Pierre-d'Aurillac	...	8 14	3 47	7 42	...	...	...	...	
Caudrot	...	8 21	3 55	7 50	...	...	...	...	
Gironde	...	8 30	4 4	7 59	...	...	...	...	
La Reole	9 25	8 40	4 16	8 12	...	...	...	10 29	
Marmande	9 49	9 15	4 51	8 50	...	...	...	10 57	
Tonneins	10 9	9 46	5 22	9 22	...	...	...	11 28	
Aiguillon	10 23	10 7	5 43	9 45	...	...	...	11 51	
Port-Ste-Marie	10 34	10 39	5 58	10 0	...	...	...	12 17	
Agen (*Buffet*) 41 arr.	11 20	11 45	6 34	10 40	a.m.	5 0	...	12 30	
,, dep.	11 50	12 32	7 53	Stop	5 50	...	...	1 5	
Valence-d'Agen ...	12 14	1 1	8 20	...	6 20	...	...	1 31	
Moissac (T. 92 yd. lft.	12 23	1 20	8 35	...	6 36	...	...	1 45	
Castelsarrasin	12 43	1 48	9 3	...	7 6	...	...	2 10	
Montauban Buff 41 (44) dep.	12 48	2 5	9 15	...	7 18	...	...	2 15	
,, ,,	1 15	2 48	9 55	...	8 0	...	...	2 47	
Grisolles	1 45	3 35	10 40	a.m.	8 48	a.m.	...	3 23	
Toulouse [p 44] arr. (39) (*Buf*) dep.	2 0	4 0	Stop	5 45	...	10 0	...	3 40	
Villefranche	2 35	4 53	...	6 47	...	11 0	4 23		
Castelnaudary (44)	3 3	5 37	...	7 40	1, 2, 3	11 51	4 56		
Carcassonne ... arr.	3 41	6 37	...	8 42	a.m.	12 50	5 43		
,, dep.	3 45	6 57	...	9 0	5 0	1 0	6 0		
Lezignan (Aude)	4 25	7 38	...	10 8	6 8	2 6	6 46		
Narbonne Buff arr.	4 50	8 35	...	10 54	6 44	2 44	7 18		
Port Vendres d.	...	3 50	...	6 25	5 45	...	...		
Collioure	...	4 2	...	6 40	6 0	...	...		
Elne	...	4 31	a.m.	7 30	6 50	...	...		
Perpignan (60)	...	5 30	5 30	8 30	7 20	...	...		
Rivesaltes	...	5 47	5 49	8 45	...	...	...		
La Nouvelle	...	7 5	6 35	9 55	...	...	...		
Narbonne ..... arr.	...	7 45	7 5	10 35	...	...	...		
Narbonne ..... dep.	5 20	8 50	...	11 20	6 54	3 0	7 33		
Beziers (46)	6 15	9 45	...	12 20	7 47	3 58	8 28		
Vias	6 45	10 15	...	12 55	8 20	4 30	8 51		
Agde (46)	6 54	10 27	...	1 10	8 30	4 41	9 0		
Les Onglous	7 4	...	...	1 21	8 41	4 58	...		
Cette (57)	7 33	11 16	...	1 54	9 10	5 25	9 35		
MARSEILLES ... ,,	4 25	7 15	...	11 0	6 38	4 25	3 43		
LYON ..... ,,	5 48	11 50	...	p.m.	11 25	8 45	6 40		

Toulouse to Carcassonne via Castelnaudary at 6.15 p.m.

Trains.

STATIONS.	Ex.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
LYON ..... dep.	5 0	5 0	...	...	8 0	4 55	...	7 30
MARSEILLES ... ,,	10 5	10 5	...	...	...	7 16	11 15	10 50
	a.m.	a.m.			a.m.	p.m.	p.m.	p.m.
Cette (Buffet) ... ,,	5 40	5 55	...	...	9 20	2 45	6 30	6 20
Les Onglous	...	6 19	...	...	9 47	3 9	6 53	...
Agde (46)	6 7	6 35	...	...	10 7	3 25	7 7	6 52
Vias	...	6 49	...	...	10 10	3 38	7 14	7 0
Beziers (46)	6 39	7 30	...	...	10 55	4 17	8 0	7 32
Narbonne (Buff) arr.	7 7	8 8	...	...	11 38	4 55	8 38	8 3
Narbonne ..... dep.	7 40	...	...	...	12 15	5 35	...	...
La Nouvelle	8 23	...	...	...	1 5	6 18	...	...
Perpignan	9 27	...	...	...	2 12	7 22	...	...
Rivesaltes	10 5	...	...	...	2 45	7 50	...	...
Elne	10 40	...	...	...	3 20	8 14	...	...
Collioure ..... arr.	11 23	...	...	...	4 2	8 44	...	...
Port Vendres a.	11 30	...	...	...	4 9	8 50	...	...
Narbonne ..... dep.	7 22	8 25	...	...	12 3	5 25	8 50	8 15
Lezignan	7 49	9 6	...	...	12 45	6 10	9 30	8 49
Carcassonne (Buff) ...	8 32	10 5	...	...	1 48	7 13	10 30	9 35
,, dep.	8 42	10 25	...	...	2 0	7 28	...	9 47
Castelnaudary (44)	9 28	11 40	...	...	3 15	8 40	...	10 43
Villefranche	9 54	12 20	...	...	3 55	9 19	...	11 12
Toulouse [p. 39] arr	10 30	1 15	a.m.	...	4 51	10 15	p.m.	11 51
,, Buff [44] dep.	11 0	1 35	6 30	...	...	...	6 20	12 15
Grisolles	11 30	2 20	7 20	Stop	Stop	Stop	7 8	...
Montauban (p. 41) ... ,, Buffet dep.	11 55	2 56	7 57	...	...	...	7 47	1 18
Castelsarrasin	12 22	3 5	8 5	...	...	...	7 57	1 20
Moissac	12 36	3 34	8 37	...	...	...	8 30	1 46
Valence-d'Agen	12 36	3 52	8 56	...	...	...	8 47	2 4
Agen (*Buffet*) [46] ...	1 25	4 21	9 23	...	...	...	9 17	2 36
,, ,,	1 40	5 11	10 11	a.m.	10 7	2 57	Stop	3 10
Port-Ste-Marie ..... dep.	2 1	5 40	10 35	5 15	...	...	...	3 36
Aiguillon	2 12	6 18	11 17	5 55	...	...	...	3 49
Tonneins	2 29	6 33	11 33	6 10	...	...	...	4 7
Marmande	2 52	7 9	12 9	6 34	...	...	...	4 35
La Reole	3 13	7 31	12 34	7 1	...	...	...	5 2
Gironde	...	8 6	1 13	7 43	...	...	...	5 21
Caudrot	...	8 15	1 23	7 53	...	...	...	5 11
St. Pierre-d'Aurillac ...	...	8 24	1 32	8 2	...	...	...	5 19
Saint-Macaire	...	8 32	1 40	8 9	...	...	...	...
Langon (46)	3 40	8 40	1 48	8 17	p.m.	p.m.	...	5 30
Preignac	...	9 0	2 6	8 33	6 10	7 0	...	5 41
Barsac	...	9 9	2 17	8 45	6 20	7 11	...	...
Cérons	3 55	9 25	2 25	8 54	6 28	7 19	...	5 58
Podensac	...	9 31	2 41	9 13	6 44	7 38	...	...
Arbanats	...	9 39	2 49	9 23	6 53	7 47	...	...
Portets	...	9 47	2 58	9 32	7 2	7 56	...	...
Beautiran	4 10	9 54	3 5	9 42	7 9	8 4	6 15	...
Saint-Médard-d'Eyrans ...	...	...	3 15	9 52	7 18	8 14	...	...
Cadaujac	...	...	3 25	10 3	7 28	8 25	...	...
Villenave-d'Ornon	...	...	3 31	10 9	7 33	8 31	...	...
Bègles	...	...	3 39	10 18	7 41	8 39	...	...
Bordeaux (37.45) ...	4 35	10 26	3 50	10 30	7 52	8 50	6 42	...

Toulouse to Cette—Carcassonne to 1 a.m.

Extra.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Pierrefitte-Nest d	a.m.	p.m.	p.m.	p.m.
Argelès-Vieuzac	7 35	10 11	5 35	...
Boo-Silhen	7 50	10 26	5 50	...
Luz	8 0	10 40	6 0	...
Lourdes (44) arr.	8 6	10 46	6 6	...

Mls.	1	1	1	1	1	1	1	1
Ch.	0	0	0	0	0	0	0	0
Dis.	fr.	c.	fr.	c.	fr.	c.	fr.	c.
	—	—	—	—	0	70	0	55
	1	64	1	10	0	80	0	60
	1	85	1	35	0	95	0	75
	2	55	1	90	1	40	1	05
	2	80	2	10	1	60	1	20

Stations.

	1, 2, 3	1, 2, 3	1, 2, 3	Mls.	1	1	1	1
				Ch.	0	0	0	0
	a.m.	p.m.	p.m.	Dis.	fr.	c.	fr.	c.
Lourdes ..... dep.	8 50	5 25	7 10		—	—	—	—
Lugagnan	9 4	...	7 24		0	35	0	25
Boo-Silhen	9 15	...	7 39		0	50	0	40
Argelès-Vieuzac	9 28	5 55	7 49		0	70	0	55
Pierrefitte-Nest a	9 38	6 5	7 59		0	85	0	65

Stations.

	1, 2, 3	1, 2, 3	1, 2, 3	Mls.	1	1	1	1
				Ch.	0	0	0	0
	a.m.	p.m.	p.m.	Dis.	fr.	c.	fr.	c.
Pierrefitte-Nest d	7 35	10 11	5 35		—	—	—	—
Argelès-Vieuzac	7 50	10 26	5 50		0	15	0	10
Boo-Silhen	8 0	10 40	6 0		0	30	0	20
Luz	8 6	10 46	6 6		0	40	0	25
Lugagnan	7 53	10 29	6 9		0	55	0	35
Lourdes (44) arr.	8 6	10 40	6 20		1	10	0	70

LOURDES, TOULOUSE and PIERREFITTE-NESTALAS.

TOULOUSE AND BAYONNE.—Chemin de Fer du Midi.

Mls.	1st	2nd	3rd	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a. m.	a. m.	p. m.				a. m.		a. m.	p. m.	a. m.
	From	Tou	louse.	**Toulouse** *Buff* dep.	6 15	11 10	2 20	...	5 5	**Bayonne**.....dep.	5 20		9 25	6 45	7 20
13½	1 45	1 10	0 80	**Portet-St-Simon**	7 38	12 30	2 42	...	5 17	Peyrehorade	6 17		10 23	7 45	8 15
19	2 85	1 90	1 40	**Muret**	7 53	12 46	3 6	...	6 32	**Puyoo** .....arr.	6 49		11 1	8 25	10 26
25½	3 15	2 20	2 05	Carbonne	8 4	12 56	3 45	...	6 56	,, (45) ...dep.	7 7		11 15	8 40	
34	6 85	5 15	3 75	Cazeres-sur-Garonne	8 18	1 10	4 14	...	7 46	Orthez	7 28		11 49	9 0	
38½	7 60	5 70	4 15	Martres-Tolosane	8 30	1 22	4 26	...	7 8	Lacq	7 53		12 5	9 25	
44	8 10	6 10	4 45	**Boussens (40)**	8 41	1 55	4 43	...	7 51	Lescar	8 26		12 25	10 8	
44½	8 85	6 65	4 85	Saint-Martory	8 53	1 57	4 53	...	8 29	**Pau (Buffet)**.....arr.	6 45	a. m.	12 46	10 29	p.m.
56½	11 20	8 40	6 15	**Saint-Gaudens** ...	9 11	12 45	5 23	...	8 55	,, ...(46)...dep.	9 40	5 0	1 23	...	5 10
61	12 80	9 60	7 0	**Montréjeau(8)**.arr.	11 45	1 40	5 43	a. m.	10 10	Asnat	9 54	5 18	1 36	...	5 26
				,, (Luchon)dep.	9 25	12 54	6 3	5 10		Coarrase-Nay	10 9	5 39	1 51	...	5 51
75	14 90	11 15	8 15	Lannemezan	10 2	1 29	6 39	5 47	...	Saint-Pé	10 37	6 3	2 15	a.m.	6 23
78½	15 60	11 70	8 55	Capvern	10 15	1 43	6 53	6 2	...	**Lourdes**	11 5	6 35	2 45	6 28	7 0
86½	17 10	12 85	9 40	Tournay	10 42	2 11	7 22	6 35	...	Ossun	11 22	6 55	3 5	6 58	7 23
97	19 35	14 60	10 60	**Tarbes** *Buffet*...arr.	11 13	2 43	8 2	7 18	...	**Tarbes** *Buffet*...arr.	11 48	7 11	3 21	9 22	7 44
				,, **(41, 45)** dep.	11 35	3 15	8 20	7 45	...	,, **(45)**.....dep.	12 8	7 30	4 1	...	8 0
103½	20 55	15 45	11 30	Ossun	11 55	3 37	8 39	8 0	...	Tournay	12 43	8 17	4 40	...	8 46
109½	21 75	16 30	11 95	**Lourdes**	12 15	3 57	8 59	8 20	...	Capvern	12 57	8 30	4 54	...	8 59
116½	23 15	17 85	12 75	Saint-Pé	12 36	4 23	9 20	9 2	...	Lannemezan	1 29	8 58	5 26	...	9 33
123½	24 50	18 25	13 45	Coarrase-Nay	12 57	4 59	9 41	9 31	...	**Montréjeau(8)**.arr	1 54	9 28	5 53	a.m.	10 6
129½	25 70	19 30	14 10	Asnat	1 11	5 27	9 55	9 57	1,2,3	,, (Luchon) dep.	5 0	9 55	1 6	6 40	
134	26 60	19 95	14 60	Pau (Buffet).....arr.	1 22	5 46	10 5	10 18	a. m.	**Saint-Gaudens** ...	6 30	11 51	2 50	9 23	
...	...	...	...	,, ...(46)...dep.	1 55	6 40	...	...	5 30	Saint-Martory	7 0	12 56	4 50	...	
138	27 50	20 60	15 10	Lescar	2 6	6 51	...	...	5 31	**Boussens**	7 26	12 21	5 11	...	
149½	29 80	22 35	16 35	Lacq	2 37	7 29	...	...	6 7	Martres-Tolos	7 37	12 28	5 20	...	
158½	31 50	23 65	17 30	Orthez	3 3	7 55	1,2,3	...	6 34	Cazeres-sur-Gar.	8 47	12 39	5 57	...	
167½	33 35	25 0	18 35	**Puyoo** .....arr.	3 26	8 20	p.m.	...	6 57	Carbonne	9 1	1 7	6 32	...	
				,, **(45)**.....dep.	3 33	8 30	12 45	...	7 10	**Muret**	9 10	1 46	6 51	6 30	
178½	35 45	26 60	19 50	Peyrehorade	4 7	9 1	1 45	...	7 43	**Portet-St-Simon**	9 30	2 50	7 19	...	
192½	39 65	29 75	21 80	**Bayonne (45)** arr.	5 18	9 65	3 22	...	8 58	**Toulouse (45)** arr.	10 25	3 35	8 35	...	

Extra Train—Puyoo to Lourdes, 12.30 p.m.

TOULOUSE AND FOIX.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	Mls.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3
Dis.	fr. c.	fr. c.	fr. c.		a. m.	p. m.	Dis.	fr. c.	fr. c.	fr. c.		a. m.	p. m.
—	—	—	—	**Toulouse** .....dep.	5 20	4 5	—	—	—	—	**Foix** .....dep.	8 45	5 35
7½	1 45	1 10	0 90	Portet	5 32	4 17	34½	1 10	0 80	0 60	Varilhes	6 16	6 53
14½	2 95	2 10	1 50	Venerque	6 48	5 8	41	2 20	1 65	1 20	**Pamiers**	6 21	6 23
21½	4 15	3 10	2 25	Auterive	7 15	6 10	...	21½	4 15	3 10	2 30.	Saverdun	6 34	6 32
29½	5	4 50	3 20	Saverdun	7 50	6 45	...	30½	6	4 50	3 30	Auterive	7 25	6 55
34½	6 0	5 25	4 40	**Pamiers**	8 30	7 20	...	43	7 35	5 55	4 5	Venerque	7 36	7 10
41½	9 10	6 80	5 0	Varilhes	8 40	7 39	...	44½	8 70	6 50	4 75	Portet	7 50	8 18
51½	10 20	7 60	5 60	**Foix**.....arr.	9 6	7 56	...	51½	10 90	7 60	5 60	**Toulouse 45, 46a.**	9 51	9 30

CASTELNAUDARY, CASTRES, MAZAMET to CARMAUX.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	fr. c	fr. c	fr. c.									p.m.	p.m.		a.m.	a.m.	
				Castlnaudy d	...	a. m.	p.m.	p.m.	p.m.	p.m.	**Carmaux** dep	2 0	4 0	...	6 0	8 0	...
16½	3 15	2 40	1 70	Revel	...	7 50	12 5	3 25	8 47	...	**Albi** {Midi	2 50	4 42	...	6 50	8 42	p.m.
23½	4 65	3 50	2 55	Lampaut	...	8 40	12 55	4 15	9 36	...	{Orléans	2 55	5 40	...	7 35	9 40	3 39
28½	5 25	3 95	2 90	Soual	...	9 2	1 17	4 38	9 53	...	Mousquette	...	6 25	...	7 56	10 22	3 55
30½	5 90	4 45	3 20	**Albi** {Orléans .	...	9 18	1 28	4 48	10 8	...	Labouiarie	...	7 0	...	8 11	10 37	4 47
				{Midi	...	9 23	1 33	4 50	10 13	...	Lautrec	...	7 36	...	8 44	11 25	5 36
34	6 75	5 5	3 70	LaCremade	...	9 33	1 40	5 10	10 30	...	**Castres** .....arr	...	8 9	...	9 17	12 5	6 5
5	0 98	0 70	0 55	Labruguie	6 40	10 10	2 15	5 50	...	...							
11½	2 35	1 75	1 25	**Mazamet** .....arr	7 25	10 51	3 5	6 40	...	...				a.m.	a.m.	a.m.	p.m.
						a.m	p.m.	p.m.	p.m.		**Mazamet** ...dep	...	4 48	8 30	11 20	3 50	
9½	1 85	1 35	0 95	**Castres** .....dep	...	10 0	2 30	5 25	5 25		Labruguiere	...	5 4	8 46	11 54	4 22	
17½	3 45	2 55	1 85	Lautrec	...	10 32	3 15	6 11	5 49		**Castres** .....arr	...	5 17	9 11	12 10	4 47	
21½	4 15	3 10	2 30	Labouiarie	...	11 10	4 9	6 50	6 15		,, ...dep	...	5 35	9 36	12 33	5 25	
31½	5 90	4 45	3 20	Mousquette	a.m.	11 27	4 26	7 17	6 27		LaCremade	...	5 47	9 48	12 49	5 39	
36½	6 5	4 50	3 30	**Albi** {Orléans .	9 0	12 10	5 15	8 10	6 50		Soual	...	5 57	10 0	1 2	5 53	
40	7 85	5 90	4 30	{Midi	9 15	12 20	5 30	6 25	...		Lampaut	...	6 6	10 9	1 18	6 8	
				Carmaux ...arr	9 50	1 0	6 10	9 5	...		Revel	...	6 28	10 33	1 50	6 40	
											Castlnaudy ar ...	...	7 8	11 13	2 37	7 20	

Stations.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	
Paris .....dep.	11 45	8 15	...	10 45	...	...	
Bordeaux .....arr	5 35	7 10	...	2 20	...	...	
,, ...dep	6 0	8 25	10 45	2 59	5 0	5 30	
Facture	7 18	...	11 47	3 47	...	6 28	
Lamothe .....arr	7 24	9 10	11 53	3 53	5 43	6 34	
,, ...dep	7 35	9 11	11 56	4 5	5 45	6 37	
Le Teich	7 41	...	12 2	4 19	...	6 44	
Gujan-Mestras	9 1	9 22	1 9	4 27	...	6 57	
La Hume	8 8	...	...	4 35	...	7 4	
La Teste	10 9	9 33	1 19	4 42	6 3	7 11	
Arcachon .....arr	10 15	9 37	1 25	4 48	6 9	7 17	

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	
Arcachon .....dep	6 15	7 45	10 55	3 10	4 10	6 30	9 0
La Teste.....	6 22	7 51	11 2	3 17	4 16	6 42	9 10
La Hume	6 28	...	11 8	3 23	...	6 48	9 17
Gujan-Mestras.....	6 36	...	11 17	3 32	4 26	7 0	9 30
Le Teich	6 44	...	11 25	3 40	...	7 8	9 38
Lamothe .....arr	6 49	8 8	11 30	3 45	4 35	7 14	9 43
,, ...dep	6 50	8 10	11 42	...	4 36	7 15	9 55
Facture	6 57	...	11 50	...	4 43	7 23	9 55
Bordeaux .....arr	8 6	9 37	1 2	5 46	6 32	8 38	11 9
,, ...dep	9 25	9 35	...	...	6 30	...	11 28
Paris .....arr	5 10	5 10	...	...	2 20	...	7 0

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BORDEAUX to IRUN, ARCACHON, TARBES, BAGNERES DE BIGORRE, LOURDES, and BAGNERES-DE-LUCHON.
Chemin de Fer du Midi.

Mls.	1 Cl.	2 Cl.	3 Cl.	2 Cl.	Stations.	1,2,3	1 Ex	1 Cl.	1,2,3	1,2,3	1,2,3	1 Ex
Dis.	fr. c.	fr. c.	fr. c.	fr. c.		a.m.	p.m.		p.m.			a.m.
					PARIS (p. 34, 36)	11 45	8 15	...	10 45	...	...	1 045
					BORDEAUX arr. from Orleans	5 35	7 10	...	2 20	...	...	10 50
					Bordeaux Buffet) ...dep.	6 0	8 0	...	2 45	...	...	11 10
38	9 65	0 40		6 20	Facas	6 12	...	...	2 59	...	...	p.m.
45½	1 95	1 25		0 85	Pierroton	6 33	...	...	...	...	...	...
54½	2 85	2		1	Marcheprime	6 50	...	...	3 30	...	...	...
58½	4 40	3		2	Lamothe	7 1	8 53	...	4 0	...	12 33	...
65½	10 90	8 25		6	Labouheyre	8 20	9 48	...	5 23	...	1 55	...
85	13 40	10		7 35	Morcenx (Buffet) ...arr.	8 58	10 9	...	5 50	p.m.	2 33	...
					BORDEAUX ...dep.	...	8 0	...	2 45	...	11 10	...
					BAYONNE ... ,,	...	8 0	...	1 32	4 35	p.m.	10 40
67½	12 40	10		7 35	Morcenx (Buffet) dep.	...	10 35	...	4 25	7 47	8 0	2 58
72½	13 25	13 65		10 0	Mont-de-Marsan ...	...	11 39	...	7 35	10 0	8 29	3 50
111	22 15	16 60		12 20	Aire ...	...	12 24	...	8 24	p.m.	8 52	4 45
120½	24 0	18 0		13 20	Riscle ...	...	12 52	...	8 54	...	9 20	5 20
141½	28 20	21 15		15 60	Vic-en-Bigorre ...	...	1 40	...	9 52	...	...	6 34
151½	30 30	22 70		16 65	Tarbes (Buffet) ...arr.	p.m.	2 30	a.m.	10 22	p.m	p.m.	7 6
					,, (44, 45) ...dep.	7 35	...	9 40	p.m.	12 15	2 55	...
161	32	24		17 60	Montgaillard ...	8 11	...	10 0	...	12 45	3 27	...
166	33	24 75		18 15	Bagneres-de-Bigorre ...	8 30	...	11 0	...	12 58	3 40	...
					Pierrefitte ...arr.	...	5 0	...	...		9 50	...
					Bagneres-de-L... ,,	...	7 35	...	...	p.m.	10 30	...
					Morcenx (Buffet) ...dep.	9 23	10 34	...	6 10	8 0	...	3 25
76½	15 15	11 25		8 35	Rion ...	9 43	10 50	...	6 29	8 29	...	...
92½	18 35	13 65		10 0	Dax (page 45) ...	10 3	11 26	...	7 25	9 20	5 0	...
108	21 30	16 0		11 70	Saint Vincent ...	11 14	...	1, 2, 3	8 10	p.m.	5 57	...
122½	24 40	18 20		13 40	Bayonne (St. Esprit) arr.	11 56	12 29	a.m.	8 53	...	6 50	...
					,, (44) ...dep.	...	12 50	9 40	p.m.	...	6 0	...
139	25 60	19 15		14 5	Biarritz ...	...	1 10	10 0	...	...	6 20	...
127	27 20	20 40		14 95	St. Jean de Luz ...	...	1 35	10 27	...	...	6 46	...
145	29 70	21 50		15 75	Hendaye (Buffet) ...arr.	...	2 10	10 55	...	...	7 20	...
146½	29 5	21 75		16 0	Irun (Paris time) ...	...	2 15	11 0	...	...	7 25	...
					,, ...dep.	...	...		...	...	...	...
					MADRID ...	...	...		a.m.	...	...	...

Mls.						1,2,3	1 Cl	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.									p.m.	p.m.	a.m.	p.m.		
					MADRID ...dep.	...	...	...	...	...	...	...	...	...
					Hendaye ... arr.	...	...	noon	...	...	...	...	...	...
					... dep.	...	...	12 0	...	...	5 15	8 0	...	...
8					St. Jean de Luz	...	...	12 30	...	...	5 40	8 24	...	...
16½					Biarritz ...	...	...	1 0	...	...	6 8	8 50	...	...
23½					Bayonne (St. Esprit) arr.	a.m.	...	1 17	...	...	6 25	9 7	...	...
					,, (p. 44) ...dep.	6 50	...	2 32	6 35	...	...	...	10 40	...
38½					Saint Vincent ...	7 40	...	...	5 43	...	...	...	11 40	...
54					Dax (page 45) ... arr.	8 23	...	3 37	6 0	...	...	...	12 30	...
					,, ... dep.	8 33	...	3 47	6 12	...	...	...	12 45	...
69½					Rion ...	9 17	...	4 19	7 0	...	...	...	...	...
78					Morcenx (Buffet) ...arr.	9 35	...	4 35	7 19	...	...	...	1 50	...
					Bagneres-de-L... dep.	a.m.	...	7 40	11 15	...	...	...	...	...
					Pierrefitte ... ,,	...	...	...	1 40	a.m.	...	...	p.m.	p.m.
					Bagneres de Bigorre	6 0	...	...	p.m.	10 35	...	...	1 40	2 40
					Montgaillard ...	6 18	...	...	...	10 53	...	...	1 53	2 58
					Tarbes (Buffet) ...arr.	6 50	a.m.	...	...	11 25	p.m.	8 22	3 27	...
					,, (43, 45) ...dep.	...	5 0	12 10	2 34	...	5 35	...	...	...
					Vic-en-Bigorre ...	...	5 31	12 33	4 10	...	6 30	...	...	...
					Riscle ...	...	6 36	1 38	5 6	...	7 40	...	...	...
					Aire ...	...	7 3	1 56	5 22	...	...	...	...	...
					Mont-de-Marsan arr.	...	7 58	2 32	6 19	...	...	...	...	...
					... dep.	...	8 0	2 40	6 24	...	...	...	...	...
					Morcenx (Buffet) arr.	...	9 0	3 30	7 35	...	...	...	...	...
					BAYONNE ... ,,	...	11 58	6 55	...	...	...	...	...	...
					BORDEAUX ...	...	1 10	6 3	10 40	...	...	...	...	...
78					Morcenx (Buffet) ...dep.	10 0	...	3 46	7 47	...	...	...	2 25	...
90					Labouheyre ...	10 34	...	4 11	8 18	...	...	...	3 16	...
113½					Cadon ...	11 20	...	...	9 15	...	...	...	...	...
120					Lamothe ...	11 50	...	5 10	9 35	...	...	...	4 44	...
126½					Marcheprime ...	12 16	...	...	9 56	...	...	...	...	...
132					Pierroton ...	12 33	...	...	...	...	...	...	...	...
140½					Epesse ...	12 54	...	...	10 24	...	...	...	...	...
145					Bordeaux (pp. 37, 45) a.	1 10	...	5 50	10 40	...	...	...	6 8	...
					,, dep.	p.m.	...	6 30	11 20	...	...	...	7 4	...
					PARIS ... arr.	...	...	9 37	7 58	...	...	...	7 44	...
								a.m.	p.m.				p.m.	

CHEMIN DE FER DU MEDOC.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Soulac les Bs.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Bordeaux dep.	8 25	10 35	2 30	6 52	Soulac	5 30	7 40	2 44	6 30			
Blanquefort	8 59	11 5	3 4	...	Talais	5 40	7 50	2 55	6 43			
Castelnau	9 39	11 43	3 44	...	St. Vivien	5 50	8 0	3 5	6 51			
Ludon	9 46	11 51	3 52	7 16	Queyrac	6 0	8 10	3 15	7 1			
Macau	9 56	12 1	4 2	7 26	Lesparre	6 17	8 50	3 34	7 35			
Margaux	10 6	12 12	4 13	7 36	St. Germain d'Est	6 36	9 9	3 53	7 55			
Arsac	10 17	12 23	4 24	7 47	Verteuil	6 56	9 19	4 13	8 15			
Moulis	10 27	12 33	4 34	7 57	Pauillac	7 11	9 49	4 28	8 30			
St. Laur. St. Jul.	10 37	12 43	4 44	8 7	St. Laur. St. Jul.	7 21	9 59	4 38	8 40			
Pauillac	10 52	12 58	4 59	8 22	Moulis	7 36	10 14	4 53	8 55			
St. Estephe	11 6	1 12	5 13	8 36	Margaux	7 46	10 24	5 3	9 5			
Verteuil	11 24	1 30	5 31	8 54	Arsac	7 56	10 34	5 13	9 15			
Lesparre	11 44	1 50	5 51	9 14	Macau	8 7	10 45	5 24	9 26			
Queyrac	12 1	2 7	6 8	9 31	Ludon	8 17	10 55	5 34	9 36			
St. Vivien	12 11	2 17	6 18	9 41	Castelnau	8 27	11 5	5 44	9 46			
Talais	12 19	2 25	6 26	9 49	Blanquefort	8 36	11 14	5 53	9 55			
Soulac	12 30	2 36	6 37	10 0	Bordeaux arr.	9 10	11 51	6 25	10 30			

BARBEZIEUX and CHATEAUNEUF.—Chemin de fer de Barbezieux à Chateauneuf.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.		a.m.	p.m.	p.m.	p.m.
Barbezieux dep.	7 12	11 30	6 55		ROCHEFORT dep	4 34	7 12	11 45	
Vivile ...	7 23	9 45	3 46	7 46	ANGOULEME dp	7 25	9 45	3 46	7 46
Salvile ...	7 33	10 4	3 54	7 55	...	7 40	10 33	4 35	8 40
Chateauneuf ar.	7 40	10 20	4 0	8 1	Mainville ...	7 55	10 52	4 52	8 57
ANGOULEME arr	7 52	11 7	4 44	8 49	Vivile ...	8	9 11	5 4	9 5
ROCHEFORT arr	8	11 20	5	9 25	Barbezieux arr.	8 19	11 51	5 30	9 25

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MONTREJEAU and BAGNERES-DE-LUCHON.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
	p.m.	p.m.	a.m.
BORDEAUX ...dep	9 0	..	8 15
TOULOUSE..... ..	5 20	9 10	2 20
Montrejeau.....dep	10 0	2 25	6 10
Loures.....	10 19	2 38	6 26
Salechan.....	10 36	2 52	6 45
Marignac-St.-Beat ...	10 56	3 5	7 6
Bagneres-de-L arr	11 27	3 30	7 35

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.
Bagneres-de-L. dep	7 40	10 25	4 5
Marignac-St.-Beat	8 18	10 55	4 43
Salechan	8 36	11 8	5 2
Loures	8 53	11 21	5 31
Montrejeau ..... arr	9 10	11 35	5 38
TOULOUSE	1 25	5 35	9 55
BORDEAUX ...	10 38	...	6 45

EXTRA TRAINS.—Montrejeau to Bagneres-de-Luchon, 12.15 p.m., and vice versa at 1.36 p.m.

BEZIERS to ESTRECHOUX, St.-AFFRIQUE, and MILLAU.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Beziers .....dep.	7 25	8 10	2 15	10 50	6 25	5 30	...	...	...	...	...	...	...
Bedarieux	10 40	11 25	5 30	1 0	9 40	8 45	...	...	...	...	...	...	...
Latour	10 52	11 37	5 42	1 12	9 52	8 57	...	...	...	...	...	...	...
Tournemire arr.	1 20	2 5	...	...	...	...	...	...	...	...	...	...	...
Tournemire dep.	1 22	2 7	9 10	...	10 23	9 40	...	...	...	...	...	...	...
St.-Estreffrique arr.	2 7	2 52	9 45	...	11 13	10 27	...	...	...	...	...	...	...
Estrechoux dep.	1 22	2 7	9 10	...	6 30	6 57	...	...	...	...	...	...	...
Latour	1 32	2 17	9 20	...	6 40	7 7	...	...	...	...	...	...	...
Millau	2 0	2 45	9 48	...	7 8	7 35	...	...	...	...	...	...	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
St.-Affrique dep.	5 25	8 35	...	...	...	...	...	4 30	...	...	...	...	...
Tournemire arr.	6 0	9 10	...	...	...	...	...	4 55	...	...	...	...	...
Estrechoux dep.	...	...	4 20	12 20	7 50	10 0	5 50	...	8 40	...	...	...	...
Latour	...	...	4 30	12 33	8	10 13	6 3	...	8 50	...	...	...	...
Millau	5 20	12 10	...	...	...	...	...	4 0	...	4 30	9 0	3 0	...
Tournemire	6 27	1 17	...	...	...	...	...	5 7	...	5 37	10 7	4 7	...
Latour	6 37	1 27	4 53	12 56	8 23	10 34	6 11	5 17	9 15	5 47	10 17	4 17	...
Bedarieux	6 54	1 44	5 10	1 13	8 40	10 51	6 28	5 34	9 32	6 4	10 34	4 34	...
Beziers ..... arr.	10 30	5 40	6 15	2 55	8 15	10 22	6 12	9 15	2 10	...	...	...	...

ROUSSENS and SAINT-AFFRIQUE.—Chemin de fer du Midi.

Stations.	1 & 3 1 & 3	1 & 3	1 & 3
	a.m.	p.m.	p.m.
Saint-Girons.....dep.	...	1 55	...
Cazaunet	...	2 38	...
Prat-de-Bouvpaux	...	3 16	...
Hte-Mane-Toulle	...	3 33	...
Salles du Salat	...	3 46	...
Mazères-S.-Jo-Salat	...	4 17	...
Roussens (44) ...arr.	6 50	5 0	...

Langon and Bazas at 9.10 a.m., 3.50 and 6.5 p.m.
Bazas and Langon at 6.40 a.m., 1.35 and 4.5 p.m.

DAX, and PAU.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Dax .....dep.	5 30	11 30	7 15	...	...	...	...	1 55	6 40	...	...	...	...
Peyrehorade	6 5	12 10	7 50	...	...	...	...	2 30	7 20	...	...	...	...
Orthez	6 25	12 30	8 7	...	...	...	...	2 50	7 40	...	...	...	...
Peyrehorade	6 57	1 0	8 40	...	...	...	...	3 26	8 20	...	...	...	...
Dax ..... arr.	7 20	1 30	9 0	...	...	...	...	3 53	8 45	...	...	...	...
Pau ..... arr.	8 13	3 35	9 53	...	...	...	...	5 36	9 37	...	...	...	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Pau ..... dep.	7 47	12 20	3 10	6 25	...	...	...	...	...	...	...	...	...
Peyrehorade	8 15	12 49	3 40	6 55	...	...	...	...	...	...	...	...	...
Orthez	8 33	1 7	3 58	7 13	...	...	...	...	...	...	...	...	...
Peyrehorade	8 46	1 21	4 11	7 46	...	...	...	...	...	...	...	...	...
Dax ..... arr.	9 0	1 35	4 27	8 0	7 15	...	...	...	...	...	...	...	...
Dax ..... dep.	9 23	2 0	4 56	8 29	7 45	...	...	...	...	...	...	...	...
Bayonne	9 58	2 35	5 31	9 5	8 19	...	...	...	...	...	...	...	...
Biarritz	10 21	2 58	5 54	9 28	8 50	...	...	...	...	...	...	...	...
Irun ..... arr.	10 54	3 34	6 30	10 0	9 30	...	...	...	...	...	...	...	...
Bayonne ..... dep.	11 40	...	5 35	8 45	7 30	...	...	...	...	...	...	...	...
Biarritz	12 15	...	6 10	9 18	7 47	...	...	...	...	...	...	...	...
St. Jean de Luz	12 45	...	6 38	9 57	8 35	...	...	...	...	...	...	...	...
Hendaye ..... arr.	1 0	...	6 55	...	...	...	...	...	...	...	...	...	...

BEZIERS AND AGDE TO MONTPELLIER AND LODEVE, AND ROUJAN Servrettes.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Pauilhan ..... dep.	6 30	10 30	...	...	...	...	...	...	...	3 45	...	...	...
Roujan Nedles	6 47	10 47	...	...	...	...	...	...	...	4 2	...	...	...
Pauilhan ..... dep.	6 50	10 50	10	...	...	...	...	...	...	4 20	...	7	10
Lodève	5 58	10 15	10	55	...	...	...	...	...	3 40	7	50	...
Clermont-L'Hera'lt	6 38	10 55	...	...	...	...	...	...	...	4 20	8	10	...
Pauilhan ..... arr.	6 58	11 15	...	...	...	...	...	...	...	4 40	8	30	...
Montpellier (53) dep.	5 30	9 35	...	...	...	...	...	...	...	3 23	6	53	7 30
Cournonterral	6 4	9 59	...	...	...	...	...	...	...	3 57	7	28	8 4
Villevyre	7 10	11 20	...	...	...	...	...	...	...	5 13	8	39	9 11
Pezenas	7 31	11 51	...	...	...	...	...	...	...	5 44	9	6	9 42
Lunel	7 43	12 6	...	...	...	...	...	...	...	5 59	9	22	9 58
Lunel ..... dep.	7 49	12 12	11	55	...	...	...	...	...	6 5	9	28	10 4
St. Thibery	8 10	12 33	...	...	...	...	...	...	...	6 26	9	49	10 25
Florensac	8 18	12 41	...	...	...	...	...	...	...	6 34	9	57	10 33
Vias	8 30	12 53	...	...	...	...	...	...	...	6 46	10	9	10 45
Agde ..... arr.	8 45	1 5	...	...	...	...	...	...	...	7 1	10	24	11 0
Beziers (43.46.70) ar	8 45	1 5	4	7	4	7	10	15	...	7 45	10	45	11 0

AGEN AND TARBES.

Mls.	Fares. 1 cl.	2 cl.	3 cl.
Dis.	fr. c.	fr. c.	fr. c.
113	3 35	2 75	1 95
117	3 45	2 55	1 85
22	4 45	3 30	2 40
26	5 65	4 20	3 10
43	8 60	6 45	4 70
...	...	...	...
57	11 20	8 40	6 15
62	12 10	9 5	6 65
70	14 0	10 55	7 70
79	15 75	11 80	8 65
84	16 60	12 45	9 10

Stations.	Trains. 1, 2, 3	1, 2, 3	1, 2	3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	a.m.
Agen (Buffet) dep.	5 10	11 30	7 10	...	...
Astaffort	5 46	12 6	7 51	...	...
Castex-Lectoures	6 0	12 21	8 5	...	...
Lectoure	6 16	12 37	8 22	...	...
Fleurance	6 33	12 52	8 34	...	...
Auch .....arr.	7 15	1 35	9 21	...	...
..... dep.	7 30	1 45	10 7	5	25
L'Isle-de-Noé	8 13	2 24	10 20	6	22
Mirande	8 40	2 50	...	6	57
Mid'lan	9 24	3 23	...	8	5
Rabastens.....	10 0	3 54	...	8	54
Vic-en-Bil-) arr.	10 11	4 5	...	9	19
gorre(45)) dep.	10 14	4 8	...	9	21

Stations.	Fares. 1 cl.	2 cl.	3 cl.
	fr. c.	fr. c.	fr. c.
...	...	...	...
Tarbes(Buff.)dp.	2 20	1 65	1 30
Vic-en-Bil-) arr.	2 20	1 65	1 30
gorre(45)) dep.	...	...	...
Rabastens.....	3 45	1 85	1 35
Midlan	4 15	2 10	2 30
Mirande.....	6 15	4 60	3 45
L'Isle-de-Noé	7 15	5 30	3 50
Auch..... arr.	9 60	7 20	5 25
... .dep.	...	...	...
Fleurance	12 70	9 50	6 95
Lectoure	13 80	10 30	7 55
Castex-Lectoureis	14 75	11 10	8 10
Astaffort	15 85	11 90	8 70

Stations.	Trains. 1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.	p.m.
...	...	...	...	...
Tarbes(Buff.)dp.	7 40	1 20	...	5 40
Vic-en-Bil-) arr.	8 5	1 40	...	5 43
gorre(45)) dep.	8 8	2 0	...	5 53
Rabastens.....	8 19	2 12	...	6 5
Midlan	8 49	2 42	...	6 35
Mirande.....	9 33	3 32	...	7 5
L'Isle-de-Noé	9 49	3 45	...	8 23
Auch..... arr.	10 30	4 19	...	9 15
... .dep.	11 0	4 30	7 16	...
Fleurance	11 46	5 12	8 0	...
Lectoure	12 5	5 30	8 22	...
Castex-Lectoureis	12 23	5 43	8 55	...
Astaffort	12 37	5 57	9 10	...

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NANTES, LA ROCHE-SUR-YON (NANTES, COUTRAS and BORDEAUX) Chemins de fer de Charente.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	fr. c.	fr. c.	fr. c.				a.m.	a.m.					p.m.
—	—	—	—	Nantes.....dep	...	...	...	6 25	...	...	...	...	3 5
—	—	—	—	La Roche-s.-Yon.ar	...	...	...	8 50	...	...	...	...	4 30
—	—	—	—	,, dep	...	...	5 20	9 0	a.m.	...	...	...	5 5
70¾	14 0	10 45	7 70	Lucon	...	...	6 32	9 55	6 35	...	...	...	6 8
87	17 5	12 75	9 35	Velluire (Font.-le-C.).	...	...	7 3	10 32	8 50	...	...	...	6 51
97½	19 25	14 40	10 60	Marans	...	...	7 37	11 3	9 35	...	...	...	7 28
112¾	22 25	16 65	12 30	La Rochelle ...arr	...	a.m.	8 16	11 39	10 33	p.m.	p.m.	...	8 10
...	...	...	...	,, (38)...dep	...	6 20	8 30	11 52	11 15	3 15	4 33	8 22	...
115¾	22 85	17 10	12 55	Angoulins	...	7 5	8 39	11 1	11 50	3 25	4 54	8 37	...
130½	25 55	19 10	14 10	Rochefort (38) arr	a.m.	7 15	9 17	12 35	12 15	4 3	5 40	9 7	...
...	...	...	...	,, (Dare) dep	5 35	7 16	9 30	12 40	12 26	4 11	6 6	9 16	...
...	...	...	...	,, (Exchange) ...	...	7 26	9 32	12 43	p.m.	4 15	6 45	9 19	...
134½	26 40	19 75	14 55	Charente (Tonnay) ...	5 48	8 0	...	12 52	...	4 24	p.m.	9 28	...
147½	29 0	21 65	15 95	Saint Savinien	6 21	8 12	...	1 24	...	4 57	...	10 0	...
151½	29 80	22 30	16 45	Taillebourg	6 32	8 26	...	1 35	...	5 8	...	10 11	...
157½	31 10	23 25	17 10	Saintes .....arr	6 45	8 43	...	1 48	...	5 21	...	10 24	...
...	...	...	...	,, (47) ...dep	6 55	8 54	...	1 54	...	5 36	...	10 44	...
161½	31 80	23 80	17 55	Chaniers	7 5	9 2	...	...	...	5 46	...	10 56	...
163½	32 20	24 10	17 75	Belliant	7 13	...	...	2 9	...	5 54	...	11 4	...
172¾	34 5	25 45	18 75	Pons	7 28	...	...	2 28	...	6 18	...	11 31	...
178½	35 15	26 30	19 35	Mosnac (8.-Genis) ...	7 52	...	...	2 41	...	6 31	...	...	...
185½	36 35	27 20	20 0	Jonzac	8 10	...	...	2 56	...	6 49	...	12 5	...
197½	38 95	29 15	21 45	Montendre.....	8 49	...	...	3 28	...	7 25	...	12 40	...
208½	41 5	30 75	22 60	Saint Mariens arr	9 17	...	...	3 57	p.m.	7 51	p.m.	1 7	...
...	...	...	...	,, (47) dep	9 22	...	...	3 50	...	7 53	4 43	1 12	...
215¼	42 15	31 85	23 20	Maroennis	9 40	...	...	4 7	...	8 10	6 9	...	...
222½	43 90	32 85	24 20	Guitres	10 4	...	...	4 39	...	8 32	6 50	...	...
227¾	44 60	33 40	24 60	Coutras .....arr	10 16	...	...	4 40	1 Cl.	8 45	7 6	2 0	...
...	...	...	...	,, ...dep	11 30	...	...	4 51	9 15	9 25	...	2 15	...
236¼	45 0	34 0	25 0	Libourne (32)...arr	11 59	...	...	5 19	9 34	9 57	...	2 50	...
269¼	45 0	34 0	25 0	Bordeaux .....arr	1 15	...	...	6 35	10 18	11 17	...	4 12	...
					p.m.	p.m.	p.m.	p.m.		a.m.			

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 cl.	1, 2, 3
			a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Bordeaux.....dep	...	...	7 0	9 0	...	...	12 35	6 30	...
Libourne (32)	...	...	8 6	9 47	...	...	1 54	7 12	...
Coutras .....arr	...	a.m.	8 32	9 14	...	...	2 25	7 30	†
,, ...dep	...	6 11	...	9 20	...	...	2 42	7 47	1, 2, 3
Guitres	...	6 25	...	9 33	...	...	3 20	8 10	...
Maroennis	...	6 46	...	9 59	...	...	3 40	8 34	...
Saint Mariens arr	...	7 1	...	10 12	...	...	3 57	8 50	...
,, (43) dep	...	7 4	...	10 14	...	...	3 42	8 54	...
Montendre.....	...	7 31	...	10 38	...	...	4 11	9 25	...
Jonzac	...	8 7	...	11 8	...	...	4 47	9 59	...
Mosnac (8.-Genis).....	...	8 22	...	11 24	...	...	5 2	10 13	...
Pons	a.m.	8 37	...	11 37	...	...	5 19	10 28	...
Belliant (branch) ..	7 3	9 0	...	11 56	...	...	5 43	10 50	...
Chaniers	7 10	9 6	...	...	...	...	5 49	10 57	...
Saintes .....arr	7 21	9 15	...	12 5	...	p.m.	6 5	11 7	...
,, (47) ...dep	7 40	...	...	12 28	...	4 16	6 41	11 15	...
Taillebourg.....	7 56	...	...	12 41	...	4 34	6 55	...	...
Saint Savinien	8 10	...	...	12 54	...	4 25	7 8	11 40	...
Charente (Tonnay) ..	8 43	a.m.	...	1 24	...	6 0	7 37	12 6	...
Rochef't(Exchange	8 57	7 30	1, 2, 3	1 33	...	6 14	7 48	...	...
,, (Dare) arr	8 59	7 32	p.m.	1 35	p.m.	6 17	7 50	12 17	...
(38)...dep	9 4	7 30	12 8	1 40	4 10	p.m.	7 59	...	...
Angoulins	9 43	8 10	12 48	2 18	4 49	...	8 31	1, 2, 3	...
La Rochelle ...arr	9 53	8 18	1 0	2 28	4 58	...	8 47	a.m.	a.m.
,, (38)...dep	a.m.	a.m.	p.m.	2 29	5 10	...	p.m.	7 50	5 50
Marans	...	...	...	2 58	5 52	...	...	8 50	6 30
Velluire (Font.-le-C....	...	...	...	3 23	6 33	...	...	a.m.	6 55
Lucon	...	...	...	3 58	7 5	...	...	...	7 45
La Roche-s.-Yo ar	...	...	...	4 50	8 0	...	...	...	8 45
,, dep	...	...	...	5 0	8 10	...	...	...	9 35
Nantes (39, 30) arr	...	...	...	7 11	10 21	...	...	12 6	
				p.m.	p.m.			p.m.	

NANTES and LA ROCHELLE to LIMOGES.

1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
fr. c.	fr. c.	fr. c.			a.m.	a.m.	p.m.	p.m.	p.m.
...	...	...	Nantes.....dep	...	...	...	6 35	...	...
...	...	...	La Rochelle ...dep	...	...	6 20	11 26	3 15	...
8 85	6 60	4 90	Saintes .....dep	...	...	8 43	2 0	5 50	10 29
9 55	7 15	5 35	Chaniers	...	...	8 54	2 11	6 1	10 40
9 95	7 45	5 55	Belliant	...	...	9 2	2 20	6 9	10 48
12 15	9 10	6 75	Cognac	...	6 23	9 34	3 1	6 48	11 20
13 75	10 30	7 65	Jarnac (Ségonzac) ...	...	6 50	10 2	3 30	7 15	p.m.
15 50	11 55	8 55	Châteauneuf	...	7 20	10 28	4 0	7 44	...
17 70	13 25	9 80	S. Michel-sur-Char...	a.m.	7 58	10 59	4 35	8 18	...
18 30	13 70	10 15	Angoulême	5 5	9 15	11 45	5 31	8 30	...
19 55	14 65	10 80	Magnac Touvre	5 23	9 45	12 6	5 49	p.m.	...
21 75	16 30	12	La Rochefoucald	5 56	10 29	12 41	6 23	...	...
24 35	18 20	13 50	Fontafie	6 29	a.m.	1 23	6 57	...	1, 2, 3
25 0	19 50	13 50	Chabannais	7 2	...	2 0	7 31	...	p.m.
25 0	19 50	13 50	Saint Junien.....	7 32	...	2 31	8 2	...	5 15
25 0	19 50	13 50	Vernuil	8 4	...	3 3	8 35	...	5 47
25 0	19 50	13 50	Limoges.....arr	8 31	...	3 35	9 8	...	6 20
...	...	...	,, Ville .....dep	8 40	1, 2, 3	4 10	p.m.	...	6 9

Stations.	1 cl.	1, 2, 3	1, 2, 3	1 cl.
	p.m.	a.m.	p.m.	a.m.
Paris .....dep	7 45	1 40	12 30	9 10
Limoges	1, 2, 3			
,, Puy lambert dp	4 10	9 10	noon	3 10
,, Ville .....dep	5 30	9 30	12 0	3 45
Vernuil	6 0	10 16	12 30	4 15
Saint Junien.....	6 35	11 2	1 8	4 50
Chabannais	7 6	a.m.	1 38	5 19
Fontafie	7 40	...	2 10	5 50
La Rochefoucald	8 18	...	2 49	6 36
Magnac Touvre	8 49	...	3 14	6 57
Angoulême	9 45	4 50	3 45	7 44
S. Michel sur-Char....	9 56	4 59	3 55	7 57
Châteauneuf	10 27	5 30	4 26	8 31
Jarnac (Segonzac) ...	10 58	5 59	4 55	9 3
Cognac	11 30	6 22	5 22	9 35
Belliant	12 0	7 3	5 52	10 10
Chaniers	12 7	7 9	5 59	10 16
Saintes (47) ...arr	12 16	7 19	6 9	10 25

Nantes.

SAINT-MARIENS and BLAYE.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	p.m.
Paris .....dep	8 15	...	10 45	...
Coutras...dep	6 11	...	2 42	...
St. Mariens.dep	9 21	7 10	3 50	8 52
Cars-St-Paul ...	10 0	8 7	4 29	9 32
Blaye .....arr	10 13	8 23	4 42	9 45
Blaye ....dep	10 20	a.m.	p.m.	p.m.
Bordeaux ..	12 20	...	...	...
Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
				p.m.
Bordeaux ...	...	...	5 0	...
Blaye ...arr	a.m.	p.m.	p.m.	7 50
Blaye ....dep	8 28	2 40	4 13	7 50
Cars St-Paul...	8 39	2 51	4 32	8 0
St. Mariens.d	9 13	3 25	5 25	8 35
Coutras...arr	10 18	...	7 6	...

French Railways.

PARIS, LYONS & MARSEILLES.—Chemin de fer de Paris a Lyon et a la Mediterranee.

Mls.	1st	2nd	3rd.	stations	1,2,3	1 & 2	1,2,3	1,2,3	1 Ex	1,2,3	1,2,3	1 cl.	1,2,3	1 Ex	1 Ex	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.			a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
				Paris ..... dep.		6 30	6 50	9 6	11 0	12 20	3 5	7 15	3 25	3 0	6 40	5 30	9 20	10 45
3¦	0 55	...	0 30	Charenton		†	...	9 12	...	...	‡	...	3 38	...		5 42	9 33	10 58
4¦	0 65	...	0 40	Maisons-Alfort		...	...	9 18	...	...	...	...	3 44	...		5 48	9 39	11 4
9¦	1 85	1 35	0 95	Villeneuve St. Georges		...	7 15	9 31	...	12 45	...	...	3 56	...		6 1	9 53	11 18
11¦	2 20	1 65	1 20	Montgeron		...	7 24	9 40	...	12 55	...	...	4 7	...		6 10	10 2	11 27
15¦	2 65	2 0	1 45	**Brunoy (p. 59)**		...	7 32	9 48	...	1 7	...	...	4 16	...		6 18	10 11	11 36
16¦	3 15	2 40	1 75	Combe-la-Ville		...	7 43	9 58	...	1 12	...	...	4 26	...		6 28	10 21	...
19¦	3 75	2 85	2 5	Lieusaint		...	7 52	10 9	...	1 22	...	...	4 36	...		6 38	10 31	...
24¦	4 65	3 50	2 55	Cesson		...	8 3	10 20	...	1 33	...	...	4 47	...		6 49	10 43	...
28	5 55	4 15	3 0	**Melun**		7 33	8 16	10 34	11 55	1 46	6 14	...	5 1	8 55	9 35	7 2	10 57	12 11
31¦	6 25	4 70	3 45	Bois-le-Roi		...	8 29	10 47	...	1 59	...	...	5 14	...		7 15	11 10	...
36¦	7 95	5 40	4 0	**Fontainebleau (p. 58)**		7 56	8 46	11 4	...	2 14	6 41	...	5 32	...	9 55	7 32	11 29	12 38
40	7 85	5 90	4 30	Thomery		...	...	11 18	...	2 26	...	...	5 42	...		7 42	11 39	...
43	8 25	6 20	4 55	Moret		...	9	11 28	...	2 35	6 56	...	5 52	...		7 50	11 49	...
49½	9 70	7 30	5 30	**Montereau (p. 56)** arr.	a. m.	8 21	9 21	11 47	12 35	2 54	5 12	8 37	6 11	9 25	10 18	8 10	12 8	1 7
	...	...	...	,, (*Buffet*) dep.	8 0	8 26	9 31		12 40	3 4	5 20	8 42	6 21	9 40	10 23	Stop	12 12	1 13
56	11 10	8 30	6 10	Villeneuve-la-Guyard ...	8 17		9 48	Stop		3 22	...		6 39	...			12 29	...
53½	12 50	9 40	6 90	Pont-sur-Yonne	8 39		10 10			3 44	...		7	...			12 48	...
70	13 90	10 45	7 60	**Sens (8)**	8 59	9 12	10 30		1 20	4 4	6 11		7 24	10 20			1 4	2 4
79¦	15 60	11 70	8 55	Villeneuve-sur-Yonne ...	9 21		10 52			4 27	...		7 47	...			1 31	...
84¦	16 60	12 45	9 10	St.-Julien-du-Sault	9 34		11 5			4 40	...		8 0	...			1 45	...
91¦	17 95	12 45	9 90	**Joigny**	9 54	9 54	11 26		1 57	5 1	6 58		8 23	10 47			2 3	2 51
97	19 5	14 30	10 50	**Laroche (p. 56)**	7 14	10 13	11 46		2 12	5 21	7 18	10 2	8 45	11 12	11 47		2 18	3 11
102½	20 15	15 15	11 10	Brienon	7 28	...	12 0		...	5 36	...	...	9 0	...	...		a. m.	3 26
108	21 30	16 0	11 70	**St.-Florentin**	7 43	...	12 16		...	5 52	...	...	9 16	...	...		...	3 42
115	22 65	16 95	12 45	Flogny	8 1	...	12 34		...	6 10	...	...	9 34	...	...		...	4 0
123	24 25	18 20	13 35	**Tonnerre** (*Buffet*) arr.	8 20	11 5	12 53		2 56	6 29	8 15	10 43	9 53	11 36	12 31		...	4 19
	...	...	...	,, dep.	8 27	11 29	1 11		3 3	6 47	8 35	10 46	12	12	12 46		...	4 30
128	25 20	18 90	13 90	Tanlay	8 41	...	1 25		...	7 1	...	...	...	...	...		...	4 45
131½	26 0	19 45	14 30	Lezinnes	8 53	...	1 36		...	7 12	...	...	...	...	...		...	4 57
136½	27 0	20 20	14 85	Ancy-le-Franc ..... (57)	9	...	1 50		...	7 26	...	...	...	...	...		...	5 13
140¼	27 70	20 75	15 20	**Nuits-sous-Ravier** ...	9 19	12 8	2		...	7 39	9 16	...	13 30	...	...		...	5 26
145¼	28 70	21 50	15 75	Aisy	9 33	...	2 17		...	7 53	...	...	...	...	...		...	5 41
151¼	29 90	22 40	16 40	**Montbard**	9 51	12 36	2 35		4 0	8 11	9 47	...	1 30	...	...		...	6 0
160¼	31 65	23 75	17 40	Les Laumes	10 16	...	2 59		...	8 35	...	...	...	...	...		...	6 27
174	34 25	25 75	18 90	**Verrey**	11 1	...	3 44		...	9 20	...	...	...	...	...		...	7 13
179¼	35 45	26 60	19 50	Blaisy-Bas	11 20	1 42	4 5		4 55	9 39	11 10	...	1 50	...	...		...	7 33
184	36 45	27 30	20	**Malain**	11 33	...	4 18		...	9 52	...	...	...	...	...		...	7 46
193¼	38 15	28 65	21 0	**Plombieres**	11 58	...	4 43	1,2,3	...	10 17	...	...	...	...	...	1,2,3	...	8 11
196¼	38 60	29 5	21 30	**Dijon** (*Buffet*) ..... arr.	12 6	2 19	4 51	a. m.	5 29	10 25	11 47	1 3	2 33	3 4	p. m.	8	...	8 52
	...	...	...	,, (p. 58) ..... dep.	12 21	2 28	5 15	6 0	6 2	...	12 2	1 9	2 44	3 15	8 50	...	...	9 3
203¼	40 15	30 10	22 10	Gevrey	12 39	...	5 32	6 18	...	Stop	...	...	...	...	9 8	...	...	9 21
207	40 90	30 65	22 45	Vougeot	12 50	...	5 44	6 29	...	...	...	...	...	...	9 19	...	...	9 32
210¼	41 50	31 10	22 80	**Nuits**	1 0	2 56	5 54	6 39	...	...	12 35	...	...	...	9 29	...	...	9 42
214	42 20	31 65	23 25	Corgoloin	1 11	...	6 5	6 50	...	...	...	...	...	...	9 40	...	...	9 53
219¼	43 30	32 50	23 45	**Beaune**	1 28	3 18	6 50	7 7	6 43	...	12 50	...	3 25	...	9 57	...	...	10 10
223¼	44 20	33 15	24 80	**Meursault**	1 41	...	7 3	7 20	...	...	...	...	...	...	10 10	...	...	10 23
229¼	45 30	33 90	24 85	**Chagny** (p. 53)	1 56	3 41	7 25	7 27	7 5	1,2,3	1 25	2 4	...	3 48	6 14	10 27	...	10 40
243¼	45 95	34 45	25 30	**Fontaines** (*Buffet*)	2 8	...	7 37	7 49	...	a.m.	...	...	...	...	...	10 39	...	10 52
239	47 15	35 35	25 95	**Chalons-s-Saone**	2 36	...	8 5	8 17	...	6 10	2 37	...	...	...	...	10 56	...	11 9
...	47 15	35 35	25 95	**Chalons-St. Comedi** ...	...	4 7	...	...	7 30	...	...	...	4 12	4 39	...	...	...	...
243¼	48 15	36 10	26 50	Varennes	2 56	...	8 25	8 37	...	6 30	...	...	...	...	...	...	...	11 29
253¼	50 35	37 75	27 70	Tournus	3 27	4 43	8 56	9 8	8 0	7 1	3 12	...	5 43	5 8	...	...	...	11 59
263¼	52 10	39 10	28 75	Fleurville	3 53	...	9 22	9 34	...	7 27	...	...	1,2,3	...	...	1,2,3	1,2,3	12 25
275	54 30	40 75	29 85	**Macon (page 54)** ...arr.	4 21	5 34	9 50	10 1	8 25	7 55	3 57	8 15	a. m.	5 10	6 43	p. m.	p. m.	12 52
	...	...	...	,, (*Buffet*) ....dep.	4 31	5 34	9 50	10 14	8 40	8 10	4 6	8 20	6 20	5 23	6 8	7 10	2 15	12 52
279¼	55 20	41 40	30 25	Creches	4 45	...	10 13	10 28	...	8 24	...	...	6 34	...	...	7 24	2 29	1 6
281¼	55 65	41 70	30 60	Pontanevaux	4 53	...	10 21	10 36	...	8 32	...	...	6 42	...	...	7 32	2 37	1 14
284¼	56 15	42 10	30 90	Romanesche	5 2	...	10 30	10 45	...	8 41	...	...	6 51	...	...	7 41	2 46	1 23
290¼	57 15	42 90	31 45	**Belleville**	5 15	6	10 43	10 58	...	8 54	...	...	7	5 51	...	7 54	2 59	1 36
292¼	57 80	43 30	31 75	Saint Georges	5 23	...	10 53	11 8	...	9 4	...	...	7 14	...	...	8 4	3 9	1 46
298¼	58 90	44 15	32 25	**Villefranche**	5 42	6 29	11 10	11 26	9 37	9 21	5 4	...	7 31	6 19	...	8 21	3 26	2 3
302¼	59 40	44 55	32 65	Anse	5 52	...	...	11 36	...	9 31	...	...	7 41	...	...	8 31	3 36	2 13
303¼	60 0	44 95	33 0	Trevoux	6 2	...	11 35	11 46	...	9 41	...	...	7 51	...	...	8 41	3 46	2 23
306¼	60 60	45 45	33 30	Saint-Germain	6 14	6 50	...	11 56	...	9 53	...	...	8 3	6 30	...	8 53	3 58	2 35
308¼	60 95	45 75	33 55	Neuville	6 29	...	...	12 6	...	10 1	...	...	8 11	...	...	9 1	4 6	2 43
311¼	61 60	46 20	33 95	**Collonges**	6 37	...	...	12 21	...	10 16	...	...	8 26	...	...	9 16	4 21	2 58
316	62 45	46 85	34 35	**Lyons (Vaise)** ..... arr.	6 51	7 11	11 56	12 35	10 5	10 30	6 46	...	8 40	6 49	7 18	9 30	4 35	3 12
	...	...	...	,, (p. 50.),, ... dep.	6 58	7 18	12 1	12 40	10 5	10 35	6 54	...	8 45	6 55	7 21	9 35	4 40	3 17
319	63 5	47 30	34 70	,, (Perrache) ...arr.	7 5	7 27	12 10	12 50	10 15	10 45	6 4	4 22	8 53	7 3	7 30	9 44	4 50	3 26
...	...	...	...	,, ,, (53) dep	p. m.	8 0	night	p. m.	10 45	a. m.	7 41	6 55	10 30	7 50	a.m.	p. m.	p. m.	5
						p. m.			a. m.	a. m.	a. m.		a. m.	a. m.	a. m.			p. m.
386¼	10630	79 75	56 45	**Marseilles** (p. 50.) arr.	...	7 15	...	...	6 32	...	...	...	6 36	11 40	11 0	5 43	...	6
						a. m.			p. m.	a. m.	p. m.		p. m.	p. m.	p. m.			a. m.

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MARSEILLES, LYONS, and PARIS.

No.	FROM Lyons.	STATIONS	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	Cl. Ex.
	1st. 2nd. 3rd.		a.m.	a. m.	p. m.	p.m.	p. m.	a. m.	a.m.	a. m.	p. m.		p.m.	p.m.		
	— — —	Marseilles (p.51).dep.	—	—	—	—	—	7 16	10 50	11 15	3 45		9 45	10 15	—	—
	— — —	L.ycpse (Fgrisèle)... arr.	—	—	—	—	—	6 4	8 40	11 28	10 16		5 46	8 46	—	—
		" " dep.						p. m.	p.m.	p. m.	p. m.	p. m.	a.m.	a.m.	a. m.	p.m.
		" (Valpe) arr.	8 18	8 0	1 55	5 20	6 20	6 0	7 15	11 50	10 40	8 25	6 55	9 35	11 0	7 25
		" " dep.	3 23	8 0	2 2	5 20	6 28	6 28	8 8	11 58		8 32	7 3	9 43	11 8	7 42
			8 28	5 13	2 8	5 44	6 48	8 15	—	12 3	—	8 38	7 8	9 46	11 14	7 40
		Collonges	8 43	5 28	2 23	5 59	7 0	—	—	—	—	8 53	—	—	11 29	—
		Serrville	8 57	5 42	2 37	6 13	7 14	—	—	—	—	9 7	—	—	11 43	—
		Saint-Germain	9 4	5 49	2 44	6 20	7 21	8 38	—	—	—	9 14	7 26	10 9	11 50	—
		Trevoux	9 15	6 0	2 55	6 31	8 32	—	—	—	—	9 25	—	—	12 1	—
		Anse	9 24	6 9	3 4	6 40	8 41	—	—	—	—	9 34	—	—	12 10	—
		Villefranche	9 36	6 21	3 16	6 53	8 53	9 2	—	12 50	—	9 46	7 46	10 31	12 23	8 23
		Saint Georges	9 51	6 36	3 31	7 7	9 8	—	—	—	—	10 1	—	—	12 37	—
		Belleville	10 2	6 47	3 42	7 18	9 19	—	—	1 12	—	10 12	—	10 51	12 48	8 42
		Romaneche	10 14	7 0	3 55	7 31	9 32	—	—	—	—	10 25	—	—	1 1	—
		Pontenavaux	10 24	7 9	4 4	7 40	9 41	—	—	—	—	10 34	—	—	1 10	—
		Creches	10 32	7 17	4 12	7 48	9 49	—	—	—	—	10 42	—	—	1 18	—
		Macon (p. 58) arr.	10 45	7 30	4 25	8 1	7 2	9 50	6 31	1 44	11 54	10 55	8 28	11 22	1 31	9 9
		" (Buffet) dep.	—	7 40	4 36	—	7 17	10 0	8 36	2 0	12 1	—	8 34	11 27	1 41	9 24
		Fleyrville	10 58	8 9	5 5	Stop	7 46	10 27	—	—	—	Stop	9 10	11 11	2 10	—
		Tournus	Stop	8 37	5 33	Stop	8 14	10 54	—	2 48	—		9 10	12 11	2 38	10 2
		Varennes	—	9 6	6 3	1, 2, 3	8 43	—	—	—	—	—	—	—	3 7	—
		Chalons.St. Cosme	—	—	—	a. m.	—	—	9 34	3 29	—	—	9 41	12 47	—	10 33
		Chalons-s-Saone	—	9 58	6 31	9 44	9 2	11 51	—	—	—	—	—	—	3 36	—
		Fontaines (Buffet)	—	10 17	6 50	7 3	—	—	—	—	—	—	—	—	3 55	—
		Chagny p. 58	—	10 29	7 12	7 25	—	12 27	10 0	4 0	1 20	—	10 5	1 17	4 13	11 0
		Marbault	—	10 52	7 35	7 38	—	—	—	—	—	—	—	—	4 26	—
		Beaune	—	11 6	7 52	7 52	—	12 51	10 17	4 24	—	—	10 24	1 37	4 40	11 20
		Coppelets	—	11 21	8 7	8 7	—	—	—	—	—	—	—	—	4 55	—
		Nuits sous Beaune	—	11 32	8 18	8 18	—	—	—	4 47	—	—	—	1 58	5 6	—
		Vougeot	—	11 43	8 28	8 28	—	—	—	—	—	—	—	—	5 16	—
		Gevrey	—	11 54	8 39	8 40	—	—	—	—	—	—	—	—	5 26	—
		Dijon (p. 53) arr.	—	12 11	8 55	8 57	—	1 44	10 37	5 20	2 14	—	11 6	2 28	5 45	12 2
		(Buffet) dep.	—	12 40	—	9 20	—	2 20	11 11	5 48	2 28	—	11 35	2 36	6 7	12 13
		Plombieres	—	12 51	Stop	9 31	—	—	—	5 51	—	—	—	—	6 18	—
		Malain	—	1 22		10 19	—	—	—	6 36	—	—	—	—	6 49	—
		Blaisy-Bas	—	1 39		10 36	—	—	—	6 39	—	—	12 10	2 35	7 6	—
		Verrey	—	1 55		10 35	—	—	—	6 55	—	—	—	—	7 22	—
		Les Laumes	—	2 24		11 14	—	—	—	7 34	—	—	—	—	8 2	—
		Montbard	—	2 40		11 36	—	4 22	—	7 57	—	—	1 7	4 31	8 27	1 44
		Aisy [53]	—	3 14		11 54	—	4 47	—	8 13	—	—	—	—	8 43	—
		Nuits-sous-Ravieres	—	3 30		12 12	—	5 4	1 2	8 30	—	—	—	—	9 1	—
		Tonnerre-Franc.	—	3 45		12 28	—	5 19	—	8 45	—	—	—	—	9 17	—
		Lezinnes	—	3 54		12 37	—	5 28	—	8 54	—	—	—	—	9 26	—
		Tanlay	—	4 6		12 46	1 2, 3	5 38	—	9 5	—	—	—	—	9 37	—
		Tonnerre arr.	—	4 18		1 1	p.m.	5 49	1 22	9 16	4 41	—	1 50	5 30	9 50	2 24
		" (Buffet) dep.	—	4 30		1 11	7 37	6 4	1 37	9 38	4 51	—	2 3	5 58	10 4	2 44
		Flogny	—	4 50		1 31	7 57	6 24	—	9 58	—	—	—	—	10 24	—
		St. Florentin	—	5 8		1 49	8 17	6 42	—	10 17	—	1, 2, 3	—	—	10 43	—
		Brienon	—	5 23		2 4	8 34	6 57	—	10 33	—	a. m.	—	—	10 57	—
		Laroche (page 56)	—	5 40		2 24	8 56	7 16	2 21	10 54	5 35	6 15	2 50	6 54	11 20	3 23
		Joigny	—	6 3		2 48	9 14	7 36	—	11 11	—	6 33	3 3	7 9	11 39	3 43
		St. Julien-du-Sault	—	6 24		3 8	9 34	—	—	11 32	—	6 53	—	—	11 56	—
		Villeneuve-sur-Yonne	—	6 37		3 49	9 46	—	—	11 46	—	7 6	—	—	12 9	—
		Sens (68)	—	7 3		4 14	10 14	—	—	12 11	—	7 31	3 42	7 58	12 34	4 26
		Pont-sur-Yonne	—	7 21		4 32	10 32	8 36	—	12 30	—	7 49	—	—	12 52	—
		Villeneuve-la-Guyard	1, 2, 3	7 34	1, 2, 3	4 54	10 54	—	—	12 49	—	8 2	—	—	1 11	—
		Montereau p. 99 ar.	a. m.	8 0	p.m.	5 20	11 10	9 18	3 11	1 5	6 46	9 27	6 19	8 36	1 37	5 2
		" (Buffet) dep.	9 30	8 10	2 0	5 31	—	9 31	3 36	1 18	6 56	9 35	6 32	8 41	1 40	5 9
		St. Mammes	9 41	8 26	2 16	5 47	—	—	—	—	—	9 51	—	—	—	—
		Moret	9 46	9 3	2 21	5 53	—	9 50	—	1 35	—	9 56	—	—	2 9	—
		Thomery	9 56	9 17	2 30	6 2	—	—	—	—	—	9 8	—	—	2 9	—
		Fontainebleau p. 99.	10 6	9 30	2 41	6 15	—	10 9	—	1 54	—	9 16	—	9 11	2 23	5 36
		Bois-le-Roi	10 20	9 44	2 55	6 29	—	—	—	—	—	9 30	—	—	—	—
		Melun	10 35	10 0	3 10	6 44	—	10 27	—	2 21	—	9 45	5 6	9 26	2 50	5 59
		Cesson	10 48	10 12	3 23	6 57	—	—	—	—	—	9 58	—	—	—	—
		Lieusaint	10 57	10 27	3 37	7 11	—	—	—	—	—	10 12	—	—	—	—
		Combs-la-Ville	11 16	10 36	3 45	7 19	—	—	—	—	—	10 20	—	—	—	—
		Brunoy (page 56)	11 29	10 45	3 55	7 29	—	—	—	—	—	10 30	—	—	—	—
		Marseilles	11 37	10 52	4 2	7 37	—	—	—	—	—	10 37	—	—	—	—
		Villeneuve-St-Georges	11 51	11 14	4 25	8 0	—	—	—	—	—	10 46	—	—	—	—
		Sables-Alfort	11 57	11 21	4 31	8 7	—	—	—	—	—	11 1	—	—	—	—
		Charenton	12 3	11 27	4 37	8 13	—	—	—	—	—	11 7	—	—	—	—
		Paris arr.	12 10	11 35	4 45	8 20	—	11 45	5 10	3 30	7 30	11 20	6 0	10 30	4 0	6 14

9.56 p.m. Ex.—Local Express, and takes at Macon, Passengers from Geneva and Italy.
8.45 p.m. Ex.—Marseillais.—Takes up from Stations South of Lyons only, for Stations East of Dijon and Paris only.

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PARIS LYONS, ST.RAMBERT, VALENCE, AVIGNON, AIX, and MARSEILLES.—Chemin de fer de Lyon a la Mediterranee.

dle.	1st	2nd	3rd	Stations.	1, 2, 3	1, 2, 3	1 Ex	1, 2, 3	1 Ex	1, 2, 3	1, 2, 3, 4	1, 2, 3	1 & 2	1 Ex	1, 2, 3
Dls.	fr. c.	fr. c.	fr. c.				p.m.	p.m.	p.m.		p.m.	a.m.	a.m.		
...	...	...	...	**Paris** (p. 48) dep.	...	...	8 0	3 5	7 15	...	10 45	6 30	11 0	...	...
...	...	...	...	**Lyons** (p. 48) arr.	...	...	7 2	6 4	4 33	...	3 15	7 37	10 15	...	...
					p.m	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	68 5	47 30	34 70	**Lyons** (Perrach) d.	2 10	5 45	7 30	7 41	4 55	10 30	5 0	6 40	10 45	4 22	...
2½	64 5	47 75	35 0	Saint Fons	2 28	6 3	...	...	...	10 48	...	...	...	4 43	...
4½	64 25	48 30	35 25	Feysin	2 37	6 12	...	...	...	10 57	...	...	...	4 52	...
6½	64 50	49 05	35 65	Serezin	2 47	6 22	...	...	...	11 7	...	...	...	5 2	...
12½	65 85	49 90	36 10	**Chasse** (page 56)	2 59	6 32	8 3	8 18	...	11 19	5 39	8 40	11 18	5 13	...
17½	66 75	49 95	36 65	Estressin	3 13	6 46	...	...	...	11 33	...	...	...	5 27	...
19½	66 85	50 15	36 75	**Vienne**	3 23	6 56	8 19	6 37	5 37	11 43	6 3	9 5	11 34	5 33	...
22½	67 50	50 65	37 10	Vaugris	3 33	7 6	...	...	...	11 53	...	...	...	...	...
26½	68 35	51 25	37 60	Les Roches de Cond	3 46	7 19	...	...	...	12 6	6 24	9 28	...	...	...
32½	69 45	52 10	38 20	Le Peage de Roux	4 2	7 33	...	...	...	12 21	6 40	...	...	Stop	...
...	69 95	52 45	38 50	Salaise	4 10	7 41	...	...	...	12 29	...	...	...	...	...
37½	70 60	53 95	38 80	**St. Rambert** (55)	4 26	7 56	8 54	9 34	6 10	12 42	7 5	9 55	12 7	...	...
41½	71 30	53 50	39 20	Andancette	4 39	8 8	...	...	...	12 55	7 18	...	...	...	...
45½	72 5	54 5	39 65	Saint-Vallier	4 52	8 20	...	...	...	1 8	7 31	10 17	...	...	...
50½	72 90	54 70	40 5	Serves	5 3	8 31	...	...	...	1 19	...	...	...	...	...
54½	73 90	55 40	40 60	**Tain**	5 20	8 46	9 26	10 2	...	1 35	7 55	10 42	12 30	1, 2, 3	...
59½	75 0	56 25	41 25	La Roche de Glun	5 35	9 1	...	...	...	1 50	...	...	...	a.m.	...
65½	76 10	57 5	41 85	**Valence** *Buf* (51)	6 16	9 17	9 56	10 42	7 1	2 21	8 43	11 33	1 6	7 27	...
71½	77 20	57 90	42 45	Etoile	6 25	...	...	...	...	2 40	...	...	...	7 46	...
76½	78 10	58 65	43 0	**Livron** ..... arr.	6 54	a.m.	10 17	11 18	...	3 59	9 10	11 51	...	8 8	...
				Livron ..... dep.	...	8 10	...	11 30	...	3 10	7 29	...	...	...	...
3	0 70	0 55	0 35	La Vaulte	...	8 22	...	11 42	...	3 24	7 24	...	...	...	...
6½	1 35	0 95	0 75	La Fauxin	...	8 36	...	11 56	...	3 41	7 51	...	...	...	...
14½	2 85	1 15	1 50	Chomerac	...	9 16	...	12 26	...	4 11	8 21	...	...	...	...
20	3 95	2 95	2 15	**Privas** ..... arr.	...	9 36	...	12 47	...	4 37	8 42	...	...	...	...
78½	78 55	58 95	43 20	Loriol	7 1	...	...	11 28	...	3 6	9 17	11 58	...	8 13	...
83	79 45	59 60	43 75	Saulce	7 14	...	...	...	...	3 19	...	...	...	8 25	...
86½	80 15	60 15	44 10	Lachamp Cond	7 25	a.m.	...	...	...	3 30	...	...	...	8 36	...
93½	81 55	61 15	44 85	**Montelimar**	7 41	5 40	10 59	12 9	7 31	3 55	9 56	12 39	2 1	9 2	...
99½	83 05	62 25	45 45	Chateauneuf	...	5 55	...	...	...	4 10	10 11	...	...	9 17	...
103½	83 25	62 45	45 60	Donzere	Stop	6 4	...	...	...	4 19	10 20	...	...	9 26	...
108½	84 15	63 3	46 25	**Pierrelle**	...	6 16	...	12 42	...	4 36	10 35	1 12	...	9 43	...
111½	85 25	63 95	46 90	Le Palud	...	6 25	...	...	...	4 45	...	...	...	9 52	...
114½	85 60	64 20	47 5	La Croisière	...	6 47	11 30	1 5	...	5 2	10 58	1 34	2 41	10 9	...
116½	86 10	64 55	47 35	Mondragon	...	6 55	...	...	...	5 10	...	...	...	10 17	...
119½	86 70	65 5	47 65	**Mornas**	1, 2, 3	7 5	...	...	...	5 20	...	...	...	10 27	...
121½	87 10	65 30	47 90	Piolenc	a.m.	7 12	...	...	...	5 27	...	...	...	10 34	...
125½	87 90	66 0	48 40	**Orange**	5 40	7 38	11 57	1 37	8 47	5 46	11 30	2 6	3 8	10 53	...
131½	88 90	66 70	48 95	Courthezon	5 55	7 42	...	...	...	6 0	...	...	...	11 9	...
134½	89 70	67 25	49 30	Bedarrides	6 4	7 52	...	...	...	6 10	...	...	...	11 19	...
137½	90 20	67 85	49 60	**Sorgues** (50)	6 15	8 5	12 18	2 7	...	6 23	...	...	...	11 32	...
139½	90 60	67 95	49 85	Le Pontet	6 25	8 15	...	...	...	6 33	...	...	...	11 42	...
143½	91 40	68 55	50 25	**Avignon** *Buf.* arr	6 34	8 24	12 32	2 22	9 17	6 42	12 10	2 46	3 39	11 51	...
				dep	6 41	8 39	1 0	2 37	9 22	7 2	12 24	2 58	3 44	12	...
147½	92 15	69 10	50 70	Barbentane	6 53	8 52	...	...	...	7 17	...	...	...	12 19	...
151½	92 85	69 65	51 5	Graveson	7	9 4	...	...	...	7 29	...	...	...	12 31	...
156½	94 10	70 60	51 75	**Tarascon** (53)	7 20	9 19	1 26	3 9	9 47	7 44	12 56	3 30	4 10	12 45	...
				dep.	7 30	10 0	1 31	3 21	9 52	7 56	1 10	3 40	4 18	12 58	...
160½	94 75	71 5	52 5	Ségonnaux	7 42	...	...	3 33	...	...	...	...	...	...	...
165½	95 70	71 75	53 60	**Arles** *Buffet* (52)	8 0	10 36	1 54	3 55	10 19	8 35	1 46	4 47	4 41	2	...
170	96 85	72 60	53 20	Raphele	8 16	...	...	4 11	...	...	...	...	...	...	...
175½	97 65	73 25	53 70	Saint Martin	8 30	...	...	4 33	...	...	...	...	...	...	...
182½	99 15	74 35	54 55	Entressen	8 51	...	...	4 46	...	...	...	...	...	...	...
185½	99 75	74 85	54 85	Miramas	9 5	11 22	2 36	5 0	...	9 21	2 51	5 42	5 25	2 57	...
89	100 40	75 25	55 25	**Saint-Chamas**	9 14	11 32	...	5 10	...	9 31	...	5 52	...	3 7	...
197½	102 10	76 60	56 15	Berre	9 35	...	...	5 29	...	...	...	6 11	...	3 25	...
201	103 0	77 20	56 5	**Rognac** ..... arr.	9 44	11 50	2 4	5 40	...	10 2	3 28	6 22	5 53	3 36	...
				Gap ..... dep.	...	...	...	...	...	12 48	4 25	...	...	4 30	...
				Sisteron ..... dep.	...	...	11 55	...	...	3 57	8 10	...	...	7 22	...
				Peyrtuis	a.m.	...	1 10	...	...	4 44	...	...	...	8 16	...
				Pertuis	6 40	...	4 26	...	...	7 15	...	...	...	10 18	...
				Aix ..... arr	8 8	a.m.	...	...	p.m.	8 43	...	a.m.	...	11 28	...
				" ..... dep.	9 19	10 19	...	4 22	...	9 0	...	5 20	...	11 38	...
				Rognac ..... arr	9 7	11 13	...	5 11	...	9 54	...	6 17	...	12 18	...
				Rognac ..... dep	9 59	12 4	3 9	5 45	†	10 10	3 36	6 28	5 58	3 41	...
206½	103 40	77 60	56 90	Vitrolles	10 2	...	...	5 54	...	...	...	...	...	...	...
207	104 10	78 10	57 25	Pas-des-Lanciers	10 13	...	...	6 5	...	10 30	...	6 45	...	3 56	...
213	104 60	78 70	57 75	L'Estaque (50)	10 26	...	...	6 18	...	...	...	...	...	...	...
218½	105 90	79 75	58 45	**Marseilles** (55) a.	10 45	12 47	3 45	6 38	11 40	11 0	4 25	7 15	6 33	4 22	...

† Stops 25 minutes for Luncheon.

6.0 p.m. Ex. Paris.—Local to all stopping Stations, except Lyons.

6.40 p.m. Ex. Paris.—Takes Passengers for Lyons, and branches only in direct communication which are not served by the 6.0 p.m. Train (See p. 48.

Extra Trains.—Aix to Marseilles at 9.56 a.m.; Rognac to Marseilles at 9.12 a.m., 12.15 p.m., and 5.31 p.m.

AVIGNON and SORGUES to CARPENTRAS.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
(page 50)	a.m.	p.m.	p.m.	p.m.	p.m.
Sorgues ...dep.	8 40	12 27	3 50	9 5	...
Carpentras ar.	9 23	1 9	4 34	9 53	...
Carpentras dep	7 0	11 10	1 40	6 5	...
Sorgues 55 arr.	7 50	11 55	2 25	6 50	...

BEAUCAIRE & BELLEVILLE.—Chemin de fer de Belleville a Beaucaire

Stations.	1 & 2	1 & 2	1, 2, 3	1 & 2	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Beaucaire dep	6 0	8 10	12 15	3 0	5 20	6.30	Belleville dep	7 10
Belleville ...arr	6 30	8 40	12 45	3 45	7 0	7 0	Beaucaire ...arr.	7 40

1 & 2	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3
a.m.	a.m.	p.m.	p.m.	p.m.
10 10	10 40	1 30	4 30	7 10
10 40	11 0	1 30	4 30	6 40

Marseilles and Pas-des-Lanciers.—(Extra Service.)

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
(page 50)	a. m.	p.m.	p.m.	p.m.
Marseilles dep.	6 10	12 40	3 40	6 40
Pas-des-Lanciers	6 40	1 10	4 10	7 10
L'Estaque dep	7 12	1 42	4 42	7 42
Mon St. Andre	7 17	1 47	4 47	7 47
Les Aygalades	7 22	1 52	4 52	7 52
St. Joseph	7 27	1 57	4 57	7 57
La Cannet	7 31	2 1	5 1	8 1
Mon St. Andre	7 36	2 6	5 6	8 6
Mon St. Henry	7 41	2 11	5 11	8 11
L'Estaque arr	7 46	2 16	5 16	8 16
Marseilles ...arr	7 51	2 21	5 21	8 21

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MARSEILLES, AIX, ROGNAC, AVIGNON, VALENCE, ST. RAMBERT LYONS, and PARIS.—Chemin de fer de Lyon a la Mediterranee.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3 Ex.	1,2,3	1,2,3 Ex.	1,2,3	1,2,3	1,2,3 Ex.	1,2,3
Dm	fr. c.	fr. c.	fr. c.		p. m.	a. m.	a. m.	a. m.	a. m.	p.m.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	**Marseilles** ...dep.	11 40	6 0	7 16	10 50	11 15	3 45	7 40	4 30	9 45	10 15
11½	2 25	1 75	1 25	L'Estaque(p.50)	...	6 18	...	...	11 33	...	...	4 48	...	10 32
11½	2 25	1 75	1 25	Pas-des-Lanciers	...	6 33	...	...	11 48	...	...	5 3	...	10 48
15	2 95	2 20	1 65	Vitrolles	...	6 42	...	...	...	...	...	5 12	...	...
—	—	—	—	**Rognac** ...arr.	12 20	6 49	7 56	11 22	12 1	...	2 16	5 19	10 17	11 1
—	—	—	—	**Rognac** ...dep.	...	7 4	9 59	...	12 20	...	3 23	6 16	...	11 10
—	3 15	2 40	1 75	**Aix** ...arr.	...	8 3	10 49	...	1 20	...	4 12	7 7	...	11 58
—	—	—	—	" ...dep.	a.m.	8 20	—	—	—	...	4 26	7 20	...	—
—	7 15	5 30	2 90	**Pertuis**	4 58	10 6	—	a.m.	—	...	5 57	8 49	...	—
—	17 60	13 20	9 65	**Sisteron** ...dep	9 31	1 0	...	4 45	...	...	9 50	—	...	—
—	—	—	—	**Gap** ...arr	...	4 4	...	9 20	...	...	11 51	—	...	—
173	3 45	2 55	1 85	**Rognac**.....dep	12 26	6 53	7 59	11 25	12 5	...	...	5 24	10 20	11 6
213	4 15	3 10	2 30	Berre	...	7 3	...	...	12 15	...	...	5 34	...	11
30	5 30	4 45	3 20	**Saint Chamas** ...	...	7 26	8 31	...	12 40	...	...	5 59	...	11 38
33	6 55	4 65	3 55	Miramas	1 11	7 43	8 46	12 0	12 55	...	...	6 14	10 56	11 53
45	8 60	6 45	4 90	Entressen	...	7 52	...	...	1 4	...	...	6 23	...	...
48	9 60	7 20	5 25	Saint Martin	...	8 9	...	...	1 21	...	...	6 40	...	...
53	10 60	7 90	5 80	Raphele	...	8 21	...	...	1 33	...	1,2,3	6 52	...	...
—	11 60	8 65	6 30	**Arles** (Buffet) arr.	1 55	8 38	9 30	12 38	1 48	5 6	a. m.	7 7	11 31	12 37
—	—	—	—	" (57).....dep.	2 25	10 12	9 36	12 40	1 55	5 11	6 40	7 13	11 36	12 42
—	12 30	9 20	6 75	**Sâgonnaux**	...	10 27	...	...	2 8	...	6 53	7 26	...	...
—	—	—	—	**Terrascon** ...arr.	2 46	10 39	9 57	12 56	2 19	5 27	7 4	7 37	11 54	1 3
—	—	—	—	" (52) dep.	3 13	10 44	10 9	1 3	2 43	5 39	7 16	7 47	12 4	1 17
68	13 60	10 5	7 35	Graveson	...	11 2	...	...	2 47	...	7 30	8 3	...	...
71½	14 15	10 60	7 60	Barbentane	...	11 16	...	...	3 1	...	7 44	8 16	...	...
75½	14 90	11 15	8 15	**Avignon** (Buff.) ar.	3 47	11 37	10 41	1 39	3 11	5 53	7 54	8 26	12 30	1 48
—	—	—	—	" (59) dep	3 57	11 41	11 1	1 34	3 21	5 58	8 4	8 37	12 36	1 57
79½	15 60	11 65	8 35	Le Pontet	...	11 52	...	...	3 31	...	8 14	8 47	...	...
83½	16 10	11 80	8 85	**Sorgues** (50)	...	12 6	11 20	1 49	3 44	...	8 27	8 59	...	...
86½	16 60	12 45	9 15	Sedarrides	...	12 15	...	...	3 53	...	8 36	9 8	...	...
94½	17 35	13 0	9 55	Courthezon	...	12 26	...	...	4 3	...	8 46	9 18	...	...
97½	18 35	13 75	10 10	**Orange** .....arr.	4 27	12 41	11 46	2 9	4 16	6 28	8 58	9 31	1 7	2 37
—	—	—	—	" .....dep.	4 42	12 49	11 51	2 14	4 22	6 33	9 5	—	1 12	2 43
97½	19 15	14 40	10 55	Ploieme	...	1 1	...	...	4 34	...	9 17	...	...	...
99½	19 55	14 65	10 75	Mornas	...	1 10	...	...	4 41	...	9 24	...	...	...
103½	20 35	15 20	11 15	Mondragon	...	1 21	...	...	4 51	...	9 34	...	...	...
105½	20 65	15 50	11 35	La Croisère	5 18	1 26	12 23	3 37	5 0	...	9 39	...	1 36	3 18
109½	21 15	15 85	11 65	La Palud	...	1 43	...	...	5 11	...	9 54	...	...	...
112½	22 15	16 60	12 20	Pierrelatte	5 32	2 2	12 46	...	5 28	...	10 10	...	...	3 33
117½	23 15	17 35	12 75	Donzere	5 45	2 17	...	...	5 41	...	10 23	...	...	...
122½	23 60	17 75	13 0	Chateauneuf	5 54	2 28	...	...	5 50	...	10 32	...	...	...
125½	24 75	18 55	13 60	**Montelimar**	6 13	2 30	1 26	3 19	6 14	7 28	10 54	3 23	4 10	...
132½	26 10	19 55	14 35	Champ Cond	6 30	3 47	...	...	6 31	...	11 11	...	...	...
138½	26 60	20 10	14 70	Saulee	6 41	3 56	...	...	6 42	...	11 22	...	...	...
146½	27 70	20 75	15 20	Loriol	6 54	4 11	2 1	...	6 55	...	11 35	...	4 45	...
—	—	—	—	**Privas** .....dep.	5 40	—	1 25	...	5 23	...	9 48	—	—	—
42	1 20	0 90	0 65	Chamérac	6 2	—	1 46	...	5 45	...	10 10	—	—	—
52	2 25	2 0	0 45	Le Pauzin	6 33	—	2 19	...	6 17	...	10 42	—	—	—
59	2 90	2 45	1 80	La Vaulte	6 46	—	2 31	...	6 30	...	10 55	—	—	—
70	4 15	2 90	2 10	**Livron** .....arr.	6 55	—	2 40	...	6 39	...	11 4	—	—	—
145½	26 10	21 5	15 45	**Livron**.....dep.	7 7	4 24	2 14	3 50	7 8	...	11 47	1,2,3	3 54	4 54
150½	26 90	21 75	15 6	**Etoile**	7 20	4 37	...	...	7 21	...	12 0	a.m.	...	...
154½	27 60	22 70	16 65	**Valence** *Buff* (51)	7 51	5 17	2 54	4 16	8 24	8 17	12 28	6 15	3 26	5 39
164½	31 25	25 45	17 20	Roche de Glun	8 7	5 33	...	...	...	...	12 44	6 31	...	...
164½	32 50	24 40	17 85	**Tain**	8 24	5 52	3 36	4 40	8 56	...	1 3	6 48	3 53	6 9
169½	33 45	25 10	18 40	Serves	8 37	6 5	...	...	...	...	1 16	7 1	...	...
175½	34 25	25 65	18 80	Saint-Vallier	8 49	6 18	3 49	...	9 18	...	1 29	7 12	...	...
177½	34 85	26 20	19 25	Andancette	9 2	6 31	...	...	...	...	1 42	7 24	...	...
181½	35 85	26 85	19 70	**St. Rambert** (55)	9 21	6 50	4 13	5 14	9 45	...	1 58	7 40	...	7 1
—	36 35	27 25	19 95	Salaise	9 31	7 0	...	...	...	...	2 8	7 50	...	...
194½	36 65	27 60	20 20	La Peage de Rouas	9 41	7 10	...	...	...	...	2 18	7 59	...	...
197½	37 95	28 40	20 80	Les Roches de Cond	9 58	7 27	4 40	...	...	...	2 35	8 15	...	...
203½	38 60	29	21 30	Vaugris	10 10	7 39	...	...	...	...	2 47	8 27	...	...
208½	39 40	29 55	21 65	**Vienne**	10 29	7 53	5 3	5 49	10 31	9 32	3 1	8 41	4 57	7 47
212½	39 90	29 85	21 80	Estrasin	10 35	7 59	...	...	...	...	3 7	8 47	...	...
220½	40 75	30 55	22 40	Chasse (page 56)	10 51	8 15	5 21	6 4	...	...	3 26	9 2	5 12	8 4
229½	41 25	31 0	22 75	Sarsin	11 1	8 25	5 31	...	...	...	3 36	9 12	...	...
232½	42 0	31 50	23 10	Feyzin	11 11	8 35	...	...	...	...	3 46	9 22	...	...
235½	42 60	31 95	23 40	Saint Fons	11 20	8 44	...	...	...	...	3 55	9 31	...	...
238½	43 20	32 30	23 95	**Lyons**(Perrach) a.	11 40	9 4	5 5	6 40	11 25	10 16	4 15	9 50	5 48	8 46
—	—	—	—	" (p. 49) dep.	a.m.	p. m.	6 0	7 15	11 50	10 40	p. m.	11 0	6 55	9 35
—	—	—	—		—	—	a. m.	a.m.	p. m.	a.m.	—	a.m.	p.m.	p.m.
—	61 5	47 30	34 70	**Paris** (p. 49) arr.	...	...	11 45	5 10	3 30	5 30	...	4 0	10 36	1 0

1.15 p.m. Ex. Lyons.—Takes Passengers from Stations South of Lyons, and at Chagny and Dijon ONLY, from Branch Lines, in direct communication. Also those with through Tickets from Lyons to London.

Trains. 1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3
a. m.	a.m.	p.m.		a.m.	p.m.	p.m.
5 34	9 45	6 34	Thiers.....dep.	6 30	1 40	6 30
6 20	10 23	7 20	Pont-de-Dore	7 10	2 20	7 10
6 43	10 46	7 43	Lezoux	7 33	2 43	7 33
6 58	11 1	7 58	Verneuil	7 48	2 58	7 48
7 21	11 24	8 21	Pont-de-Chéres	8 11	3 21	8 11
7 42	11 45	8 42	Aubiat (60)	8 32	3 42	8 32
7 47	11 50	8 47	Clermont-Ferr	8 37	3 47	8 37

CLERMONT and THIERS.

Trains. 1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3
a. m.	p. m.	p.m.		a.m.	p.m.	p.m.
6 9	1 30	6 34	Clermont-Ferr	6 30	1 40	6 30
6 20	1 40	6 41	Aubiat	6 43	2 19	7 4
6 43	2 19	7 4	Pont-de-Chéres	6 58	2 34	7 21
6 58	2 34	7 21	Verneuil	7 21	2 57	7 42
7 21	2 57	7 42	Lezoux	7 42	3 18	8 3
7 47	3 23	8 6	Thiers.....arr.	8 7	3 48	8 30

VALENCE and CHAMBERY.

| Trains. | | |

DIJON to BELFORT, GRAY, PONTARLIER, NEUCHATEL, SALINS and GRAY.

Dis.	1 cl.	2 cl.	3 cl.	Stations.	1,2,7	1 Cl.		1,2,3	1,2,3	1,2,3	1 cl.
Dis.	fr. c.	fr. c.	fr. c.		p.m.	p.m.		p.m.	a.m.	a.m.	a.m.
...	38 80	29 5	21 30	PARIS (48) d	3 5	8 0	...	10 45	2 30	6 50	11 0
					p.m.	a.m.		a.m.	p.m.	p.m.	p.m.
...	...	...	...	DIJON (48) ar	11 47	2 33	...	6 19	9 18	4 51	5 29
					1,2,3	1,2,3		1,2,3	1,2,3	1,2,3	
					a.m.	a.m.		a.m.	p.m.	p.m.	
				Dijon ..... dep	3 0	6 5		9 15	2 57	6 12	
9	1 70	1 30	0 90	Magny	...	6 28		9 36	3 18	6 33	
12	2 35	1 75	1 25	Genlis	...	6 36		9 44	3 28	6 43	
15	2 85	2 10	1 50	Collonges	...	6 44		9 54	3 36	6 51	
20	3 95	2 95	2 10	**Auxonne** ...arr	3 36	7 3		10 12	3 55	7 10	
				Auxonne...dep	3 41	7 36		10 39	4 12	7 43	
7½	1 45	1 10	0 80	Lamarche	...	7 57		11 0	4 33	8 4	
10	1 95	1 45	1 10	Pontailler	4 20	8 6		11 9	4 42	8 13	
14	2 65	2 0	1 45	Talmay	...	8 16		11 19	4 53	8 23	
17	3 25	2 45	1 75	Montoche	...	8 32		11 50	5 9	8 40	
23	4 55	3 40	2 55	**Gray (66)** arr	4 50	8 42		12 0	5 19	8 50	
27	5 25	3 95	2 90	Champvans	...	7 29		10 42	4 22	7 26	
30	5 75	4 30	3 15	**Dole** ..... arr	4 1	7 38		10 51	4 31	7 45	
				Dole ..... dep	4 21	8 3		1 35	4 52	7 58	
10	1 20	0 90	0 65	Gd-Contour	...	8 21		2 18	...	8 15	
15	1 85	1 35	0 95	Montbarry	4 44	8 38		2 40	5 18	8 24	
20	2 45	1 85	1 35	Chatelay	...	8 43		3 1	5 29	8 37	
24	3 15	2 40	1 75	Arc-Senans	5 3	8 55		3 19	5 41	8 49	
32	3 95	2 95	2 15	**Mouchard** 54	5 15	9 8		3 36	5 54	9 1	a.m.
				Mouchard...dep.	5 36	9 26	2	0	6 10	9 40	7 52
...	...	...	...	**Salins** ..... arr.	5 53	9 50	2	15	6 26	9 55	8 7
				Mouchard dep	5 37	9 35	...		6 16	...	
43	5 35	3 95	2 90	Monay Arbois...	5 44	9 47	...		6 28	...	
48	6 65	5 15	3 75	**Andelot 56** ...	6 13	10 18	...		7 11	...	
53	7 75	5 80	4 25	La Joux	6 28	10 33	...		7 26	...	
60	8 50	6 35	4 65	Boujeailles	6 43	10 47	...		7 41	...	
77	9 45	7 5	5 20	Frasne	7 0	11 5	...		7 59	...	
82	10 10	7 55	5 55	La Riviere	7 8	11 14	...		8 8	...	
91	11 60	8 65	6 30	**Pontarlier** ar.	7 24	11 32	p.m.		6 26	...	
				,, (24) dep.	8 5	12 55	1	30	9 16	...	
...	...	...	...	**Neuchatelar.**	9 50	3 0	7	2	11 20	a.m.	
...	...	...	...	NEUCHATEL dp	10 10	3 31	8	25	5 0	7 25	
				BIENNE ... arr.	11 0	4 22	10	10	6 5	8 30	
				BERNE	12 0	5 36	...		7 50	9 55	a.m.
				Swiss Times.	a.m.	p.m.	p.m.		p.m.		
				Pontarlier dep	7 53	12 25	3	0	8 41		
				Vallorbes	8 59	1 53	4	45	9 57		
				Cossonay	9 43	2 56	...		11 1		
				Lausanne ...arr	10 15	3 25	...		11 30		
...	...	...	...	**Dole** ..... dep	4 14	7 48	11	3	4 41	8 7	5 18
...	...	...	...	Rochefort	...	8 2	11	20	4 56	8 23	5 56
...	...	...	...	Orchamps	...	8 15	11	34	5 10	8 37	6 26
...	...	...	...	**Labarre** ..... arr.	...	8 21	...		...	...	6 48
				Labarre...dep.	...	6 55	...		...	...	6 42
				Gendrey	...	7 9	8		...	...	6 56
				Gray (66) arr.	...	10 31	...		...	...	8 4
42	5 25	3 80	2 55	**Manchot** ...dep.	4 46	8 23	11	46	5 21	8 52	7 2
46	6 10	4 30	2 90	Saint-Vit	4 58	8 46	12	1	5 34	9 5	7 25
50	9 80	7 35	5 40	Dannemarie.....	...	8 57	12	12	5 46	9 16	7 41
53	10 45	7 85	5 5	Francis	5 17	9	8	12	5 57	9 27	8 0
58	11 30	8 50	6 20	**Besancon** ...arr.	5 27	9 19	12	36	6 8	9 38	8 20
				,,(53) ...dep.	5 38	9 44	2	48	6 39		
...	...	...	...	Roche.....	5 52	10 0	3	4	6 56	...	
...	...	...	...	Laissey	6 9	10 18	3	22	7 16	...	
...	...	...	...	Baume-les-Dames	6 25	10 41	3	43	7 37	...	
...	...	...	...	Clerval	6 57	11 10	4	8	8 4	...	
...	...	...	...	L'Isle-sur-le-Doub	7 12	11 25	4	25	8 19	1,2,3	
...	...	...	...	Voujeaucourt.....	7 32	11 54	4	52	8 43	a.m.	
77	14 60	10 95	7 30	**Montbeliard** 57	7 45	12 11	5	4	8 54	9 4	
...	11 80	8 60	6 20	Hericourt	8 1	12 28	5	20	9 7	9 47	
110	23 15	17 25	12 75	**Belfort (66)** arr.	8 16	12 41	5	36	9 22	6 5	

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.	a.m.	a.m.	p.m.	p.m.
Belfort (66) dep	9 45	4 0	10 45	1 50	5
Hericourt	10 1	4 20	11 6	2 6	5 19
Montbeliard 57	10 13	5 8	11 18	2 22	5 32
Voujeaucourt.....	...	5 17	11 28	2 31	5 47
L'Isle-sur-le-Doub	...	5 44	11 56	2 59	6 12
Clerval	...	6 3	12 16	3 18	6 30
Baume-les-Dames ...	...	6 29	12 40	3 44	6 54
Laissey	...	6 49	1 1	4 5	7 15
Roche.....	...	7 7	1 18	4 25	7 32
Besancon ...arr.	a.m.	7 24	1 35	4 44	7 49
,,(53) ...dep.	5 17	7 45	1 45	5 20	8 9
Francis	5 29	7 57	1 57	5 32	8 20
Dannemarie.....	5 40	8 8	2 9	5 45	...
Saint-Vit	5 50	8 18	2 19	5 55	8 38
Manchot ...arr.	6 3	8 32	2 32	6 8	8 51
Gray ..... dep.	...	6 20	4 35	...	...
Gendrey	...	8 2	5 51	...	...
Labarre ...arr.	...	8 14	6 3	...	...
Labarre.....dep.	...	8 41	...	6 16	...
Orchamps	6 15	8 48	2 44	6 24	...
Rochefort	6 28	9 2	2 57	6 37	a.m.
Dole (61) ...arr	6 41	9 15	3 10	6 50	9 21
Swiss Times.	p.m.	a.m.	p.m.		
Lausanne ...dep	7 0	8 25	3 25	...	...
Cossonay	7 39	8 56	2 49	...	...
Vallorbes	8 35	10 25	5 9	...	...
Pontarlier arr	9 55	11 25	6 2	...	...
BERNE.....	1 50	4 55	8 15	9 15	12 30
BIENNE	3 35	6 40	9 55	10 31	2 20
NEUCHATEL ar.	3 46	7 47	9 7	11 36	3 25
Neuchatel dp.	p.m.	7 55	9 38	12 10	4 0
Pontarlier ar.	...	10 10	11 45	5 15	6 0
,,(24) dp.	...	4 27	11 35	...	6 0
La Riviere.....	...	4 37	11 45	...	6 19
Frasne	...	4 50	12 0	...	6 36
Boujeailles	...	5 13	12 21	...	6 48
La Joux.....	...	5 29	12 37	...	6 58
Andelot 56 ...	...	5 44	12 56	...	7 13
Pont-d'Hery.....	a.m.	6 56	1 0	p.m.	7 32
Salins .....dep.	4 50	6 57	3 33	10 57	7 37
Mouchard...arr.	5 3	9 10	3 35	12 40	7 50
Mouchard ...	5 9	7 43	1 57	3 22	8 12
Arc-Senans	5 26	8	2 10	5 43	8 34
Chatelay	5 41	8 19	2 22	5 55	8 36
Montbarry	5 55	8 32	2 34	6 7	8 46
Gd.-Contour.....	6 8	8 48	2 54	6 17	...
Dole (60) arr.	6 31	9 0	3 1	6 34	9 9
Dole	6 51	9 25	3 20	6 39	9 31
Champvans	7 1	9 35	3 30	7 9	...
Gray .....dep.	5 45	8 43	3 32	5 45	8 39
Montoche	5 56	8 54	2 45	5 57	8 41
Talmay	6 12	9 10	3 1	6 15	8 56
Pontailler	6 22	9 20	3 12	6 26	9 16
Lamarche	6 32	9 30	3 21	6 36	9 25
Auxonne.....arr.	6 51	9 49	3 40	6 57	9 45
Auxonne ...dep.	7 36	10 0	3 55	7 33	10 6
Collonges	7 45	10 19	4 14	7 32	...
Genlis	7 53	10 27	4 22	8 0	10 21
Magny	8 3	10 37	4 32	8 10	...
Dijon .....arr.	8 36	11 9	4 55	8 33	10 57
	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
DIJON (p.49) dp.	a.m.	p.m.	p.m.	a.m.	a.m.
	9 20	12 40	6 7	2 30	11
PARIS (p.49) ar.	p.m.	p.m.	a.m.	a.m.	a.m.
	6 30	11 35	4 0	11 45	5

DIJON and VAUX SOUS AUBIGNY.—(1st, 2nd, and 3rd Class cars.)

Dis.	1 Cl.	2 Cl.	3 Cl.	Stations.	a.m.	a.m.	a.m.	p.m.	p.m.
5	0 95	0 70	0 55	**Dijon** (ville) ..... dep	4 20	7 6	9 25	6 25	
11	2 35	1 75	1 25	,, (porte neuve)	4 37	7 27	9 45	6 43	
20	4 5	3 0	2 25	St.-Julien (Côte-d'Or)	...	7 58	10 10	7 6	
28	5 65	4 25	3 20	**Is-sur-Tille**	5 27	8 43	11 10	7 43	
36	6 80	5 10	3 80	**Vaux-s-Aubigny** ...arr.	6 5	9 25	12	8 21	

Vaux-s-Aubigny ...dep.	a.m.	p.m.	p.m.	p.m.
Is-Sur-Tille.....	9 10	2	5	8 30
St.-Julien (Côte-d'Or)	9 46	2 34	5 40	9 10
Dijon (porte neuve)	10 7	2 54	6 2	9 31
,, (ville) ..... arr.	8 15	4 45	10 30	11

VESOUL, BESANCON and LYON.

Stations.	1st	2nd	3rd
	fr. c.	fr. c.	fr. c.
Vesoul ....dep	—	—	—
Besancon ...arr	7 05	5 90	4 30
...dep	—	—	—
Mouchard ...arr.	9 25	—	2 80
... (86)...dep.	9 35	6 27	2 90
Poligny	10 19	7 10	4 15
Lons-le-S. ...arr.	11 16	7 91	5 11
...(60,61) dep.		7 35	5 11
Beaulieu	—	7 54	5 40
Culoz	—	8 14	5 57
Saint-Amour	—	8 34	6 20
Coligny	—	8 44	6 30
Bourg .....arr	a. m.	9 20	7 13
... (54, 60)dep.	6 11	9 45	7 23
Pont-d'Ain	6 40	10 19	7 56
Ambronay	6 49	10 28	8 5
Amberieu ...arr.	7 1	10 40	8 17
... (54)...dep.	7 16	10 55	8 40
Meximieux	7 39	11 18	9 3
Montluel.....	8	11 38	9 26
Lyon (St. Clair) ar	8 36	12 12	4 0
... (Brotteaux)	8 52	12 28	4 16
...(59) (Perrache)	9 10	12 46	4 34

Stations.	1st	2nd	3rd
	fr. c.	fr. c.	fr. c.
Lyon (Perrache)	6 10	5 15	9 10
... (Brotteaux)	6 30	5 40	9 35
... (St Clair.)	...	5 47	9 43
Montluel.....	...	6 16	10 15
Meximieux	...	6 39	10 35
Amberieux ...arr.	7 23	6 58	10 57
... (54) ...dep.	—	7 12	11 5
Ambronay	—	7 26	11 18
Pont d'Ain.....	—	7 38	11 30
Bourg .....arr.	—	8 12	12 5
... (54, 60) dep.	—	8 26	12 30
Coligny	—	9 11	1 17
Saint Amour.....	—	9 28	1 35
Culoz	—	9 44	1 51
Beaufort	—	10 3	2 10
Lons-le-S. ...arr.	a.m	10 38	2 46
... (60,61)dep.	5 30	11 4	3 6
Poligny	6 40	12 4	4 6
Mouchard ...arr	7 53	12 46	4 56
... (59) ...dep.	7 43	12 57	4 56
Besancon (86)a.	9 6	2 19	6 18
...dep	...	...	6 51
Vesoul .....arr	...	...	9 19

AIX-LES-BAINS TO ANNECY.

Stations.	1 cl.	2 cl.	3 cl.
	fr. c	fr. c	fr. c
Chambery.....dep.	7 21	9 15	6 0
Aix-les-Baines(54)	8 20	10 55	6 50
Grezy-sur-Aix	8 34	11 9	7 4
Albens.....	8 51	11 26	7 22
Bloye	9 0	11 35	7 31
Rumilly	9 22	11 49	7 44
Marcellaz	9 33	12 0	7 55
Lovagny	9 51	12 12	8 7
Annecy .....arr.	10	8 12	29 8

Stations.	1 cl.	2 cl.	3 cl.
	fr. c.	fr. c.	fr. c.
Annecy .....dep.	6 0	2 35	4 4
Lovagny	6 11	2 46	4 56
Marcellaz	6 22	2 57	5 7
Rumilly	6 46	3 19	5 22
Bloye	6 55	3 27	5 31
Albens	7 5	3 40	5 40
Grezy-sur-Aix	7 22	3 44	5 54
Aix-les-Baines (54).	7 41	3 53	6 3
Chambery(54) ...	8 22	4 46	6 55

ST. RAMBERT, RIVES, and GRENOBLE.

Stations.	1st	2nd	3rd
	fr. c.	fr. c.	fr. c.
Saint Rambert ... dep.	—	—	—
Beaurepaire	2 85	1 90	1 40
La Cote-St.-Andre	4 55	3 40	2 50
Rives	6 05	4 15	3 75
Grenoble (pp 51-59)ar.	11 25	8 50	6 20

Stations.	1st	2nd	3rd
	a.m.	a.m.	p.m.
Saint Rambert (51) arr.	8 10	9 40	7 25
Beaurepaire	8 52	10 84	8 6
La Cote-St.-Andre	9 28	12 10	8 42
Rives	10 4	1 28	9 19
Grenoble (pp 51-59)ar.	11 35	4 30	10 50

Stations.	1st	2nd	3rd
	a.m.	p.m.	p.m.
Grenoble .....dep.	5 30	3 2	5 45
Rives .....dep.	6 55	4 18	7 30
La Cote-St.-Andre	7 37	5 4	8 11
Beaurepaire	8 10	5 48	8 48
Saint Rambert(51)arr.	8 45	6 35	9 20

MOULINS, MONTCHANIN, NEVERS, CHAGNY, ETANG, EPINAC, and PARIS.

Stations.	1 Cl	2 Cl.	3 Cl.
	fr. c.	fr. c.	fr. c.
Moulins ...	—	—	—
Digoin	6 85	5 15	3 75
La Gravoine ...	9 70	7 30	5 30
Genelard	10 60	8 10	5 90
Montceau-le-M.	12 70	9 50	6 95
Montchanin ...	14 50	10 85	7 95
...	...	...	...
Nevers ...dep.	2 0	...	...
Beard	...	...	...
Cercy-la-T.	3 25	...	...
Remilly	3 35	...	...
St. Didier.....	12 20	9 10	6 70
Etang .....arr.	12 30	9 65	7 5
... (59) dep.	...	...	...
Mouvres	...	...	...
Marmagne	...	...	...
Le Creusot	...	...	...
Montchanin ...	13 50	10 15	7 15
Montceau-le-M	14 75	11 10	8 10
Genelard	15 60	11 65	8 50
Digoin	16 50	12 35	9 5
Moulins (42)a.	...	...	...

Stations.	1 Cl	2 Cl.	3 Cl.
	fr. c.	fr. c.	fr. c.
Etang .....dep.	5 3	3 85	2 85
Brion	5 15	3 75	2 75
Autun	5 32	3 87	2 87
Epinac	6 16	...	3 47
Chagny ...arr.	7 12	...	4 44

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	p. m.	a. m.	a. m.	p. m.	p. m.	a. m.		
Vesoul ....dep	5	—	5	9	—	11	7	
Besancon ...arr	7 23	—	—	7 18	—	1 26		
...dep	7 39	—	—	7 34	4 17	2		
Mouchard ...arr.	9 26	—	—	8 56	5 44	3 26		
... (86)...dep.	9 34	6 27	9	9	—	3 46		
Poligny	10 19	7 10	10	9	6	4 23		
Lons-le-S. ...arr.	11 16	7	9	11	7	5 31		
...(60,61) dep.		7	35	11	11	5 49		
Beaulieu	—	7	54	11	40	6 20		
Culoz	—	8	14	12	1	6 42		
Saint-Amour	—	8	34	12	20	7 2		
Coligny	—	8	44	12	30	7 14		
Bourg .....arr	a. m.	9	20	1	13	p. m.	8	0
... (54, 60)dep.	6 11	9	45	1	23	6 34	8	16
Pont-d'Ain	6 40	10	19	1	56	6 59	8	53
Ambronay	6 49	10	28	2	5	...	9	3
Amberieu ...arr.	7	1	10	40	2	17	7	15
... (54)...dep.	7	16	10	55	2	40	7	30
Meximieux	7	39	11	18	3	3	7	53
Montluel.....	8	9	11	38	3	26	8	16
Lyon (St. Clair) ar	8	36	12	12	4	0	8	50
... (Brotteaux)	8	52	12	28	4	16	9	6
...(59) (Perrache)	9	10	12	46	4	34	9	24

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.		
Lyon (Perrache)	6 10	5 15	9 10	12 25	5 5	8 5		
... (Brotteaux)	6 30	5 40	9 35	12 50	5 30	8 30		
... (St Clair.)	...	5 47	9 43	12 59	5 39	8 39		
Montluel.....	...	6 16	10 15	1 31	6 11	9 11		
Meximieux	...	6 39	10 35	1 54	6 31	9 34		
Amberieux ...arr.	7 23	6 58	10 57	2 16	6 53	9 56		
... (54) ...dep.	—	7 12	11 5	2 36	7	6 10	9	
Ambronay	—	7 26	11 18	...	7 19	10 24		
Pont d'Ain.....	—	7 38	11 30	2 56	7 29	10 39		
Bourg .....arr.	—	8 12	12 5	3 24	8 4	11 15		
... (54, 60) dep.	—	8 26	12 30	3 34	...	...		
Coligny	—	9 11	1 17	4 18	a. m.			
Saint Amour.....	—	9 28	1 35	4 35	6 37			
Culoz	—	9 44	1 51	4 52	6 53			
Beaufort	—	10 3	2 10	5 11	7 12			
Lons-le-S. ...arr.	a.m	10 38	2 46	5 46	7 49			
... (60,61)dep.	5 30	11 4	3 6	6 11	8 14			
Poligny	6 40	12 4	4 6	7 14	9 17			
Mouchard ...arr	7 53	12 46	4 56	7 54	9 57			
... (59) ...dep.	7 43	12 57	4 56	8 35	...			
Besancon (86)a.	9 6	2 19	6 18	10 0	a. m.	p. m.		
...dep	...	...	6 51	...	5 43	12 5		
Vesoul .....arr	...	...	9 19	...	7 57	3 10		

Stations.	1 cl.	2 cl.	3 cl.
	fr. c.	fr. c.	fr. c.
Chambery.....dep.	7 21	9 15	6 0
Aix-les-Baines(54)	8 20	10 55	6 50
Grezy-sur-Aix	8 34	11 9	7 4
Albens.....	8 51	11 26	7 22
Bloye	9 0	11 35	7 31
Rumilly	9 22	11 49	7 44
Marcellaz	9 33	12 0	7 55
Lovagny	9 51	12 12	8 7
Annecy .....arr.	10	8 12	29 8

Stations.	1 cl.	2 cl.	3 cl.
	fr. c.	fr. c.	fr. c.
Annecy .....dep.	6 0	2 35	4 4
Lovagny	6 11	2 46	4 56
Marcellaz	6 22	2 57	5 7
Rumilly	6 46	3 19	5 22
Bloye	6 55	3 27	5 31
Albens	7 5	3 40	5 40
Grezy-sur-Aix	7 22	3 44	5 54
Aix-les-Baines (54).	7 41	3 53	6 3
Chambery(54) ...	8 22	4 46	6 55

Stations.	1st	2nd	3rd
	fr. c.	fr. c.	fr. c.
Saint Rambert ... dep.	—	—	—
Beaurepaire	2 85	1 90	1 40
La Cote-St.-Andre	4 55	3 40	2 50
Rives	6 05	4 15	3 75
Grenoble (pp 51-59)ar.	11 25	8 50	6 20

Stations.	1st	2nd	3rd
	a.m.	a.m.	p.m.
Saint Rambert (51) arr.	8 10	9 40	7 25
Beaurepaire	8 52	10 84	8 6
La Cote-St.-Andre	9 28	12 10	8 42
Rives	10 4	1 28	9 19
Grenoble (pp 51-59)ar.	11 35	4 30	10 50

Stations.	1st	2nd	3rd
	a. m.	p.m.	p.m.
Grenoble .....dep.	5 30	3 2	5 45
Rives .....dep.	6 55	4 18	7 30
La Cote-St.-Andre	7 37	5 4	8 11
Beaurepaire	8 10	5 48	8 48
Saint Rambert(51)arr.	8 45	6 35	9 20

Stations.	1 Cl	2 Cl.	3 Cl.
	fr. c.	fr. c.	fr. c.
Moulins ...	—	—	—
Digoin	6 85	5 15	3 75
La Gravoine ...	9 70	7 30	5 30
Genelard	10 60	8 10	5 90
Montceau-le-M.	12 70	9 50	6 95
Montchanin ...	14 50	10 85	7 95
...	...	...	...
Nevers ...dep.	2 0	...	...
Beard	...	...	...
Cercy-la-T.	3 25	...	...
Remilly	3 35	...	...
St. Didier.....	12 20	9 10	6 70
Etang .....arr.	12 30	9 65	7 5
... (59) dep.	...	...	...
Mouvres	...	...	...
Marmagne	...	...	...
Le Creusot	...	...	...
Montchanin ...	13 50	10 15	7 15
Montceau-le-M	14 75	11 10	8 10
Genelard	15 60	11 65	8 50
Digoin	16 50	12 35	9 5
Moulins (42)a.	...	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.		
Chagny ...dep.	5	0	7	50	10	59	...	
Epinac... a. m.	...	...	9	1	...	...	4	30
Autun ... 4 56	4	16	9	45	12	41	5	32
Brion 5 16	4	33	10	1	12	59	6	5
Etangarr. 5 28	4	45	10	12	1	11	6	17
	a. m.	a. m.	a. m.	a. m.	p. m.	p. m.		
Chagny ...dep.	5	0	7	50	10	59	...	
Santenay	5	10	8	0	11	9	...	
St. Leger	5	28	8	18	11	27	...	
Mont- arr.	6	0	8	50	11	59	...	
chanin dep.	6	20	9	4	12	14	...	
Le Creusot	6	39	9	24	12	34	...	
Marmagne	6	59	9	37	12	47	...	
Mouvres	7	12	9	57	a.	1, 2, 3	5	
Etang ...arr.	7	21	10	6	1	17	a.m.	
... (59) dep.		a. m.		1	34	5	35	
St. Didier.....	...		...	1	49	5	49	
Remilly	...		...	2	42	6	39	
Cercy-la-T. ...	...		...	3	14	7	9	
Beard	...		...	4	11	8	3	
Nevers (58)a.	...		...	4	55	8	44	

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a. m.	a. m.	p. m.	p. m.		p. m.
Montchanin	6 15	9 15	12 10	6 10	...	8 55
Montceau-le-M	6 49	9 59	12 41	6 44	...	9 39
Genelard	7 24	...	1 9	7 14	...	
La Gravoine ...	7 45	...	1 27	7 34	...	
Digoin	8 39	...	2 7	8 19	...	
Moulins(42).	10 49	...	3 49	10 10	...	

Mls.	1 Cl.	2 Cl.	3 Cl.		Stations.	1,2,3	1,2,3	1,2,3	Ex	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl.
Dis.	fr. c.	fr. c.	fr. c.			p. m.	p. m.	p. m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	
—	54 30	41 70	29 95		**Paris**.....dep.	Mont	2 5	8 40	Chal	...	6 30	11 0			
—	15 80	11 65	8 50		**Dijon**	12 21	12 2	3 15	...	6 0	2 28	6 2			
—	...	...	...		**Chalons-sur-Saône**.....	2 36	2 27	4 39	6 10	8 17	4 7	7 30			
—	From M	acon			**Macon** .....arr.	4 21	3 57	5 43	7 55	10 1	5 24	8 25			
						p.m.	a. m.	a.m.	a. m.	a. m.	p.m.	p.m.			
—	—	—	—		**Macon (page 49)** ...dep.	4 45	5 0	6 0	8 20	11 50	5 45	8 55			
5	0 95	0 70	0 55		Pont-de-Veyle	5 0	5 14	...	8 33	12 5	...	...			
10½	2 5	1 55	1 15		Vonnas	5 16	5 29	...	8 51	12 21	...	...			
13	2 65	1 95	1 45		Mézériat	5 26	5 38	...	9 0	12 31	...	...			
16½	3 45	2 55	1 85		Polliat	5 38	5 49	...	9 15	12 45	...	...			
22	4 65	3 50	2 55		**Bourg** .....arr.	5 57	6 6	6 46	9 34	1 2	6 31	9 44			
					,, (53, 60) .....dep.		6 11	6 49	9 45	1 23	6 34	9 49			
29½	5 75	4 30	3 12		La Vavrette	...	...	...	10 1	1 39	...	...			
34	7 0	5 25	3 85		**Pont-d'Ain**	...	6 40	7 13	10 19	1 56	6 59	...			
37	7 60	5 70	4 15		Ambronay.....	...	6 49	...	10 28	2 5	...	...			
42½	8 50	6 35	4 65		**Amberieu** .....arr.	...	7 1	7 28	10 40	2 17	7 15	10 30			
	...	...	...		**,, (page 53)** dep.	...	7 50	7 40	11 25	2 28	7 30	10 40			
35½	9 80	7 35	5 40		Saint Rambert.....	...	8 10	...	11 45	3 6	7 50	...			
39	10 70	8 0	5 85		Tenay	...	8 23	...	11 58	3 30	8 3	...			
47½	12 40	9 35	6 80		Rossillon (T. of 650 metres)	...	8 55	8 33	12 33	4 33	8 35	...			
53	13 20	9 90	7 25		Virieu	...	9 7	...	12 44	4 50	8 47	...			
54	13 35	10 30	7 50		Artemare	1,2,3	9 15	...	12 53	5 1	8 55	...			
59	14 65	11 0	8 5		**Culoz (page 54)** .....arr.	a.m.	9 28	8 50	1 5	5 20	9 6	9 11	54		
	...	...	...		.....dep.	5 22	9 38	9 0	1 15	5 50	9 16	...			
68½	16 50	12 65	9 5		**Seyssel**.....	5 45	10 1	...	1 38	6 22	9 41	...			
75	17 25	13 20	9 45		Pyrimont	1,2,3	...	10 14	...	1 51	6 38	9 54	...		
79½	18 70	14 0	10 25		**Bellegarde** .....arr.	p.m.	6 15	10 33	9 42	2 10	7 3	10 13	...		
					,, [Fr. Cust.]dp.	4 45	6 30	10 48	9 47	2 25	7 20	10 23	...		
86½	19 95	16 95	11 0		**Collonges**.....	5 6	6 51	11 5	...	2 42	7 45	...	...		
88	20 35	15 20	11 15		Chancy	5 17	7 2	11 13	...	2 50	7 56	...	...		
91½	20 95	15 70	11 45		La Plaine.....	5 29	7 15	11 24	...	3 1	8 6	...	...		
94	21 65	16 25	11 85		Satigny	5 45	7 31	11 36	...	3 13	8 24	...	...		
96	2 210	16 60	12 20		Meyrin	5 58	7 43	11 46	...	3 23	8 36	...	...		
100	22 75	17 10	12 50		**Geneva** .....arr.	6 10	7 55	11 56	10 25	3 35	8 50	11 18	Ex.		

Dis.	fr. c.	fr. c.	fr. c.			a. m.	a.m.	a. m.	a.m.	p. m.	p.m.	p. m.	a. m.
—	—	—	—		**Culoz (*Buffet*)** ...dep.	6 30	...	9 55	9 30	1 35	5 35	9 35	12 9
5	1 40	1 10	0 75		**Chatillon**	6 48	...	10 8	...	1 48	5 48	9 48	...
15	3 30	2 45	1 80		**Aix-les-Bains**.....arr.	7 24	...	10 34	9 52	2 14	6 18	10 14	12 41
	...	...	...		**,, (53) dep.**	7 48	5 30	10 44	9 57	2 24	6 28	10 24	12 46
17½	3 75	2 85	2 10		**Viviers**	8 8	5 41	10 55	...	2 35	6 38	10 35	...
23½	5 0	3 75	2 75		**Chambery** ... arr.	8 23	5 56	11 11	10 17	2 50	6 55	10 50	1 6
					,, (51,53)dep.		6 13	11 17	10 22		7 15		1 16
30	6 25	4 70	3 40		**Les Marches**		6 32	11 44	10 38		7 29		
33½	6 75	5	3 65		**Montmelian**		6 44	11 56	...		7 42		
38	7 95	5 95	4 40		St. Pierre d'Albigny ...		7 1	12 16	...		7 59		1 51
41	8 45	6 35	4 65		**Chamousset**		7 9	12 24	11 4		8 7		
46	9 45	7 5	5 15		Aiguebelle		7 27	12 42	11 19		8 26		2 16
52½	10 65	8 0	5 85		Epierre		7 45	12 59	...		8 44		2 38
60	12 20	9 20	6 75		La Chambre		8 12	1 24	...		9 11		
67	13 55	10 15	7 40		St. Jean de Maurienne		8 42	1 54	12 15		9 40		3 22
74½	16 50	12 35	8 25		**St. Michel**		9 18	2 30	12 43		10 16		3 50
80½	18 95	14 20	9 55		**La Praz**		9 45	2 57	...		10 43		
83½	20 40	15 30	10 35		**Modane** *(Buffet)* ...	arr	10 1	3 13	1 21		10 59		4 29
	...	...	...		**,, 250 (Roman time.**	d	12 35	5 5	2 55		12 30		5 30
143	33 85	24 65	17 25		**Turin** (Roman Time.) arr		5 15	9 43	6 40		4 40		9 0
							p. m.	p. m.	p. m.		a.m.		a.m.

Aix-les-Bains to Montmelian 4.30 p.m.

Stations.	1 Ex.	1,2,3	1,2,3	1,2,3	1,2,3	1 Ex.	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.			p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	
Turin (Rom. Tim.) d.	8 50	...	...	11 47	...	9 0	9 30	...	...	
Modane (*Buffet*) arr	12 43	...	...	3 38	...	12 45	2 12	...	p. m.	
,, (Paris t.)dep	12 58	...	...	3 34	7 17	12 45	2 2	...	5 17	
La Praz.....	...	...	...	3 51	7 34	...	2 19	...	5 28	
St. Michel.....	1 31	...	...	4 19	8 2	1 24	2 49	...	6 15	
St. Jean de Maurienne	1 58	...	...	4 58	8 39	1 50	3 28	...	6 53	
La Chambre	...	...	...	5 16	8 57	...	3 46	...	7 22	
Epierre	2 37	...	...	5 41	9 20	...	4 9	...	7 57	
Aiguebelle.....	3 0	...	...	6 1	9 40	2 46	4 29	...	8 26	
Chamousset	...	...	...	6 17	9 56	3 0	4 43	...	8 49	
St. Pierred'Albigny ...	...	a.m.	...	6 25	10 5	...	4 53	p.m.	9	
Montmelian	...	8 35	...	6 48	10 26	...	5 15	6 40	9 27	
Les Marches.....	...	8 45	...	6 59	10 39	...	5 26	6 49	9 52	
Chambery .....arr.	3 48	9 0	a.m.	7 12	10 53	3 39	5 41	7 4	10 10	
,, (51,53)dep.	3 55	9 15	4 5	7 21	11 15	3 49	6 0	7 20		
Viviers	...	9 32	...	7 37	11 31	...	6 17	7 38	...	
Aix-les-Baines.....arr.	4 15	9 48	4 33	7 46	11 40	4 9	6 27	7 47	...	
,, (53) ...dep.	4 16	...	4 38	7 56	11 50	4 19	6 42	7 56	...	
Châtillon	...	...	...	8 21	12 15	...	7 9	8 25	...	
Culoz *(Buffet)* ...arr.	4 47	...	5 15	8 33	12 26	4 50	7 21	8 37	...	
	a.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	

	1 Ex.									
				a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Geneva .....dep.	...	...	...	6 20	10 20	3 18	5 20	2 20	9 18	
Meyrin	...	...	...	6 32	10 32	...	5 32	2 32	9 27	
Satigny	...	...	...	6 40	10 40	...	5 40	2 40	9 35	
La Plaine.....	...	...	...	6 50	10 50	...	5 50	2 50	9 44	
Chancy	...	...	...	7	11 1	...	6 1	3 1	9 56	
Collonges	...	...	...	7 8	11 8	...	6 8	3 8	10 3	
Bellegarde .....arr.	...	...	...	7 28	11 28	4 6	6 28	3 28	10 23	
,, Pt. Customs] dep.	...	...	...	7 48	11 48	4 26	6 48		10 43	
Pyrimont	...	...	...	8 6	12 6	...	7 6			
Seyssel	...	...	...	8 18	12 18	4 51	7 18		11 11	
Culoz (page 54) arr.	a.m.	...	a.m.	8 40	12 40	5 10	7 40		11 33	
,, ...dep.	4 57	...	5 24	8 54	12 49	5 20	7 49			
Ariemare	...	...	5 39	9 9	1 4	...	8 4			
Virieu	...	...	5 48	9 18	1 13	...	8 13			
Rossillon	...	...	6 9	9 38	1 33	5 52	8 33			
Tenay	...	...	6 33	10	1 57	...	8 57			
Saint Rambert	...	...	6 45	10 14	2 9	...	9 9		1,2,3	
Amberieu.....arr.	6 11	...	7 2	10 31	2 26	6 34	9 26		p.m.	
,, (p 53) dep.	6 21	...	7 12	11 5	2 36	6 46	10 9		7 6	
Ambronay	...	...	7 26	11 18	...	10 24			7 19	
Pont-d'Ain.....	...	...	7 38	11 30	2 56	7 3	10 39		7 29	
La Vavrette	...	...	7 55	11 48	...	...			7 47	
Bourg.....arr.	7 3	a.m.	8 12	12 5	3 24	7 27	11 15		8 4	
,, (53,60) dep.	7 7	6 20	...	12 15	3 40	7 32	11 25		8 19	
Polliat	...	6 37	...	12 32	3 58	...	...		8 37	
Mézériat	...	6 48	...	12 43	4 10	...	...		8 49	
Vonnas	...	6 57	...	12 52	4 20	...	...		8 59	
Pont-de-Veyle	...	7 12	...	1 7	4 37	...	...		9 16	
Macon (p. 49)...arr.	7 54	7 35	1 cl.	1 20	4 51	8 15	12 25		9 30	
Macon .....dep.	8 31	7 40	8 34	1 41	7 17	9 24	2 0		10 0	
Chalons-sur-Saône ...	9 38	9 25	9 38	3 26	9 2	10 30	3 24		11 44	
Dijon	11 6	12 11	11 6	5 45	...	12 2	5 20		1 44	
Paris	6 0	11 35	6 0	4 0	...	6 55	3 23		11 45	
	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	a.m.	p.m.	a.m.	

Extra.—Montmollin to Aix-les-Bains 11.30 p.m.

PARIS and MACON to GENEVA—CULOZ and AIX-LES-BAINS to MODANE and TURIN.

French Railways.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1 Cl.	1, 2, 3	1, 2, 3	1, 2, 3	1 Cl.	1, 2, 3	1, 2, 3	1, 2, 3	1 Cl.	1, 2, 3	1, 2, 3	1, 2, 3	1 Cl.	1, 2, 3	1, 2, 3
Dis.	fr. c.	fr. c.	fr. c.			p.m.	a.m.	a.m.	p.m.			p.m.		p.m.				Mail			a.m.	p.m.
884	106 50	79 80	67 65	**Paris** ..... dep	...	10 45	11 0	6 30	7 10	...	...	8 0	...	8 30	...	...	...	Rome	o	...	7 5	4 15
						p.m.	p.m.	p.m.	a.m.	a.m.		a.m.		a.m.				Roman Time.			9 58	7 47
118	43 30	32 15	23 60	**Lyon-Perr.** dp	...	8 0	10 45	8 0	4 55	...	...	7 30	...	7 41	...	...	...	a.m.			p.m.	p.m.
—	—	—	—	**Marseilles** arr	...	4 28	6 33	7 18	11 40	...	...	3 45	...	6 38	...	...	...	**Ventimille** arr	7 12	...	...	12 10	10 2
						a.m.	1 & 2	a.m.			p.m.	p.m.	1, 2, 3	p.m.	p.m.			French Time dp.	7 5	...	...	12 15	10 20
...	...	...	...	,, dep	...	6 41	7 50	8 45	12 15	1 15	1 46	4 10	5 50	7 20				**Menton** ..... arr.	7 28	a.m.	p.m.	12 38	10 41
10½	2 5	1 55	1 15	**Aubagne** ...arr	...	7 29	8 19	9 36	12 54	1 41	2 40	4 45	6 42	7 58				,, ...dep.	7 30	10 0	...	11 4	12 40	10 44
...	...	...	...	,, dep	...	7 32	8 20		12 57	1 43		4 50		8 2				Cabbe-Roqueb.	7 43	10 12	...	11 14	...	...
16½	3 30	2 44	1 80	**Cassis**	...	7 49	a.m.	...	1 14	...	...	5 7	...	8 20				Monte-Carlo	7 54	10 22	...	11 26	12 58	11 8
23	4 55	3 40	2 50	**La Ciotat**	...	8 5	8 49	...	1 30	2 11	...	5 22	...	8 36				**Monaco**	8 1	10 28	...	11 31	1 4	11 14
36½	7 10	5 30	3 90	**Ollioules-St.-Nas**	...	8 42	...	...	2 7	...	...	6 0	...	9 13				**Eza**	8 18	...	...	11 44	1 18	...
38½	7 60	5 70	4 5	**La Seyne**	...	8 51	...	...	2 16	...	...	6 9	...	9 22				**Beaulieu**	8 23	...	...	11 51	...	...
41½	8 20	6 20	4 61	**Toulon** .....arr.	...	9 0	9 37	a.m.	2 25	2 49	...	6 18	...	9 31				**Villefranche**	8 32	...	...	5 31	...	...
...	...	...	...	,, (Buff.)dep	...	9 10	9 47	6 40	...	3 6	...	6 28	...					**Nice** .....arr	8 45	11 2	5	5 43	a.m.	8 49
45½	9 60	7 30	5 35	**Hyères**	...	10 35	10 7	7	...	3 25	...	6 50	...					,, (Buff.) dep	8 55	11 8	6	5 55	6	9
50½	9 95	7 45	5 50	**La Farlede**	...	10 53	...	7 10	...	3 33	...	7 7	...					**Var**	9 14	11 30	...	6 5	6 18	...
53½	10 30	7 75	5 68	**Bollies Pont**	...	10 42	...	7 18	...	3 40	...	7 15	...					**Vence-Cagnes** ...	9 28	...	...	6 16	6 30	...
56½	11 10	8 20	6 10	**Cuers**	...	10 56	10 29	7 28	...	3 51	...	7 27	...					**Antibes**	9 43	11 41	...	6 32	6 44	9 39
62½	12 10	9 5	6 65	**Le Puget de Cuer**	...	11 12	10 43	7 46	...	4 3	...	7 41	...					**Golfe-Jouan**	9 52	...	...	6 43	6 54	...
65½	12 90	9 65	7 5	**Pignans**	...	11 33	...	8 7	...	4 24	...	8 2	...					**Cannes (St)** ...	10 2	11 57	...	6 53	7 19	9 57
75½	14 90	11 15	8 15	**Le Luc et le Cann**	...	12 14	...	8 39	...	4 51	...	8 32	...					**Agay**			...	...	8 0	10 36
80½	16 0	11 95	8 80	**Vidauban**	...	12 31	...	8 57	...	5 9	...	8 48	...					**Frejus**			...	a.m.	...	8 30
84½	16 78	12 50	9 20	**Les Arcs (59)** ...	...	12 49	11 54	9 19	3 38	5 26	...	8 57	...					**Les Arcs (59)** ...			...	6 0	...	9 25
98½	19 45	14 55	10 70	**Frejus**	...	1 33	12 33	10 7	4 33	6 7	...		1, 2, 3	1 Ex				**Vidauban**			...	6 10	...	9 35
105½	20 95	15 70	11 45	**Agay**	a.m.	1 55	...	10 37	...	6 39	...	...	a.m.	a.m.				**Le Luc et le Cann**			...	6 27	...	9 52
120½	23 90	17 90	13 10	**Cannes (52)** ..	7 5	3 4	1 40	11 29	5 38	7 20	...	...	9 6	10 5				**Pignans**			...	6 54	...	10 19
124½	24 60	18 45	13 50	**Golfe-Jouan**	7 16	3 15	...	11 40	...	7 31	...	...	9 17	...				**Le Puget de Cuer**			...	7 15	...	10 43
127½	25 20	18 90	13 90	**Antibes**	7 27	3 25	1 57	11 50	5 57	7 41	...	...	9 30	10 21				**Cuers**			...	7 31	...	10 57
132½	26 30	19 95	14 40	**Vence-Cagnes** ...	7 47	3 39	...	12 4	...	7 55	...	...	9 44	10 35				**Bollies Pont**			...	7 42	...	11 8
136½	27 0	20 20	14 85	**Var**	7 53	3 51	2 20	12 15	...	8 6	...	...	9 55	...				**Lafarlede**			...	7 49	...	11 16
139½	27 70	20 75	15 20	**Nice** .....arr	8 4	4 2	2 30	12 26	6 26	8 17	...	...	10 6	10 53				**Hyeres**			...	8 0	...	11 25
...	...	...	...	,, (Buff) dep	8 16	4 37	2 45	12 43	6 50	8 42	...	...	...	10 58				**Toulon** ..... arr			a.m.	8 19	...	11 44
142½	28 20	21 15	15 50	**Villefranche**	8 30	4 51	2 57	1 0	7 1	8 53	...	...	...	...				,, (Buff.) dep			...	5 50	8 29	...
143½	28 40	21 30	15 65	**Beaulieu**	8 37	4 58	...	1 7	...	9 0	...	...	...	...				**La Seyne**			...	6 0	...	...
145½	28 80	21 60	15 80	**Eza**	8 45	5 6	...	1 19	...	9 9	...	...	...	...				**Ollioules-St.-Nas**			...	6 9	8 43	...
149½	29 55	22 15	16 25	**Monaco**	9 3	5 25	3 22	1 34	7 26	9 23	...	...	11 32	...				**La Ciotat**			...	6 48	9 16	...
150½	29 70	22 25	16 30	**Monte-Carlo**	9 8	5 31	3 28	1 40	7 32	9 39	...	...	11 47	...				**Cassis**	1, 2, 3	7 *	...	1 21	...	5 32
152½	30 15	22 65	16 60	**Cabbe-Roqueb.** ...	9 17	5 47	...	1 56	7 47	9 58	...	...	...	...				**Aubagne** ...arr	p.m.	7 25	9 45	a.m.	1 38	...
154½	30 65	22 95	16 85	**Menton** .....arr	9 26	5 51	3 45	2 3	7 51	9 47	...	...	11 53	...				,, ...dep	4 5	7 29	9 46	10 12	1 43	...
...	...	...	...	French Time dep.	9 33	5 56	3 49	2 15	...	...	...	...	...	...				**Marseilles (51)**	5 5	8 16	10 15	11 0	2 29	3 20
...	31 90	23 90	17 50	**Ventimille** arr.	9 53	6 16	4 9	2 35	...	...	...	...	...	...					p.m.	1	Cl.	a.m.	p.m.	1
				Roman Time.	a.m.	p.m.	p.m.	p.m.																
...				**Ventimille** dp	11 45	7 40	5 58	4 7										(55) dep	6 0	...	10 50	11 15	4 30	3 45
...				**Albenga** ...arr	2 29	San	8 13	6 52	...	...	...	...	...	...				**Lyon-Perr.** arr	11 50	...	6 40	11 25	9 31	...
...				**Genoa** ..... arr.	6 5	Rom	10 50	10 20	...	...	...	...	...	...				**Paris** ..... arr	...	...	5 10	3 30	...	8 30
																					a.m.	p.m.		a.m.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 Cl.	1, 2, 3	1, 2, 3	1, 2, 3	1 Cl.	1, 2, 3	1, 2, 3	1, 2, 3	1 Cl.	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	fr. c.	fr. c.	fr. c.																	
—	—	—	—	**Genoa** ..... dep.	1	...	...	...	Rome	o	...	7 5	4 15							
				Albenga ... dep.	4 39	...	...	...	a.m.		...	9 58	7 47							
				Roman Time.					a.m.											
74				**Ventimille** arr	7 12	...	...	...	7	1	...	12 10	10 2							
				French Time dp.	7 5	...	...	...	7	0	...	12 15	10 20							
...	...	...	...	**Menton**.....arr.	7 28	a.m.	...	p.m.	7	20	...	a.m.	10 36	10 41						
...	...	...	...	,, ...dep.	7 30	10 0	...	4 45	7	24	...	11 4	12 40	10 44						
63				Cabbe-Roqueb.	7 43	10 12	...	4 56	7	39	...	11 14	...	...						
70				**Monte-Carlo**	7 54	10 22	...	4 56	7	48	...	11 26	12 58	11 8						
75				**Monaco**	8 1	10 28	...	5 3	8	0	...	11 31	1 4	11 14						
79				**Eza**	8 18	...	...	5 16	8	13	...	11 44	1 18	...						
81				**Beaulieu**	8 23	...	...	5 24	8	21	...	11 51	...	...						
84				**Villefranche**	8 32	...	...	5 31	8	29	...	12 0	1 31	11 38						
87				**Nice** .....arr	8 45	11 2	5	5 43	a.m.	8 49	a.m.	12 19	1 44	11 51						
				,, (Buff.) dep	8 55	11 8	6	5 55	6	9	9 0	12 29	2 0							
				Var	9 14	11 30	...	6 5	6	18	...	12 45	2 19	...						
				Vence-Cagnes ...	9 28	...	...	6 16	6	30	...	12 56	...	...						
				Antibes	9 43	11 41	...	6 32	6	44	9 39	10 51	1 13	2 43						
				Golfe-Jouan	9 52	...	...	6 43	6	54	...	11 1	1 21	...						
				Cannes (57) ...	10 2	11 57	...	6 53	7	19	9 57	11 28	1 48	3 11						
				Agay			...	...	8	0	10 36	12 9	2 30	3 50						
				Frejus			a.m.	...	8	30	10 56	12 32	2 53	4 11						
				Les Arcs (59) ...			6	0	9	25	11 50	1 49	3 54	5 4						
				Vidauban			...	6 10	9	35	...	1 59	4 6	...						
				Le Luc et le Cann			...	6 27	9	52	12 15	2 17	4 26	5 33						
				Pignans			...	6 54	...		10 19	...	2 44	5 3						
				Le Puget de Cuer			...	7 15	...		10 43	...	3 6	5 25						
				Cuers			...	7 31	...		10 57	...	3 19	5 41						
				Bollies Pont			...	7 42	...		11 8	...	3 31	5 54						
				Lafarlede			...	7 49	...		11 16	...	3 38	6 2						
				Hyeres			...	8 0	...		11 25	1 37	3 46	6 14	6 44					
				Toulon ..... arr			a.m.	8 19	...		11 44	1 43	4 6	6 34	7 4					
				,, (Buff.) dep			...	5 50	8	29	...	12 4	1 53	4 14	7 46	7 29				
				La Seyne			...	6 0	...		12 14	...	...	4 24	7 56	...				
				Ollioules-St.-Nas			...	6 9	8 43		12 23	...	...	4 33	7 59	...				
				La Ciotat			...	6 48	9 16		...	1 2	...	5 12	8 37	8 9				
				Cassis	1, 2, 3	7 *	...	1 21	...		...	5 32	8 54	...	1, 2, 3					
				Aubagne ...arr	p.m.	7 25	9 45	a.m.	1 38	...		5 49	9 10	8 36	p.m.					
				,, ...dep	4 5	7 29	9 46	10 12	1 43	...		5 51	9 13	8 37	6 40					
				Marseilles (51)	5 5	8 16	10 15	11 0	2 29	3 20		6 27	9 45	9 5	7 33					
					p.m.	1	Cl.	a.m.	p.m.	1	Cl.		1	Cl.	p.m.					
				(55) dep	6 0	...	10 50	11 15	4 30	3 45	...		...	9 45	10 15					
				Lyon-Perr. ar	11 50	...	6 40	11 25	9 31	...	...		...	5 46	8 43					
				Paris ..... arr	...	...	5 10	3 30	...	8 30	...		...	6 0	10 36					
							a.m.	p.m.		a.m.				p.m.	a.m.					

CAVAILLON and MIRAMAS.

	a.m.	a.m.	p.m			a.m.	a.m.	p.m.	p.m.
Cavaillon dep	7 11	9 56	3 11	**Miramas** dep	...	9 26	1 10	7 45	
Cheval-Blanc ...	7 25	9 56	3 24	Grans	...	9 41	1 25	8 0	
Orgon	7 31	10 4	3 31	Salon	6 0	10 0	1 41	8 10	
Senas	7 41	10 14	3 42	Lamanon	6 14	10 25	1 57	8 23	
Lamanon	7 50	10 24	3 53	Senas	6 24	10 36	2 7	8 32	
Salon	8 0	10 41	4 11	Orgon	6 35	10 48	2 18	8 42	
Grans	8 15	10 49	4 20	Cheval-Blanc ...	6 42	10 55	2 25	8 48	
Miramas ...arr.	8 29	11 3	4 35	**Cavaillon** arr	6 56	11 4	2 33	8 55	

NIMES and AIGUES-MORTES.

	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.		a.m.	p.m.	p.m.
	—	—	—	**Nimes** .....dep.	5 41	12 3	5 27	**Aigues-Mortes**	7 59	2 40	9 10
	0 70	0 58	0 82	St-Cesaire	5 50	12 12	5 36	St-Laurent-d'A ...	8 13	2 58	9 24
	1 70	1 30	0 90	Generac	6 9	12 35	5 54	Aimargues	8 30	3 15	9 40
	1 95	1 45	1 10	Beauvoisin	6 22	12 45	6 0	Le Cailar	8 40	3 25	9 50
	3 5	2 20	1 70	Le Cailar	6 47	1 18	6 29	Beauvoisin	9 0	4 1	10 10
	3 20	2 45	2 0	Aimargues	6 57	1 28	6 38	Generac	9 15	4 7	10 16
	3 25	2 95	2 10	St-Laurent-d'A ...	7 13	1 29	6 49	St-Cesaire	9 35	4 27	10 36
	4 95	3 65	2 65	**Aigues-Mortes**	7 26	1 52	7 2	**Nimes** (57) ...arr	9 43	4 35	10 44

ROANNE to SAINT-ETIENNE and LYON.

Stations.	1,2,3	1 cl.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 cl.
		p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	a.m.	a.m.	a.m.	a.m.
Paris .....dep.	...	8 30	4 40	...	9 45	...	10 15	1 15	6 40	11 40	7 16
Montargis.....	...	10 57	8 29	...	2 2	...	5 35	...	...	11 40	...
St.-Germain-des-Fosses (page 58, 60) arr.	...	4 1	3 29	...	9 50	...	2 11	...	...	3 33	11 23
..... dep.	...	...	a.m.	a.m.	a.m.	...	p.m.	...	...	3 45	11 35
Roanne..... arr.	...	...	4 16	5 55	10 20	...	2 35	...	...	...	...
..... (58) .....dep.	...	...	6 2	8 7	12 12	...	4 27	...	...	...	...
Balbigny	...	...	6 10	8 10	12 40	...	4 37	...	...	...	...
Feurs.....	...	...	7 10	9 20	1 56	...	5 50	...	...	...	...
Montrond (*Buffet*).....	...	...	7 25	9 36	2 13	...	6 7	...	...	...	...
St-Galmier	...	...	7 45	10 56	2 33	...	6 27	...	...	...	...
St.-Etienne (*B.*) arr.	a. m.	...	8 35	11 54	3 37	p.m.	7 22	1 24	...	...	...
..... (59)...dep.	5 25	...	9 3	11 14	3 53	5 19	7 53	1 54	...	...	...
St.-Chamond	5 52	...	9 30	11 41	4 17	5 46	8 12	2 6	...	...	...
Rive-de-Gier (*Buffet*).....	6 50	...	9 54	12 8	4 37	6 13	8 35	2 33	...	...	...
Givors (*Buffet*) arr.	6 56	...	10 16	12 40	4 59	6 45	8 57	3 5	...	...	...
..... (50) .....dep.	7 6	...	10 21	12 43	5 4	6 50	9 2	3 10	...	...	...
Lyon-Perrache 53	7 12	...	11 16	1 40	5 53	7 50	9 48	4 5	...	...	...
Givors (*Buffet*) dp.	7 16	...	10 29	2 25	5 8	6 55	...	...	...	...	...
Chasse (50)... arr.	7 40	...	10 40	2 37	5 20	7 7	7 IEx	...	...	...	...
From Lyon											
Lyon-Perrache dep.	p. m.	1 cl.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
Marseille .....arr.	6 38	3 46	11 0	7 41	4 25	7 15	6 23	5 32	...	...	...

Stations.	1,2,3	1 cl.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 cl.
		p.m.	p.m.	p.m.	a.m.	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.
Marseille .....dep.	...	9 45	10 15	1 15	6 40	11 40	7 16	10 50	6 0	...	9 04
Lyon-Perrache arr	...	1,2,3	...	8 45	...	11 40	...	...	1 0	...	...
Chasse.....dep.	...	5 50	8 10	...	3 33	11 23	6 13	6 13	8 20	...	...
Givors..... arr.	...	6 2	8 22	...	3 45	11 35	6 25	6 25	8 32	...	...
Lyon-Perrac.(*B.*)dp	...	a.m.	a.m.	a.m.	p.m.	p.m.	...	p.m.	p.m.	...	p.m.
Givors..... arr.	...	5 26	7 55	10 0	2 48	5 45	...	6 40	10 30	...	...
..... dep.	...	6 18	8 36	10 53	4 23	6 38	...	7 41	11 21	...	...
Rive-de-Gier (*B.*).....	...	6 23	8 41	10 58	4 28	6 43	...	7 46	11 26	...	...
St-Chamond	...	6 58	9 6	11 33	4 53	7 18	...	8 23	11 52	...	...
St.Etienne (*B.*) arr.	a. m.	7 25	9 26	12 0	5 13	7 45	...	8 53	12 14	...	...
..... (59)...dep.	5 15	8 4	10 0	12 40	5 52	8 26	...	9 17	12 25	...	...
St.-Galmier	6 2	...	10 38	...	6 36	9 14	...	...	...	...	...
Montrond.....	6 21	...	10 56	...	...	9 32	...	...	...	...	...
Feurs.....	6 40	...	11 14	...	6 56	9 52	...	...	...	...	...
Balbigny	7 0	...	11 29	...	7 12	6 9	...	...	...	...	...
Roanne..... arr.	8 16	...	12 35	...	8 1	7 30	...	...	...	...	...
..... (58) ...dep.	8 28	...	12 50	...	8 11	7 30	...	...	...	...	...
St.-Germain-des-Fosses (58.60)} dep.	10 45	...	3 42	...	9 46	9 22	...	...	...	...	...
Montargis	6 0	...	a.m.	...	1 cl.	1,2,3	...	...	...	...	...
Paris .....arr.	10 10	...	3 35	...	10 3	10 35	...	...	...	...	...

PARIS to CORBEIL and MONTARGIS.—Chemin de fer de Paris a Lyon et a la Mediterranee.

Stations.	Mls.	1 Cl.	2 Cl.	3 Cl.
	Dis	fr. c.	fr. c.	fr. c.
Paris .....dep.	...	7 25	5 20	3 45
Juvisy	9	8 7	10 12	12 8
Ris-Orangis	13	8 15	10 20	12 16
Evry	18	8 23	10 28	12 24
Corbeil ..... arr.	23	8 28	10 33	12 29
..... dep.	...	8 38	a.m.	12 37
Meunecy	...	8 56	...	12 55
Ballancourt.....	...	9 8	...	1 10
La Ferte-Alais	...	9 23	...	1 26
Maisse	...	9 44	...	1 48
Malesherbes. (56)	...	10 17	...	2 20
Puiseaux	...	10 37	...	2 42
Beaune-la-Rol	...	11 4	...	3 9
Montargis (56) ...arr.	...	11 42	...	3 48

Stations.	Mls.	1 Cl.	2 Cl.	3 Cl.
	Dis	fr. c.	fr. c.	fr. c.
Montargis .....dep.	...	5 50	8 10	...
Beaune-la-Rol	...	6 32	8 53	...
Puiseaux	...	6 57	9 17	...
Malesherbes. (56) ...	...	7 23	9 43	...
Maisse	...	7 46	10 8	...
La Ferte-Alais	...	8 12	10 33	...
Ballancourt.....	...	8 24	10 44	...
Meunecy	...	8 37	10 57	...
Corbeil .....arr	...	8 55	11 12	p.m.
..... dep	...	6 33	9	9 11
Evry	...	6 40	9	9 11
Ris-Orangis	...	6 47	9	16 11
Juvisy	...	6 55	9	24 11
Paris .....arr.	...	7 37	10	0 12

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.		p.m.	p.m.	p.m.				
Montargis .....dep.	5 50	8 10	...	1 32	6 45	11 22	...	...	...	...
Beaune-la-Rol	6 32	8 53	...	2 14	7 29	12 12	...	...	...	...
Puiseaux	6 57	9 17	...	2 40	7 54	12 43	...	...	...	...
Malesherbes. (56) ...	7 23	9 43	...	3 5	8 25	1 11	...	...	...	...
Maisse	7 46	10 8	...	3 27	8 48	...	...	...	...	...
La Ferte-Alais	8 12	10 33	...	3 52	9 14	1 56	...	...	...	...
Ballancourt.....	8 24	10 44	...	4 3	9 25	...	...	...	...	...
Meunecy	8 37	10 57	...	4 15	9 37	...	...	...	...	...
Corbeil .....arr	8 55	11 12	p.m.	4 30	9 52	2 33	...	...	...	...
..... dep	9	11 18	2 11	4 36	10	2 39	...	...	...	...
Evry	9	11 25	2 18	4 43	10	9	...	...	...	...
Ris-Orangis	9	16 11	32	2 25	4 50	10	16	...	...	...
Juvisy	9	24 11	40	2 33	4 58	10	25	...	...	...
Paris .....arr.	10	0 12	20	3 10	5 40	11	10	3	35	...

CLAMECY, AUXERRE and LAROCHE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a. m	a. m.	a. m.	p.m.	p. m.	p. m.
Clamecy	...	7 22	11 55	...	2 50	8 6
Cravant	...	8 40	1 15	...	4 52	9 24
Auxerre arr.	...	9 15	1 50	...	5 50	9 56
..... dep	5 31	9 25	2 4	4 32	6 55	10 14
Monsteau	5 42	9 36	2 15	4 43	7 11	10 25
Chemilly	5 52	9 46	2 26	4 53	7 26	10 35
Bonnard	5 59	9 53	2 32	5 0	7 48	10 42
Larochedep	6	7 10	1	2 40	5 8	8 0

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a. m.	a. m.	a. m.	p. m.	p. m.	p.m.	p.m.
Larochedep	2 30	7 29	11 0	2 55	5 59	9	1
Bonnard	...	7 38	11 9	3 8	6 9	9	10
Chemilly	2 44	7 46	11 16	3 16	6 16	9	18
Monsteau	...	7 56	11 26	3 48	6 26	9	31
Auxerre arr.	3 2	8 6	11 36	4 3	6 37	9	43
..... dep.	3 6	8 15	11 48	...	6 45	...	...
Cravant	3 48	9 11	12 30	...	7 26	...	...
Clamecy	5 0	10 45	1 46	...	8 43	...	...

LIVRON and CREST.

Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class
	a.m.	a.m.	p.m.	p.m.
Livron dep	8 15	11 25	4 35	7 25
Pont-de-Liv.	8 21	11 31	4 41	7 31
Allex	8 34	11 58	4 54	7 44
Crest ...arr.	8 48	11 58	5 8	7 58

Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class
	a.m.	a.m.	p.m.	p.m.
Crest ...dep	6 15	10 16	3 0	5 56
Allex	6 30	10 30	3 15	6 10
Pont-de-Liv.	6 43	10 43	3 28	6 23
Livron arr	6 48	10 48	3 33	6 28

TARASCON, MONTPELLIER, and CETTE.—Chemin de fer de Lyon à la Mediterranée.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Tarascon ..... dep.	1 35	4 30	7 44	10 30	1 48	3 35	...	8 10	—	Cette ...dep.	4 35	...	11 45
Beaucaire	1 41	4 36	7 50	10 36	...	3 43	...	8 18	8 Mireval		5 1	...	12 1
Lunel	2 4	4 58	8 11	10 58	...	4 5	...	8 40	17 Montpellier		5 24	...	12 24
Nismes ..... arr.	2 18	5 9	8 25	11 12	...	4 19	...	8 54	(47; dep.		5 30	...	12 30
Milhaud (34, 60) ...dep.	2 38	5 31	8 44	11 30	2 29	4 44	6 7	9 16	30 Saint-Auzes ...		...	...	...
Vergèze	2 48	5 47	8 54	11 53	...	5 5	6 20	9 34	318 Lunel (51) ...		6 8	...	1 14
Lunel (51)	3 0	6 0	9 10	12 10	2 59	5 20	...	9 50	36 Vergèze		...	...	1 30
Saint-Auzes	3 15	6 15	9 25	12 25	...	5 35	...	10 5	44 Milhaud		6 38	...	1 58
Montpellier ..... arr.	3 45	6 45	9 55	12 55	3 29	6 5	6 50	10 35	48 Nismes (34, 60) dep.		7 10	7 45	2 30
Mireval	4 4	7 30	11 27	1 31	3 39	6 39	7 36	10 56	...		8 50	12 0	1 15
Cette ..... arr.	4 53	4 20	7 45	11 48	...	...	7 50	11 6	63 Beaucaire		9 10	...	1 36
	5 17	...	8 9	12 6	1 35	...	8 14	11 50	63 Tarascon		9 38	...	2 4
	5 47	5 5	8 39	12 36	1 53	4 30	...	8 44	11 50	63 Tarascon 50—51		9 55	...	2 45

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Beaucaire ..... dep.	5 38	8 28	2 0	5 53	...	...	...	...	...	...	...	...	...
St. Ambroix	5 57	8 57	2 43	6 22	...	11	2 35	7 28	1 25	St. Ambroix	7 32	10 30	4 30
Alais (p. 60) ..... arr.	6 34	9 35	3 51	6 59	...	19	3 75	8 15	2 3	Nismes ..... arr.	8 14	11 12	5 37

MONTPELLIER to DELLE and PORRENTRUY.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Montpellier ..... dep.	7 15	10 42	5 11	...	Belfort ..... dep.	8	3 20	5 50	...	Porrentruy ..... dep.	3 34	9 31	3 38	
Fesches-le-Chatea	8 31	12 37	6 26	...	Montbeliard	8	3 29	5 58	...	Delle (Paris Time.) ...	3 56	9 51	4 0	
Morvillars	8 48	1 5	6 34	...	Morvillars	8	3 42	6 11	...	Morvillars	4 10	10 17	4 38	
Grandvillars	8 57	1 13	6 43	...	Grandvillars	8	3 51	6 20	...	Fesches-le-Chatea	4 18	10 25	4 46	
Belfort ..... arr.	9 6	1 22	6 51	...	Montpellier ..... arr.	8	4 5	6 34	...	Montpellier ..... arr.	4 36	10 51	5 11	
Delle ..... (Paris Time.) dep.	9 13	1 32	7 1	...	Porrentruy ..... dep.	8	4 20	6 50	...	Belfort (38) ..... arr.	5	11 8	5 36	
Porrentruy ..... arr.	9 41	1 58	7 7	...	Delle (Paris Time.) ...	8	4 37	7 1	...	Montbeliard (38)	5	11 18	5 46	
					Montbeliard (38)	8	4 43	7 7	...	Belfort (38) ..... arr.	5	11 41	5 10	

CANNES and GRASSE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.	p.m.	p.m.
Cannes .. dep	7 30	1 55	6 25	10 13	
Mouans-Sart ...	7 57	2 18	6 41	11 28	
Grasse..... arr	8 12	2 33	7 3	10 53	
	a.m.	p.m.	p.m.	p.m.	p.m.
Grasse ...dep	6 20	12 30	7 15	9 32	
Mouans-Sart ...	6 36	12 48	7 38	9 48	
Cannes ...arr	6 58	1 10	7 53	10 10	

NUITS-RAVIERES & CHATILLON-SUR-SEINE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Paris .....dep.	5 0	6 30	3 30	
Nuits Ravieres	9 30	12 35	9 30	
Bennevoy	9 54	1 14	9 55	
Laignes	10 10	1 43	10 10	
Polneon	10 24	2 8	10 24	
St. Colombe	10 38	2 30	10 45	
Chatillon-s-S-d	10 43	2 45	10 50	

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Chatillon-S-S-d	6 15	11 6	7 35	
St. Colombe	6 39	10 53	7 43	
Polneon	6 57	11 6	7 57	
Laignes	7 22	11 22	8 13	
Bennevoy	7 44	11 36	8 27	
Nuits-Ravieres	8 29	12 12	9 1	
Paris .....arr.	8 30	8 30	4 0	

St. Colombe to Chatillon at 5.23, 9.56 a.m. 3.0 and 8.30 p.m., *vice versa* 7.40, 11.45 a.m., 3.39 and 7.5 p.m.

ARLES TO LA NEF, AND CETTE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Marseilles dep	11 35	...	5 55	6 50	3 35	9 5	Cette ..... dep.	4 30	11 10	...	3 50	11 45	
Arles	2 3	...	7 30	9 25	5	10 42	Montpellier ...	5	11 45	...	4 25	12 20	4 45
Saint-Gilles	2 37	...	7 50	9 52	5 24	9 6	Lunel	5 24	12 4	...	4 44	12 39	5 4
Galician	...	8 5	9 42	3 5	9 25	...	Nismes ..... dep	6 22	12 15	12 46	6 4	1 30	
Le Cailar	3 9	8 48	9 56	3 20	9 41	Marseilargues	6 30	12 23	1 9	6 16			
Almaraues	3 15	9 0	10 2	3 27	9 47	Almaraues	6 39	12 32	1 24	6 28	1 53		
Marseilargues ...	...	9 20	10 16	3 35	9 55	Le Cailar	6 46	12 39	1 36	6 36	1 41		
Lunel ..... arr.	3 30	9 32	10 19	3 44	10 4	Galician	7	12 53	2 49	6 51			
" 59 dep.	3 40	...	10 35	3 49	10 22	Saint-Gilles	7 22	1 13	3 6	7 12	2 11		
Montpellier ...	4 14	...	11 27	4 41	10 56	Arles (50, 51) ...	8 0	2 2	3 34	8 25	2 55		
Cette (52, 53) arr	4 5	...	12 16	4 47	11 50	Marseilles ..... arr	10 45	4 24	...	11 10	5 11		

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PARIS NEVERS, ROANNE, and LYONS, per TARARE.—Chemin de fer de Paris à Lyon par le Bourbonnais.

Fares. 1st class	Fares. 2nd class	Fares. 3rd class	Stations.	Trains. 1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1 Cl. Ex.	1, 2, 3 class
fr. c.	fr. c.	fr. c.		a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.
—	—	—	**Paris**.....dep	...	7 55	...	12 0	4 40	8 20	9 45
2 65	2 0	1 45	**Brunoy,** (page 59) ...	...	8 38	...	...	...	...	...
5 55	4 15	3 0	Melun.....	...	9 13	...	1 9	5 40	9 16	...
7 25	5 40	4 0	**Fontainbleau** (p 58)	...	9 40	6 2	1 36	6 18	9 37	...
8 25	6 20	4 55	**Moret**	...	10 3	6 29	1 53	6 38	9 51	...
10 70	8 0	5 83	Nemours	...	10 46	7 15	2 30	7 14	10 18	...
13 30	9 95	7 30	Ferrieres	...	11 14	7 56	3 4	7 48	...	...
14 50	10 85	7 95	**Montargis** (Buffet) arr	a.m.	11 30	8 15	3 20	8 4	10 51	1 44
...	...	...	" (p. 50) dep	5 35	12 0		3 25	8 29	10 57	2 2
19 15	14 30	10 50	Glen	6 50	1 2		4 27	9 31	11 41	3 8
20 35	15 20	11 15	**Briare**.....	7 10	1 18		4 43	9 47	...	3 26
24 10	18 0	13 25	**Cosne**	8 21	2 18		5 43	10 44	12 30	4 25
25 20	18 90	13 90	Sancerre	8 41	2 34		5 59	11 0	12 44	4 43
27 90	20 95	15 40	**La Charlite**	9 32	3 16		6 39	11 39	1 14	5 29
31 20	23 45	17 20	**Nevers** (page 53) arr	10 26	3 59		7 21	12 24	1 45	6 18
...	...	...	" ..... dep	10 59	4 9		7 34	12 37	1 55	6 48
32 50	24 10	17 85	**Saincaize.** (p. 41) ... arr	11 15	4 25		7 50	12 53	2 9	7 4
...	...	...	" .....dep	11 30	4 26			1 3	2 11	7 9
34 55	25 95	19 0	Saint Pierre	12 1	4 57		Stop	1 31	2 33	7 40
38 55	28 90	21 20	**Moulins-s-Allier** arr	12 51	5 47		...	2 18	3 6	8 30
...	...	...	" (p. 42, 53) dep	1 1	5 57		...	2 28	3 12	8 40
42 10	31 60	23 15	Varennes-sur-Allier.....	1 48	6 44	1, 2, 3	3 9	3 44	9 27	
43 75	32 75	24 0	**St. Germ.-des- Fosses (60)** (dep	a.m. 2 11	7 7	a.m.	3 29	4 1	9 50	
...	...	...		2 35	7 55		5 55	4 16	...	10 20
45 85	34 35	25 15	**La Palisse**	3 5	8 28		6 32	4 42	...	10 50
47 90	35 95	26 80	St. Martin d'Estrea	3 36	9 3		7 12	5 11	...	11 21
49 5	36 75	26 85	La Pacaudiere	3 51	9 19		7 28	5 26	...	11 36
50 25	37 65	27 65	St. Germain Lespin	4 6	9 37		7 46	5 43	2, 3	11 53
51 85	38 85	28 50	**Roanne,** (p. 56) ... arr	4 37	9 58		8 17	6 21	4 10	12 30
...	...	...	" .....dep	5 2				7 23	5 12	1 34
55 30	41 45	30 40	Amplepuis	6 11	...		...	8 6	5 55	2 17
57 0	42 75	31 35	**Tarare**	6 54	...		...	8 11	6 0	2 22
...	...	...	" .....dep	6 59	...		...	8 21	6 10	2 32
57 60	43 45	31 70	Pontcharra St. F.	7 10	...		...	8 30	6 20	2 41
58 10	43 60	32 0	St. Romain de Pop.	7 19	...		...	8 45	6 39	2 59
59 0	44 25	32 45	**L'Arbresle**	7 36	...		...	8 56	6 50	3 10
59 70	44 80	32 85	Lozan	7 49	...		...	9 6	6 59	3 19
60 35	45 25	32 20	Chazay Marcilly.....	7 58	...		...	9 11	7 5	3 25
60 60	45 45	33 30	Les Chares	8 4	...		...	9 24	7 22	3 38
60 60	45 45	33 30	St. Germain-au-M.-D'Or	8 17	...		...	...	7 29	...
60 95	45 75	33 55	Neuville.....	...	...		...	...	7 36	...
61 20	45 95	33 65	Couzon	...	...		...	9 47	7 57	4 1
61 60	46 20	33 85	Collonges Font	...	...		...	9 51	8 1	4 5
62 5	46 55	34 15	Isle Barbe.....	...	...		...	9 57	8 10	4 14
62 45	46 85	34 34	**Lyon** (Vaise).....arr	...	...		2 5	10 6	8 10	4 14
...	...	...	" " (53)...dep	8 44	...		...	a.m.	...	p.m.
63 5	47 30	34 70	" (50)(Perrache)arr.	8 53	...		...	10 30	...	5 0
...	...	...		1 Cl.			...	11 0	...	4 25
43 30	32 50	23 85	**Lyon** (Perrache) dep	10 45	...		...	p.m.		a.m.
			Marseilles.....arr	6 33	...					
				a.m.						

Extra Trains—Paris to St. Germain 11.30 a.m.

Stations.	Trains. 1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1 Cl. Ex.	1, 2, 3 class
From T arass.	a.m.				Vien		
Marseilles.....dep	11 35	7 16	...	6 45	...	...	...
Lyon (Perrache) arr	11 40	6 5	...	8 0	...	...	...
	a. m.	p.m.	...	a. m.	p. m.	...	p.m.
Lyon (Perrache)...dep.	1 25	6 30	...	8 40	3 25	...	3 45
" (Vaise) .....arr	1 33	6 38	...	8 48	3 33	...	...
" ..... dep	1 38	6 43	...	8 54	3 38	...	...
Isle Barbe.....	1 45	6 50	...	...	...	...	...
Collonges Font	1 53	6 58	...	...	...	...	...
Couzon	2 0	7 5	...	...	...	...	...
Neuville.....	2 7	7 12	...	...	...	...	...
St. Germain-au-M.-D'Or	2 13	7 23	...	9 21	4 5	Paris to Roanne 7 16 a.m.	
Les Chères	2 26	7 33	...	9 32	4 16		
Chazay Marcilly.....	2 32	7 39	...	9 38	4 22		
Lozan	2 42	7 50	...	9 47	4 31		
L'Arbresle	2 58	8 4	...	10 2	4 46		
St. Romain de Pop.	3 13	8 20	...	10 18	5 1		
Pontcharra St. F.	3 34	8 39	...	10 30	5 12		
Tarare (Buffet)...arr.	3 34	8 41	a.m.	10 40	5 22		
" ..... dep	3 39	8 46	6 10	10 47	5 28		
Amplepuis	4 25	9 32	6 56	11 33	6 14	...	p.m.
Roanne (56).....arr	5 17	10 28	7 57	12 29	7 8	...	8 2
" .....dep	5 36		8 28	12 50	7 30	...	8 11
St.-Germain Lespin	5 56	...	8 48	1 10	7 50	...	...
La Pacaudiere.....	6 13	...	9 5	1 27	8 7	...	...
St. Martin-d'Estre.....	6 32	...	9 22	1 44	8 24	...	8 59
La Palisse	7 2	1, 2, 3	9 52	2 14	8 54	...	9 23
St-Germ.-des- Fossés(60) (dep	p.m.	6 0	10 45	3 2	...	p.m.	9 46
Varennes-sur-Allier	...	6 22	11 7	3 24	...	10	10 47
Moulins-s-Allier arr	...	7 8	11 53	4 10	...	10 47	11 33
" p (42, 53) dep	...	7 18	12 5	4 28	...	10 53	11 43
Saint Pierre.....	...	8 14	1 1	5 24	...	11 31	12 36
Saincaize (p. 41)...arr	...	8 41	1 28	5 51	...	11 50	1 0
" .....dep	...	8 46	1 33	5 56	...	11 53	1 10
Nevers (53) .....arr	a.m.	9 2	1 49	6 12	...	12 7	1 26
" ..... dep	5 0	9 18	1 59	6 32	...	12 16	1 37
La Charlite	5 48	10 7	2 49	7 25	...	12 52	2 27
Sancerre	6 26	10 44	3 27	8 15	...	1 18	3 2
Cosne	6 46	11 4	3 47	8 37	...	1 36	3 23
Briare.....	7 42	12 0	4 43	9 40	...	...	4 13
Glen	8 2	12 20	5 3	10 6	...	2 25	4 33
Montargis (Buffet) arr	8 50	1 8	5 51	8	...	3 4	5 27
" (p. 50) dep	9 5	1 26	6 23	11 22	...	3 13	5 43
Ferrieres	9 22	1 43	6 40	...	...	...	6 0
Nemours	9 58	2 19	7 19	...	...	...	6 38
Moret	10 40	2 56	7 55	...	...	4 11	7 18
Fontainbleau (p 49	11 7	3 22	8 18	...	...	...	7 45
Melun.....	11 36	3 50	8 44	...	...	...	8 15
Brunoy (p. 59)	12 20	4 34	9 29	...	...	...	8 59
Paris .....arr.	1 7	5 15	10 10	3 35	...	5 33	9 35
	p.m.	p. m.	p. m.	p.m.		a.m.	a. m.

MONTPELLIER and PALAVAS.—Chemin de fer de l'Hérault.

Stations.	1 & 2	1 & 2	1 & 2	1 & 2
Montpellier dep	6 10	10 17	1 47	4 30
Lattes	6 23	10 30	2 0	4 43
Palavas	6 25	10 80	2 0	4 55
" ...dep				
	a.m.	a.m.	p.m.	p.m.

EXTRA on Sundays and fair-days at 6, 10.5 a.m.; 2, 3.10, 3.30 and 4.30; and 5.40

Stations.	1st class	1, 2, 3 class
Vien	...	...
Paris to Roanne 7 16 a.m.	...	...
	...	p.m.
Via St. Etienne.	...	3 45
	...	...
	...	...
	...	...

ST. ETIENNE, LE PUY, and LANGEAC.

(1, 2, 3 Class.)

Stations.	a.m.	a.m.	a.m.	a.m.
Langeac ....dep.	5 16	10 0	5 0	1 34
Le Puy	6 48	1 40	7 21	7 23
Retournac	7 35	2 28		
Le Voute-sur-Loire	8 13	3 6		
Pont-de-Lignon ...	8 22	3 15		
Aurec	8 31	3 24		
Firminy	9 47	4 42	9 48	9 46
Bellevue	10 11	5 6	10 12	9 59
St. Etienne ...arr.	10 20	5 15	10 21	10 8

SAINT-ETIENNE AND ROEN.

Stations.	a.m.	a.m.	p.m.	p.m.
Roen ..... dep.	6 40	10 0	4 0	...
St-Romain-le-Puy ...	6 50	10 10	4 10	...
Burg-le-Comte	7 3	10 23	4 23	...
Boisson	7 23	10 43	4 43	...
Andrezieux	7 34	10 54	4 54	...
Saint-Just ....arr.	7 36	10 56	4 56	...
Saint-Just ..... dep.	7 39	11 0	5 0	5 3
Villars	7 51	11 12	5 12	5 15
La Fouillouse	8 0	11 21	5 21	5 24
St-Etienne (Gr.) a.	8 10	11 31	5 31	5 34

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.	p.m.
Pertuis ..... dep.	5 55	1 7	4 20	8 45
Villelaure	6 3	1 16	4 29	8 54
Cadenet	6 13	1 25	4 39	9 4
Lauris	6 21	1 33	4 46	9 12
Meridol	6 31	1 41	4 56	9 22
Cavaillon	6 40	1 49	5 5	9 31
L'Isle-Sorgues ...	6 50	2 3	5 16	9 42
La Thor	7 6	2 19	5 32	9 58
Cheval-Blanc	7 28		5 54	
Meridol	7 38		6 4	
Lauris	7 47		6 13	
Cadenet	7 55		6 21	
Villelaure	8 4		6 30	
Pertuis ..... arr.	8 13		6 39	

AVIGNON and PERTUIS.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.	p.m.
Avignon ..... dep	5 55	1 7	4 20	8 45
Montfavet	6 3	1 16	4 29	8 54
Morieres	6 13	1 25	4 39	9 4
St-Saturnin-d'Av. ...	6 21	1 33	4 46	9 12
Gadagne	6 31	1 41	4 56	9 22
La Thor	6 40	1 49	5 5	9 31
L'Isle-Sr-Sorgues...	6 50	2 3	5 16	9 42
Cavaillon	7 6	2 19	5 32	9 58
Cheval-Blanc	7 28		5 54	
Meridol	7 38		6 4	
Lauris	7 47		6 13	
Cadenet	7 55		6 21	
Villelaure	8 4		6 30	
Pertuis ..... arr.	8 13		6 39	

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.	p.m.
Avignon ..... dep	5 55	1 7	4 20	8 45
Montfavet	6 3	1 16	4 29	8 54
Morieres	6 13	1 25	4 39	9 4
St-Saturnin-d'Av. ...	6 21	1 33	4 46	9 12
Gadagne	6 31	1 41	4 56	9 22
La Thor	6 40	1 49	5 5	9 31
L'Isle-Sr-Sorgues...	6 50	2 3	5 16	9 42
Cavaillon	7 6	2 19	5 32	9 58
Cheval-Blanc	7 28		5 54	
Meridol	7 38		6 4	
Lauris	7 47		6 13	
Cadenet	7 55		6 21	
Villelaure	8 4		6 30	
Pertuis ..... arr.	8 13		6 39	

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.	p.m.
Avignon ..... dep	5 55	1 7	4 20	8 45
Montfavet	6 3	1 16	4 29	8 54
Morieres	6 13	1 25	4 39	9 4
St-Saturnin-d'Av. ...	6 21	1 33	4 46	9 12
Gadagne	6 31	1 41	4 56	9 22
La Thor	6 40	1 49	5 5	9 31
L'Isle-Sr-Sorgues...	6 50	2 3	5 16	9 42
Cavaillon	7 6	2 19	5 32	9 58
Cheval-Blanc	7 28		5 54	
Meridol	7 38		6 4	
Lauris	7 47		6 13	
Cadenet	7 55		6 21	
Villelaure	8 4		6 30	
Pertuis ..... arr.	8 13		6 39	

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.	p.m.
Avignon ..... dep	5 55	1 7	4 20	8 45
Montfavet	6 3	1 16	4 29	8 54
Morieres	6 13	1 25	4 39	9 4
St-Saturnin-d'Av. ...	6 21	1 33	4 46	9 12
Gadagne	6 31	1 41	4 56	9 22
La Thor	6 40	1 49	5 5	9 31
L'Isle-Sr-Sorgues...	6 50	2 3	5 16	9 42
Cavaillon	7 6	2 19	5 32	9 58
Cheval-Blanc	7 28		5 54	
Meridol	7 38		6 4	
Lauris	7 47		6 13	
Cadenet	7 55		6 21	
Villelaure	8 4		6 30	
Pertuis ..... arr.	8 13		6 39	

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.	p.m.
Avignon ..... dep	5 55	1 7	4 20	8 45
Montfavet	6 3	1 16	4 29	8 54
Morieres	6 13	1 25	4 39	9 4
St-Saturnin-d'Av. ...	6 21	1 33	4 46	9 12
Gadagne	6 31	1 41	4 56	9 22
La Thor	6 40	1 49	5 5	9 31
L'Isle-Sr-Sorgues...	6 50	2 3	5 16	9 42
Cavaillon	7 6	2 19	5 32	9 58
Cheval-Blanc	7 28		5 54	
Meridol	7 38		6 4	
Lauris	7 47		6 13	
Cadenet	7 55		6 21	
Villelaure	8 4		6 30	
Pertuis ..... arr.	8 13		6 39	

LUNEL and VIGAN.

Mls.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.		a.m.	a.m.	p.m.	p.m.	p.m.
—	Lunel ..... dep	6 15	8 45	12 30	5 45	
3½	Gallargues	6 29	9 2	12 45	6	
4½	Aubais	6 42	9 17	12 45	6 13	
7	Junas	6 48	9 27	12 51	6 19	
9	Sommieres	7 1	10 5	1 3	6 30	
14	Fontanes	7 14	10 25	1 16	6 44	
16	Vic-le-Fesq	7 24	10 41	1 26	6 54	
17	Orthoux	7 33	10 55	1 36	7 3	
23	Quissac	7 46	11 23	1 48	7 16	
27	Sauve	7 57	11 40	2 0	7 27	
31½	Saint-Hippolyte	8 24	12 24	2 24	7 52	
35	La Cadiere	8 38	12 52	2 38	8 6	
38	Ganges	8 58	1 21	2 56	8 26	
—	Le Vigan ..... arr	9 25	2 30	3 24	9 3	

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	p.m.
Le Vigan ..... dep	4 23	7	9 11	2	6 35
Ganges	4	7 51	9 39	2	7 13
La Cadiere	5 25	8 13	1	1	7 34
Saint Hippolyte	5 41	8 28	1 30	1	7 51
Sauve	5 58	8 46	2	5	8 8
Quissac	6 19	9 0	2 35	8	8 22
Orthoux	6 23	9 11	2 52	8	8 33
Vic-le-Fesq	6 32	9 20	3	8	8 42
Fontanes	6 43	9 30	3 23	8	8 52
Sommieres	7	9 48	3 58	9	9 10
Junas	7 10	9 56	4 15	9	9 18
Aubais	7 16	10	4 29	9	9 24
Gallargues	7 30	10 13	4 46	9	9 35
Lunel ..... arr	7 42	10 25	5	1	9 50

DRAGUIGNAN to LES ARCS.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.	p.m.	p.m.
Les Arcs ..... dep	9 30	12 50	6 10	9 10	
Trans	9 54	1 10	6 35	9 30	
Draguignan .. arr.	10 4	1 20	6 45	9 40	

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	p.m.	p.m.
Draguignan ..dep.	5 25	8 30	11 0	4 20	
Trans	5 39	8 41	11 10	4 30	
Les Arcs ...(5h.) arr.	5 56	9 1	11 27	4 47	

CRAVANT and AVALLON.—All 1, 2, 3 class.

Stations.	a.m.	p.m.	p.m.	
Cravant ..... dep	2 55	1 20	7 35	...
Arcy	4 21	1 49	8 1	...
Sermizelles	4 42	2 25	8 23	...
Avallon ..... arr	5 13	3 0	8 54	...

Stations.	a.m.	a.m.	p.m.	
Avallon ..... dep.	7	7 11	20	7 50
Sermizelles	7	42	12	8 39
Arcy	7	59	12	34 8 46
Cravant ..... arr.	8	25	1	0 9 11

LYONS and GRENOBLE.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Grenoble (p. 53) ...dep.	5 45	7 30	10	0	2	5 45	10	24			
Moirans	6 14	8	0	34	30	6	24	10	58		
Rives (page 53)					6	47	11	29	4	12	7 12
Chabons	Sep.				7	40	12	24			
St. André-le-désert ...					7	55	12	44	5	7	8 14
La Tour-du-Pin					8	22	1	37	5	19	8 27
Bourgoin					8	43	1	58	5	45	9 0
Saint Quentin					9	16	2	29			10 11
Lyons (Perrache)(4h.)a.					9	43	2	45	6	50	10 33

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Lyons (Perrache) ...dep.	5	8	10	11	1	3	5	8	10	11	
Vaulx-en-Velin	5	28	10	31	1	23	5	28	10	31	
Saint Quentin	6	5	11	10	2	2	6	7	11	10	
Bourgoin	6	41	11	47	2	39	6	44	11	47	
La Tour-du-Pin	7	14	12	20	3	12	7	17	12	20	
St. André-le-désert ...	7	37	12	43	3	35	7	40	12	43	
Chabons	7	57	12	48	3	55	8	0	12	48	
Rives (page 53)	8	25	1	20	4	23	8	28	1	20	
Moirans	8	39	1	34	4	37	8	42	1	34	
Grenoble (p. 53) arr.	9	27	2	22	5	25	9	30	2	22	

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Grenoble (p. 53) ...dep.	5 45	7 30	10	0	2	5 45	10	24			
Moirans	6 14	8	0	34	30	6	24	10	58		
Rives (page 53)					6	47	11	29	4	12	7 12
Chabons	Sep.				7	40	12	24			
St. André-le-désert ...					7	55	12	44	5	7	8 14
La Tour-du-Pin					8	22	1	37	5	19	8 27
Bourgoin					8	43	1	58	5	45	9 0
Saint Quentin					9	16	2	29			10 11
Lyons (Perrache)(4h.)a.					9	43	2	45	6	50	10 33

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Lyons (Perrache) ...dep.	5	8	10	11	1	3	5	8	10	11	
Vaulx-en-Velin	5	28	10	31	1	23	5	28	10	31	
Saint Quentin	6	5	11	10	2	2	6	7	11	10	
Bourgoin	6	41	11	47	2	39	6	44	11	47	
La Tour-du-Pin	7	14	12	20	3	12	7	17	12	20	
St. André-le-désert ...	7	37	12	43	3	35	7	40	12	43	
Chabons	7	57	12	48	3	55	8	0	12	48	
Rives (page 53)	8	25	1	20	4	23	8	28	1	20	
Moirans	8	39	1	34	4	37	8	42	1	34	
Grenoble (p. 53) arr.	9	27	2	22	5	25	9	30	2	22	

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Grenoble (p. 53) ...dep.	5 45	7 30	10	0	2	5 45	10	24			
Moirans	6 14	8	0	34	30	6	24	10	58		
Rives (page 53)					6	47	11	29	4	12	7 12
Chabons	Sep.				7	40	12	24			
St. André-le-désert ...					7	55	12	44	5	7	8 14
La Tour-du-Pin					8	22	1	37	5	19	8 27
Bourgoin					8	43	1	58	5	45	9 0
Saint Quentin					9	16	2	29			10 11
Lyons (Perrache)(4h.)a.					9	43	2	45	6	50	10 33

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Grenoble (p. 53) ...dep.	5 45	7 30	10	0	2	5 45	10	24			
Moirans	6 14	8	0	34	30	6	24	10	58		
Rives (page 53)					6	47	11	29	4	12	7 12
Chabons	Sep.				7	40	12	24			
St. André-le-désert ...					7	55	12	44	5	7	8 14
La Tour-du-Pin					8	22	1	37	5	19	8 27
Bourgoin					8	43	1	58	5	45	9 0
Saint Quentin					9	16	2	29			10 11
Lyons (Perrache)(4h.)a.					9	43	2	45	6	50	10 33

St. Rambert d'Albon & Annonay.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
St. Rambert (p. 53) d.	6	10	1	30	4	35
Peyraud						
Midon						
Annonay ..... arr						

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Annonay ..... dep	6 45	11	2	10	3	50
Midon	6 52	11	39	3	45	6
Peyraud	7 16	12	3	3	46	6
St. Rambert (p. 53) a.	7 21	12	18	3	51	6

This line follows the windings of the River Loire, cutting through a lofty range of rocky mountains, the scenery being surpassingly grand.

SAINT-GERMAIN-DES-FOSSÉS to VICHY and NIMES.

Mls	1 cl.	2 cl.	3 cl.
Dis.	fr. c.	fr. c.	fr. c.
0	Germ.	to V	Ichy.
1½	1 20	0 80	0 65
St G	erm.	to N	îmes
38	0 70	0 55	0 35
15	2 90	2 20	1 65
21½	4 25	3 20	2 35
32	6 35	4 75	3 50
40½	8 0	5 95	4 40
49½	9 80	7 35	5 40
63½	12 30	9 30	6 75
67½	13 40	10 5	7 35
74	14 65	11 0	8 0
77½	15 40	11 55	8 45
84	16 60	12 45	9 10
95	18 85	14 10	10 30
103	20 45	15 20	11 25
144½	28 70	21 50	15 75
169½	33 65	25 20	18 45
177½	35 25	26 40	19 35
188½	37 20	27 95	20 50
190½	37 65	28 25	20 70
196½	39 40	29 35	21 5
207	41 0	30 70	22 55
210½	41 70	31 35	22 95
217½	43 10	32 30	23 70
230	45 55	34 20	25 5
48½	9 60	7 20	5 25
79½	13 60	11 70	8 55

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
St. Germain...arr	p.m.	a. m.	...
St. Germain d-Fd	7 50	4 27	...
Vichy ..... arr.	8 10	4 47	...
	1, 2, 3	1, 2, 3	1, 2, 3
	p. m.	a. m.	a. m.
St. Germain ...dep.	8 2	4 30	5 50
Saint-Remy	8 57	...	6 3
Gannat (35)	9 7	4 57	7 0
Aigueperse	9 16	5 14	7 38
Riom	9 42	5 36	8 10
Clermont-Ferrand	10 6	5 56	8 45
,, (51) dep.	... ...	6 7	9 0
Les Martres.....	... ...	6 38	... 9 31
Issoire ..... arr	... ...	7 17	... 10 9
,, ... dep	... ...	7 21	...
Le Breuil	... ...	7 36	...
Brassac	1, 2, 3	8 13	1, 2, 3
Arvant ..... arr.	a.m.	8 32	p.m.
(42)...dep.	9 30	8 38	5 45
Brioude	9 45	8 56	7 27
Paulhaguet.....	10 23	9 30	9 15
Langeac	a.m.	10 1	... 9 50
Langogne	...	5 37	12 19
Villefort	1, 2, 3	7 20	2 0
Genolhac.....	a.m.	7 56	2 35
Gr'Combe { La Levade / La Pise ...	5 8 / 5 42	8 55 / 9 6	3 32 / 3 42
Alais .....arr	6 10	9 41	4 17
,, (57) .... dep	6 17	10 0	4 27
Vezenobres.....	7 3	10 22	...
Boucoiran	7 16	10 38	...
Fons	7 42	11 2	...
Nimes (55, 57) arr	8 20	11 40	5 48
	p.m.	11 Cl.	p.m.
CETTE..... arr	12 36	4 30	8 44
	1 Cl.	p.m.	p.m.
MARSEILLES...arr	11 40	3 45	11 0

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 Cl.
	a.m.	a.m.	p. m.	a.m.	
MARSEILLES ...dp	11 15	...	...	...	10 50
CETTE .....dep	p.m. 2 50	...	...	6 0	1, 2, 3 10 10
	a.m.	a.m.	...	a.m.	p.m.
Nimes.....dep	6 35	5 45	...	8 0	2 40
Fons	7 15	6 25	...	...	3 20
Boucoiran.....	7 39	6 49	...	...	3 44
Vezenobres.....	7 54	7 4	...	...	3 59
Alais ..... arr	8 16	7 26	...	9 23	4 21
,, (57).....dep	8 29	7 55	a.m.	9 33	4 33
Gr'Combe { La Pise ... / La Levade	9 9 / 9 18	8 37 / 8 46	2 46 / 2 55	10 19 / 10 32	5 15 / 5 30
Genolhac.....				11 30	6 22
Villefort.....	Stop	1, 2, 3	a.m.	12 10	7 2
Langogne		a.m.	5 4	1 48	8 40
Langeac	1, 2, 3	10 0	7 35	4 2	Stop
Paulhaguet.....	a.m.	11 6	8 14	4 35	
Brioude	5 20	11 2	8 53	5 12	
Arvant ..... arr.	5 38	12 20	9 13	5 30	...
,, (42)...dep.	5 43	...	9 36	5 52	...
Brassac	6 0	...	9 53	6 6	...
Le Breuil	6 20	...	10 15	6 27	...
Issoire.....arr	6 55	...	10 30	6 42	p.m.
,, ...dep	6 59	...	10 33	5 16 6 45	2 23
Les Martres.....	7 32	1, 2, 3	11 14	6 19	3 5
Clermont-Ferr ar.	7 54	a.m.	11 47	7 15	7 44 4 42
,, (51) dep.	8 5	10 0	12 20	...	7 58 4 55
Riom.....	8 33	10 36	12 49	...	8 21 5 28
Aigueperse	9 4	...	1 20	...	8 46 6 7
Gannat (35)	9 24	...	1 40	...	9 5 6 30
Saint-Remy	9 53	...	2 9	...	... 7 4
St. Germain (36)ar	10 4	...	2 20	...	9 37 7 15
	a.m.		p.m.	p.m.	
Vichy.....dep.	9 37	...	1 50	9 30	...
St. Germain d-F'a.	9 57	...	2 10	9 50	...

This is the most direct line between Paris and Marseilles, and through fine mountain scenery.

PERPIGNAN BOULETERNERE—Chemin Perpignan à Prades.

Mls	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	a. m.	p. m.	p. m.
0	Perpignan dep.	10 15	3 0
2½	Le Soler	10 28	3 24
5½	St. Féliu-d'Avall	10 43	3 39
8½	Millas	10 58	3 54
11½	Boulèternères	11 13	4 14
16½	Prades ..... arr.	11 49	4 51
16½	Prades ..... dep.	11 19	4 21

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Prades ..... dep.	6 0	8 0	10 35	12 0	2 40	4 0	6 15	8 0
Boulèternères	6 36	8 36	11 11	12 36	3 16	4 36	6 51	8 36
St. Féliu-d'Avall	6 51	8 51	11 26	12 51	3 31	4 51	7 6	8 51
Millas	7 6	9 6	11 41	1 6	3 46	5 6	7 21	9 6
Le Soler	7 21	9 21	11 56	1 21	4 1	5 21	7 36	9 21
Perpignan arr.	7 40	9 40	12 15	1 40	4 20	5 40	7 55	9 40

SATHONAY AND BOURG.

Stations.	Trains. 1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a. m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
LONS-LE-SAULN. ..... dep	6	9 29	11	2 0	5	8 0	...
MACON	6 6	9 40	11 30	2 31	5 31	8 31	4 30
Bourg	6 40	9 50	...	...	...	8 40	...
Servas	6 48	9 58	...	...	...	8 48	...
Saint-Andéol-Varax.	7	10 10	12	2 50	5 50	8 58	5 34
Villars-les-Dombes	7 27	10 37	12 39	3 17	6 17	9 25	6 1
Saint-Trivier-de-Cory	7 37	10 47	12 49	3 27	6 27	9 35	6 11
Mantenay	7 47	10 57	12 59	3 37	6 37	9 45	6 21
Villars-les-Dombes	7 57	11 7	1 9	3 47	6 47	9 55	6 31
Saint-Paul-de-Varax	8 14	11 24	1 26	4 4	7 4	10 12	6 48
Marlieux	8 24	11 34	1 36	4 14	7 14	10 22	6 58
Saint-Bernard	8	11 58	2	4 40	7 40	10 46	7 24
Sathonay (54)	8 14	12 12	2 14	4 54	7 54	11 0	7 38
LONS-LE-SAULN.	8 36	12 30	2 34	5 16	8 16	11 20	7 58
MACON	8	12	2	4	7	10	7

Stations.	Trains. 1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a. m.	a.m.	p

LAVELINE AND ÉPINAL—Chemin de fer des Vosges.

Stations.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.
	a.m.	a.m.	p.m.
Granges .... dep	4 43	10 10	4 50
Aumontzey	4 51	10 20	5 2
Laveline	5 0	10 35	5 12
Bruyeres	5 15	10 55	5 27
Lepanges	5 35	11 17	5 45
Docelles-C.	5 47	11 41	5 57
Jarmenil	5 57	11 53	6 7
Arches (62-66)	6 18	12 13	6 28
Epinal (62, 66) arr.	6 33	12 45	6 49
Nancy .....arr	a.m.	4 45	9 20
Paris ..... „	—	4 0	12 20
† 1st class.		15	a.m.

Stations.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.
	p.m.	p.m.	a.m.
Paris .....dep.	2 25	9 25	8 25
	1, 2, 3	a.m.	1, 2, 3
Nancy .....dep.	4 55	9 25	4 25
Epinal (62, 66) dep	7 25	11 50	7 20
Arches.....			
„ (62) dep.	7 56	12 20	8 0
Jarmenil	8 9	12 40	8 9
Docelles-C.	8 25	12 51	8 21
Lepanges	8 44	1 7	8 39
Bruyeres	9 7	1 20	8 58
Laveline	9 25	1 44	9 9
Aumontzey	9 38	1 58	9 14
Granges .....arr	9 45	2 2	9 25

MACON to PARAY-LE-MONIAL, Compagnie des Chemins de fer du Bourbonnais.

Stations.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.
	p.m.	p.m.	p.m.
Paris .....dep	8 10	4 45	11 30
MACON .....arr	8 19	6 40	1 21
LYON .....dep	8 45	7 20	4 31
MACON .....dep	...	8 22	11 0
GENEVA .....arr	...	12 30	6 20
BOURG .....dep	6 20	10 15	2 3
	a.m.	a.m.	p.m.
Macon (Buffet) .....dep	6 25	9 3	2 20
Charnay Condemine	6 30	9 19	2 34
Prissé	6 38	9 31	2 43
Saint-Sorlin-Jilly	6 52	9 35	2 53
La Croix-Blanche	7 0	9 47	3 2
Clessy (Buffet) .....arr	7 10	10 0	3 22
„ .....dep	7 36	10 16	...
Sainte-Cécile-la-Velouse.....	7 48	10 40	...
Cluny	7 58	10 52	...
La Chapelle-Mutelin	8 25	11 20	...
Trivy	8 33	11 30	...
Les Terreaux-Varennes	8 46	11 44	...
Saint-Bonnet-Besbray	8 56	11 56	...
Chevagnes (Buffet) .....arr	9 03	12 10	...
Paray-le-Monial ...dep	1 48	...	7 57
Moulins 42, 58, 59 .....arr	3 49	3 49	10 10

Stations.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.
	a.m.	a.m.	p.m.
Moulins .....dep	...	...	4 10
Paray-le-Monial ...arr	...	...	6 27
	...	...	p.m.
Paray-le-Monial ...dep	6 58	10 5	...
Charolles (Buffet).....	7 30	10 43	...
Vendenesse-sur-semence..	7 51	10 54	...
Saint-Bonnet-Beaubery ...	7 53	11 19	...
Les Terreaux-Varennes ...	7 58	11 30	...
Trivy	8 10	11 38	...
La Chapelle-Mutelin	8 18	11 44	...
Clermain	8 26	11 54	...
Sainte-Cécile-la-Velouse...	8 40	12 3	...
Cluny (Buffet)	8 49	12 14	a.m.
Clessy	8 54	12 22	6 15
La Croix-Blanche	9 14	12 42	6 37
Saint-Sorlin-Jilly	9 22	12 50	6 57
Prissé	9 36	1 0	7 14
Charnay-Condemine	9 46	1 10	7 23
Macon 54, 69 ..... arr	9 58	1 16	7 33
BOURG ..... dep	1 ...	6 31	9 34
GENEVA ..... dep	1 ...	6 56	11 18
Macon ..... dep	10 16	1 18	10 20
Lyon ..... dep	10 54	1 45	11 0
MACON ..... dep	11 37	3 11	11 34
DIJON ..... dep	3 38	3 38	11 6
Paris ..... arr	10 36	4 0	6 11

CHALON and LONS-LE-SAUNIER.

Stations.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.
	a.m.	a.m.	p.m.
Chalon-St.-Cosmdp	5 57	8 30	11 35
St. Marcel	6 9	8 42	11 47
Epervans	6 15	8 48	11 53
Ouroux-St.-Christophe	6 26	8 59	12 5
St.-Germain-du-Plain	6 34	9 6	12 14
St.-Etienne-en-Bresse	6 45	9 18	12 26
Montret	6 57	9 30	12 39
Branges	7 11	9 44	12 54
Louhans	7 28	9 58	1 10
Ratte	7 43	10 13	1 26
Savigny-Bourg-Bresse ...	7 53	10 23	1 36
Courlaoux	8 6	10 36	1 49
Chilly-le-Vignoble.....	8 13	10 43	1 56
Arbois	8 26	10 56	2 9
Mesnay-Pontarlier	8 42	11 12	2 25
Salins	8 50	11 20	2 33
Andelot	9 11	11 41	2 54
Lons-le-Saunier.....	9 29	11 59	3 12

Stations.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.
	a.m.	p.m.	p.m.
Lons-le-Saunierdep	5 53	6 19	11 50
Chilly-le-Vignoble.....	6 3	6 30	12 2
Courlaoux	6 12	6 39	12 12
Savigny-Beaurepaire..	6 22	6 49	12 22
Ratte	6 42	7 9	12 44
Louhans	7 6	7 43	1 13
Branges	7 14	7 41	1 22
Montret	7 28	7 55	1 37
St.-Etienne-en-Bresse ..	7 40	8 7	1 50
St.-Germain-du-Plain ..	7 51	8 18	2 2
Ouroux-St.-Christophe ..	7 59	8 26	2 11
Epervans	8 10	8 37	2 22
St.-Marcel	8 16	8 43	2 28
Chalon-St.-Cosmarr	6 37	9 0	2 39

MARSEILLE, ST. CHARLES and MARSEILLE-PRADO.

1, 2, 3 classes.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Marseil.-St.-Charles dep	8 0	10 45	2 3	4 47	7 10	10 30
La Blancarde	8 9	10 55	2 15	4 57	7 25	10 40
Marseil.-Pradoarr	8 17	11 3	2 23	5 5	7 33	10 48

1, 2, 3 classes.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Marseil.-Pradodep	6 37	8 40	1 15	3 40	5 37	
La Blancarde	6 47	8 50	1 25	3 50	5 46	
Marseil.-St.-Charles arr	6 57	9 0	1 35	4 0	5 56	

FARES from Marseille-Saint-Charles to Marseille-Prado and vice versa, First Class, 85 c.; Second Class, 65 c.; Third Class, 45 c.

CHALON TO DOLE.—Chemin de fer de Paris à Lyons et à la Mediterranée.

Stations.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.
	a.m.	a.m.	p.m.	p.m.
Chalon-Ville .....dep.	4 56	11 5	12 12	6 42
Gergy	5 15	11 31	12 53	7 5
Verdun-sur-le-Doubs	5 35	11 51	1 20	7 23
St-Bonnet-en-Bresse	5 55	12 10	1 51	7 41
Pierre	6 12	12 27	2 25	7 56
Neub'ans	6 32	12 47	2 55	8 16
Chaussin	6 49	1 5	3 22	8 32
Tavaux	7 4	1 20	3 47	8 46
Foucherans.....	7 15	1 30	4 3	8 56
Dole (52) .....arr	7 27	1 42	4 20	9 6
	a.m.	p.m.	p.m.	p.m.

Stations.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.
	a.m.	a.m.	a.m.	p.m.
Dole .....dep	4 55	7 0	11 8	4 59
Foucherans	5 8	7 16	11 21	5 3
Tavaux	5 18	7 30	11 32	5 13
Chaussin	5 33	7 54	11 47	5 28
Neublans	5 53	8 21	12 8	5 49
Pierre	6 13	8 41	12 28	6 7
St-Bonnet-en-Bresse	6 30	9 4	12 43	6 23
Verdun-sur-le-Doubs	6 53	9 33	1 16	6 47
Gergy.....	7 10	9 55	1 32	7 6
Chalon-Ville .....arr	7 34	10 35	1 56	7 30
	a.m.	a.m.	p.m.	p.m.

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PARIS and SAINT CALAIS.

Stations.	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.		a.m.	a.m.	p.m.
Paris ...dep	...	7 30	...	St.Calais d	5 50	9 30	3 15
Le Mans ...	6 15	11 35	3 50	Coudrecieux	6 21	10 4	3 52
Connerre	7 40	12 28	5 21	Bouloire.....	6 42	10 22	4 12
Bouloire	8 23	1 19	6 10	Connerre ...	7 20	11 0	4 56
Coudrecieux	8 37	1 35	6 26	Le Mans a	7 50	12 30	5 30
St. Calais...	9 10	2 9	7 0	Paris ...arr	...	5 40	9 40

PARIS & MAMERS.

Stations.	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3
	a.m.	a.m	p.m.		a.m.	a.m	p.m
Paris ...dep	...	7 30	...	Mamers dp	6 0	9 19	3 3
Le Mans...	6 15	11 33	3 50	Marolles	6 38	9 56	4 4
Connerre	7 3	12 25	5 11	Bonnetable	7 12	10 28	5 2
Bonnetable...	7 51	1 20	6 14	Connerre	7 59	11 8	6 1
Marolles	8 22	1 56	6 51	Le Mans...	8 50	2 30	7
Mamers ar	8 59	2 40	7 38	Paris (30)a	...	5 40	2 4

CHALONS-SUR-MARNE and MONTARGIS.—Chemins de fer d'Orleans a Chalons.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,4	1,2,3	1,2,3	1,2,3
Dis.	fr. e.	fr. e.	fr. e.		a.m.	a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	Chalons.....dep	...	6 10	...	9 34	...	Montargis.....dep	6 10	...	...	9 20	...	7 13
3	0 70	0 55	0 35	Cools	...	6 18	...	9 58	...	Amilly	6 31	...	...	9 33	...	7 25
9	1 90	1 45	1 15	Sezy	...	6 37	...	10 1	...	Nemours	6 51	...	...	9 43	...	7 44
14	2 80	2 10	1 75	Busigny-Lettre-Vat	...	6 50	...	10 24	...	Trilport	6 45	...	...	10 19	...	7 58
18	3 50	2 60	1 75	Somme-Suippe	...	7 11	...	10 43	...	Chelles-d'Oisly	6 56	...	...	10 31	...	8 11
24	4 50	3 40	2 80	Mailly	...	7 32	...	10 57	...	Courtenay	7 14	...	...	10 53	...	8 33
29	5 40	4 20	3 15	Allibaudiere	...	7 53	...	11 13	...	Sevigny	7 28	...	...	11 9	...	8 52
33	6 05	4 50	3 63	Arcis-sur-Aube	...	8 12	...	11 34	4 25	Vernoy	7 53	...	...	11 30	...	9 14
37	7 25	5 40	4 0	Ste.-Helene Noszy...	...	8 23	...	6 36	8 40	Subligny	7 44	...	...	11 44	...	9 20
40	8 0	5 95	4 40	Vous	...	8 41	...	...	8 52	Sens (Lyon) ...arr	8 10	a.m.	11.56	p.m.	p.m.	9 44
41	8 10	6 50	4 75	Montmain	...	8 44	...	...	8 55	" (Yille)...dep	8 31	6 12	0	1 30	4 50	9 54
47	8 70	6 50	4 75	Charmont.....	...	8 54	...	...	9 12	" (Yille)...arr	8 37	...	12	6	5 30	10 0
50	9 20	7 00	5 15	Anglemont	...	9 3	...	...	...	" ..... dep	8 40	6 17	...	...	...	p.m.
54	10 10	7 80	5 80	Crecy	...	9 18	...	...	...	St-Savinien	...	...	...	5 0	7 40	...
58	10 70	8 0	5 85	Lavau	...	9 26	...	...	...	Clay-le-Roomle...	...	...	...	5 15	7 57	...
64	11 90	8 85	6 5	Troyes (Preise) ar	...	9 44	...	...	...	Malay-le-Roi.....	6 30	...	...	5 30	8 16	...
	11 90	8 85	6 30	" (Est)..dep	...	9 50	...	...	...	Thuil-Cerisiers	...	...	...	5 36	8 25	...
83	11 90	8 50	6 30	" (Est)..arr	3 40	...	...	...	...	Pont-sur-Vanne.....	6 56	...	...	5 56	8 45	...
				" (68)..dep	...	...	...	...	...	Chigy-Bleye	7 6	...	...	6 6	8 55	...
				(Preise) ar	3 56	...	...	...	...	Foissy	7 21	...	...	6 30	...	...
	11 90	8 85	6 45	Corvilliers-M.	...	...	...	...	...	Villeneuve-l'Arche	9 21	...	...	7 28	...	...
93	12 70	9 50	7 5	Meson	...	...	...	...	...	Regneaux	9 32	...	...	7 39	...	...
95	12 70	9 95	7 8	Fontvannes	4 40	...	...	...	...	Vulaines Rigny	...	...	...	7 47	...	...
99	13 60	10 20	7 50	Estissac.....	5 18	...	...	...	...	St-Benoit	9 45	...	...	7 59	...	...
103	14 50	10 85	7 93	Aix-en-Othe-Villem	5 34	...	...	...	...	Aix-en-Othe-Villem	9 50	...	...	8 16	...	...
108	15 0	11 25	8 25	St-Benoit	...	...	...	...	...	Estissac.....	...	...	...	8 28	...	...
111	15 75	11 80	8 63	Vulaines Rigny F.	...	...	...	...	...	Fontvannes	...	...	...	8 41	...	...
114	16 10	12 10	8 85	Villeneuve-l'Arche	...	...	...	...	...	Meson	...	...	...	8 47	...	...
121	16 75	12 55	9 20	Foissy	...	...	...	...	...	Corvilliers-M.	...	...	...	8 58	...	...
124	17 10	12 85	9 40	Chigy-Bleye	...	...	...	...	...	" (Est.)" arr	11 31	...	...	...	...	...
131	17 75	13 30	9 75	Pont-sur-Vanne.....	...	...	...	...	...	" ..... dep	11 36	...	...	...	...	...
135	17 75	13 30	9 75	Thuil-Cerisiers	...	...	...	...	...	" (Preise) ar	11 39	...	...	...	...	...
141	18 6	13 85	9 95	Malay-le-Roi.....	...	...	...	...	...	" ..... dep	...	...	...	6 40	...	...
151	18 45	13 85	10 15	Malay-le-Vicomte...	...	...	...	...	...	Lavau	...	...	...	6 55	...	...
153	18 85	14 10	10 30	St-Savinien	...	...	...	...	...	Crecy	12 10	...	...	7 10	...	...
162	19	14 30	10 50	Sens (Ville)	7 10	...	...	...	...	Annay	12 21	...	...	7 20	...	...
				Sens (Lyon)	...	...	...	...	...	Assenciéres	...	...	...	7 36	...	...
169	19 45	14 85	10 70	" (68)	...	...	...	...	...	Charmont.....	...	...	...	7 47	...	...
169	20 15	15 15	11 10	Cheville d'ouchy	...	...	...	...	...	Vous	...	...	...	8 16	...	...
174	21 15	15 75	11 60	Subligny	...	...	...	...	...	Ste.-Edenne Noszy...	12 44	...	...	8 25	...	...
181	21 15	15 75	11 60	Estivelle-Villem	...	...	...	...	...	Arcis-sur-Aube	...	...	...	8 45	...	...
184	21 85	16 25	12 15	Savigny	...	...	...	...	...	Allibaudiere	...	...	...	8 57	...	...
189	22 75	16 90	12 45	Courtenay	...	...	...	...	...	Mailly	...	...	...	9 14	...	...
193	23 40	17 40	13 0	Chevilly d'ouchy	...	...	...	...	...	Sezy	...	...	...	9 34	...	...
198	24 15	18 00	13 40	Thignore	...	...	...	...	...	Busigny-Lettre-Vat	...	...	...	9 44	...	...
204	24 85	18 60	13 90	Chevillon	...	...	...	...	...	Cools	...	...	...	9 59	...	...
211	25 15	18 80	14 20	St.-Jean-des-Pres	...	...	...	...	...	Chalons (68) arr	...	...	...	10 20	...	...
214	25 70	19 20	14 40	Amilly	...	...	...	...	...	" ..... dep	...	...	...	10 15	...	...
224	27	20 35	14 *	Montargis(Loiret)ar	...	...	...	...	...	Chalons (Est) arr	...	...	...	a.m.	...	...

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PARIS, VINCENNES, BOISSY ST. LEGER, AND SUCY-EN-BRIE.—Chemin de fer de l'Est.

(Paris Terminus, Place de la Bastille.)

| | | |

Stations.	1, 2, 3	1 Ex	1, 2, 3	1 & 2	1, 2, 3	Cl. 1	1 Ex	1, 2, 3	1, 2, 3
	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Paris .....dep	7 5	8 25	12 0	4 25	5 20	7 50	8 25	9 25	12 25
Chateau-Thierry ...ar	9 41	10 9	2 44	6 29	6 0	9 40	10 15	11 44	2 12
" (67) " ...dep	10 25	10 15	2 55	6 34	6 16	9 45	10 20	11 49	3 22
Mezy .....(*Buffet*)	10 39	...	3 6	...	6 30	...	...	...	...
Varennes	10 46	...	3 13	...	6 37	...	...	...	...
Dormans	11 3	...	3 29	...	6 53	...	...	12 16	3 56
Chatillon Port-a-Binson	11 17	...	3 43	...	9 7	...	...	...	...
Damery-Boursault	11 30	...	3 56	...	9 20	...	...	...	...
Epernay (Buffet) ...arr	11 40	10 58	4 6	7 26	9 38	10 23	11 8	12 47	4 27
" .....dep	11 50	11 23	4 16	7 46	9 46	10 38	11 13	12 55	4 42
Oiry-Marcuil (33)	11 58	...	4 24	...	9 53	...	...	...	...
Jalons-les-Vignes	12 18	...	4 43	...	10 8	...	...	...	...
Chalons (66) .....arr.	12 38	11 57	5 3	8 24	10 28	11 49	11 49	1 38	5 23
" .....dep	12 46	12 3	5 19	8 29	p.m.	11 54	11 54	1 46	5 46
Vitry-la-Ville	1 10	...	5 44	...	...	...	...	...	6 12
Loisy	1 26	...	6 1	...	...	...	...	...	6 28
Vitry-le-Francais	1 39	12 37	6 16	9 8	...	11 55	12 30	2 30	6 32
Blesme (Buffet) .....arr.	1 57	12 51	6 36	9 21	...	12 10	12 45	2 48	6 55
" (66) .....dep	2 2	12 57	6 44	9 30	...	12 15	12 50	2 53	6 58
Pargny	2 16	...	7 11	...	...	...	...	...	7 12
Sermaize	2 26	...	7 22	9 49	...	...	...	3 14	7 24
Revigny-aux-Vaches	2 38	...	7 34	...	1, 2, 3	...	...	...	7 36
Massey	2 50	...	7 48	...	a.m.	...	...	...	7 51
Bar-le-Duc (*Buffet*) ...	3 13	1 42	8 12	10 22	6 9	1 4	1 34	3 50	8 11
Longeville	3 23	...	8 22	...	6 19	...	...	...	8 21
Rancois-le-Petit	3 35	1 56	8 37	10 39	6 28	1 21	1 50	4 9	8 36
Ernecourt-Loxeville	3 57	...	9 1	...	6 50	...	...	...	8 56
Lerouville	4 16	...	9 22	...	7 9	...	...	4 46	9 18
Commercy	4 29	2 36	9 37	11 22	7 22	2 4	2 31	4 58	9 31
Sorcy	4 43	...	9 51	...	7 35	...	...	...	9 44
Pagny sur Meuse arr	4 52	2 51	10 1	...	7 45	2 22	...	5 18	9 54
" " (59) dep	4 53	2 53	10 2	...	7 46	2 23	...	5 19	9 55
Fong	5 1	...	10 11	...	7 54	...	...	...	10 3
Toul	5 16	3 10	10 26	11 56	8 9	2 39	3 3	5 37	10 18
Fontenoy-sur-Moselle	5 29	...	10 40	...	8 22	...	...	...	10 31
Livordun	5 43	...	10 55	...	8 36	...	...	...	10 45
Frouard (Buffet) ...arr	5 55	3 36	11 8	12 26	8 48	3 9	3 31	6 10	10 57
" .....dep	6 10	3 42	11 16	12 31	8 54	3 11	3 36	6 13	11 2
Champigneulles	...	...	...	...	9 1	...	...	6 22	11 9
Nancy (*Buffet*) .....arr.	6 20	3 53	11 25	12 54	9 10	3 29	3 48	6 41	11 20
" (58, 71.) .dep	...	4 3	...	‡1 38	a.m.	...	3 58	6 51	11 45
Varangeville St. Nicolas ...	...	...	1, 2, 3	...	...	...	...	7 0	12 18
Rosieres-aux-Salines	...	...	a.m.	...	...	...	...	7 9	12 28
Blainville	...	4 39	5 40	2 18	...	...	4 25	7 39	12 25
Lunerville	...	4 52	5 57	2 49	...	...	4 43	7 56	12 44
Marainvillers	...	...	6 11	...	...	...	...	7 53	12 58
Embermenil	1, 2, 3	5 23	6 29	3 55	...	...	5 18	8 14	1 18
Avricourt (69, 65, 71's	p.m.	5 35	6 42	4 11	...	...	5 30	8 27	1 31
" .....dep	8 35	...	...	8 0	...	...	...	9 20	3 0
" **Moussey**	8 51	...	...	8 16	...	...	...	9 36	3 16
" **G. Iucourt**	9 23	...	...	8 48	...	...	...	10 8	3 48
" **Dieuze** .....arr	9 34	1 & 2	...	8 59	...	1 & 2	...	10 19	3 59
	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.
Avricourt (*Ger. Time*) a	7 10	6 25	...	5 0	...	6 17	9 20	3 19	...
Reichecourt-le-C	7 19	...	...	5 9	...	...	9 29	3 28	...
Heming	7 25	...	...	5 15	...	...	9 43	3 41	...
Sarrebourg (Buffet) ...	7 56	6 54	...	5 46	...	6 46	9 50	3 48	...
Lutzelbourg-Ph	8 22	...	...	6 12	...	...	10 24	3 54	...
Saverne (72)	8 47	7 30	...	6 37	...	7 22	10 41	3 42	...
Schirbourg	8 56	...	...	6 46	...	...	10 49	3 51	...
Dettwiller	9 0	...	...	6 50	...	...	10 53	4 1	...
Hochfelden	9 21	...	...	7 11	...	...	11 10	4 17	...
Mommenheim	9 31	...	...	7 21	...	...	11 19	4 27	...
Brumath	9 43	...	...	7 33	...	...	11 31	4 34	...
Vendenheim	9 58	8 13	...	7 48	...	8 5	11 42	4 48	...
Strasbourg (Buf.) 18, a	10 13	8 27	...	8 3	...	8 20	11 58	5 3	...
" [*Bifurcation*] dep	10 28	8 56	...	8 18	...	8 40	12 58	5 23	...
Kehl .....arr.	11 55	9 23	...	8 58	...	8 58	1 14	5 58	...
Fribourg	...	...	...	8 55	...	9 50	6 35	9 30	...
Baden-Baden	...	11 5	...	10 15	...	10 15	8 35	7 45	...
Carlsruhe .....arr.	1 50	11 40	...	10 45	...	10 45	4 25	8 30	...
" .....dep	2 5	...	...	11 0	...	11 0	4 55	8 45	...
Heidelberg .....arr	3 15	...	...	12 5	...	12 5	6 40	10 12	...
Mannheim ..... "	4 0	...	...	12 45	...	12 45	7 30	10 50	...
Darmstadt ..... "	5 18	...	...	1 60	...	1 60	9 5	...	...
Frankfort ..... "	6 0	...	...	2 10	...	2 10	9 45	...	...
Homburg ..... "	7 50	...	...	3 10	...	3 10	11 0	...	...

Alsace Railway.

Extra.—Chateau-Thierry to Bar-le-Duc 3.45 a.m.

Extra Trains.—Commercy to Nancy at 6.20 p.m. Nancy to Sarrebourg at 3.3 p.m.

PARIS, EPERNAY, REIMS, MEZIERES, CHARLEVILLE, LONGWY, THIONVILLE, and METZ to LUXEMBURG.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Paris .....dep	7 10	9 55	...	...	...	...	...	...	...
Epernay .....arr	8 27	11 13	...	...	...	...	...	...	...
" .....dep	8 42	11 28	...	...	...	...	...	...	...
Reims .....arr	9 14	12 0	...	...	...	...	...	...	...
" (18, 15). A-p	9 14	12 0	...	...	...	...	...	...	...
Rilly la Montagne ...	9 25	12 11	...	...	...	...	...	...	...
Germaise	9 34	12 20	...	...	...	...	...	...	...
Avesy	9 41	12 27	...	...	...	...	...	...	...
Ai	9 47	12 33	...	...	...	...	...	...	...
Epernay .....arr	10 0	12 46	...	...	...	...	...	...	...
" .....dep	10 10	12 56	...	...	...	...	...	...	...
Paris .....arr	12 25	3 25	...	...	...	...	...	...	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Paris .....dep	7 10	9 55	...	...	...	...	...	...	...
Epernay .....dep	8 27	11 13	...	...	...	...	...	...	...
Reims .....arr	8 42	11 28	...	...	...	...	...	...	...
Rheims .....dep	9 14	12 0	...	...	...	...	...	...	...
Thiervelle .....arr	9 25	12 11	...	...	...	...	...	...	...
" .....dep	9 34	12 20	...	...	...	...	...	...	...
Arlon .....arr	9 41	12 27	...	...	...	...	...	...	...
Longwy .....arr	9 47	12 33	...	...	...	...	...	...	...
Rheims .....dep	10 0	12 46	...	...	...	...	...	...	...
Rethel .....arr	10 10	12 56	...	...	...	...	...	...	...
Paris .....arr	12 25	3 25	...	...	...	...	...	...	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Paris .....dep	7 10	9 55	...	...	...	...	...	...	...
Epernay .....dep	8 27	11 13	...	...	...	...	...	...	...
Reims .....arr	8 42	11 28	...	...	...	...	...	...	...
Rheims .....dep	9 14	12 0	...	...	...	...	...	...	...
Rilly la Montagne ...	9 25	12 11	...	...	...	...	...	...	...
Germaise	9 34	12 20	...	...	...	...	...	...	...
Avesy	9 41	12 27	...	...	...	...	...	...	...
Ai	9 47	12 33	...	...	...	...	...	...	...
Epernay .....arr	10 0	12 46	...	...	...	...	...	...	...
" .....dep

STRASBOURG to PARIS.—Chemin de Fer de l'Est.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.						a.m.	p.m.	
Homburg ....dep.	...	7 10	✠ 50	10 5	...					...	7 26	...
Frankfort	...	8 15	10 35	1 15	...					...	9 27	...
Darmstadt	...	8 50	11 15	1 55	...					...	10 0	...
Mannheim	...	9 45	12 0	2 56	...					5 21	11 0	...
Heidelberg	...	10 20	12 50	3 33	...					6 0	11 43	...
Carlsruhe ....arr.	...	11 25	2 0	4 30	...					7 25	12 55	...
" ....dep.	6 45	11 40	2 25	4 46	...					7 35	1 5	...
Baden-Baden	7 30	12 10	3 0	5 15	...					8 5	...	...
Friburg	7 40	10 27	...	4 15	...					7 40	10 45	...
Kehl	10 0	1 35	4 36	6 30	...					9 39	3 3	...
Strasbourg (Buffet)....arr.	10 30	2 5	5 3	7 5	...					10 5	3 33	...
....dep.	12 18	3 26	5 17	7 45	...					10 23	3 51	...
Vendenheim	12 32	3 44	5 32	8 1	...					...	4 5	...
Brumath	12 49	3 57	...	8 13	...					...	4 21	...
Mommenheim	12 55	4 3	...	8 21	...					...	4 41	...
Hochfelden	1 3	4 14	...	8 32	...					...	4 51	...
Ostwiller	1 22	4 26	...	8 48	...					...	5 4	...
Steinburg	1 29	4 33	...	8 50	...					...	6 11	...
Saverne	1 44	4 45	6 32	9 4	...					11 18	6 26	...
Lutzelburg—Fk.	2 8	5 1	...	9 29	...					...	6 44	...
Sarreburg (Buffet)	2 34	5 28	7 8	9 49	...					11 58	7 14	...
Tuning	2 48	5 40	...	10 7	...					...	7 28	...
Rechicourt-le-C.	3 2	5 54	...	10 24	...					...	7 43	...
Avricourt (31)Customs ar	3 10	6 1	8 40	10 30	...					12 21	7 50	...
" Dieuze ....dep.	11 14	4 44	...	...	...					...	5 9	...
Gelucourt	11 29	4 58	...	...	...					...	5 24	...
Mousey	12 4	5 34	...	...	...					...	5 58	...
" Avricourt ..... arr.	12 18	5 45	1 Cl	...	...					1 Cl.	6 16	...
French Time.	p.m.	p.m.	p.m.	p.m.						a.m.	a.m.	
Avricourt ....dep	3 5	5 55	8 39	10 46						4 25	12 13	7 45
Saarmuell	3 42	6 37	9 9	11 24						4 42	12 52	8 27
Marsheville	3 56	6 50	...	...						4 56	...	8 40
Luneville ....arr.	4 7	7 2	9 27	11 48						5 7	1 13	8 53
....dep.	4 15	...	9 32	11 50						5 11	1 2	8 57
Blainville-la-Grande	4 31	7 29	9 45	12 6						5 25	1 18	9 12
Reinoe-aux-Salines	4 43	7 38	...	...						...	...	9 25
Varangeville (fr. Nicolas	4 51	7 46	...	...						1,2,3	...	9 33
Nancy (Buffet)....arr.	5 10	8 5	10 11	12 34						a.m.	1 39	9 53
" (62, 66)....dep.	5 28	8 30	10 19	12 44						6 1	1 47	10 19
Champigneulles	5 42	...	...	...						6 8	...	10 29
Frouard ....arr	5 47	8 45	10 31	12 56						6 18	1 57	10 35
....dep	5 57	8 56	10 34	1 6						6 21	2 3	10 40
Liverdun	6 11	...	...	...						6 38	...	10 55
Pontemy-sur-Moselle	6 20	...	...	...						6 40	...	11 10
Toul	6 43	9 33	11 8	1 46						7 8	2 31	11 29
Foug	6 55	...	...	...						7 18	...	11 43
Pagny Sur Meuse ...arr	7 4	9 49	...	...						7 27	3 45	11 53
" ....dep	7 7	9 50	...	...						7 30	3 46	11 54
Sexy (59)	7 17	...	...	...						7 40	...	12 4
Commercy	7 24	10 12	11 44	2 25						7 47	5	12 24
Leroville	7 44	...	...	2 31						8 31	...	1 1
Erecourt-Lerouville	8 8	...	...	...						8 47	3 41	1 18
Naucois-le-Petit	8 24	10 58	12 23	3 11						8 52	...	1 29
Longeville	8 34	...	...	...						9 15	3 58	1 49
Bar-le-Duc (Buffet)	8 50	11 14	12 45	3 34						9 28	...	2 3
Mussey	9 3	...	...	...						9 38	...	2 14
Revigny-aux-Vaches	9 14	...	...	...						9 51	...	2 28
Sermaize	9 26	...	...	4 4						...	...	2 38
Pargny	9 36	...	...	...						10 1	...	2 53
Blesme ....arr.	9 49	11 56	1 27	4 24						10 14	4 33	3 5
" (66) ....dep.	9 59	12 1	1 32	4 32						10 24	4 37	3 9
Vitry-le-Francois	10 20	12 19	1 49	4 52						10 48	4 53	3 24
Loisy	10 37	...	...	5 2						10 58	...	3 34
Vitry-le-Ville	10 45	...	...	5 17						11 5	...	3 41
Chalons-sur-Marne arr	11 5	12 58	2 25	5 39	a.m.					11 35	5 24	4 16
(66) ....dep	11 19	1 5	2 30	5 47	6 44					11 58	5 30	4 26
Jalons-les-Vignes	...	...	...	...	7 5					12 15	...	4 48
Ory Avise (32)	...	...	...	...	7 20					12 32	...	5 5
Epernay (Buffet) ....arr.	12 0	1 44	3 9	6 28	7 31					12 44	6 4	5 17
" ....dep.	12 12	1 54	3 17	6 38	7 41					12 59	6 27	5 27
Damery Boursault	...	...	...	...	7 53					1 11	...	5 39
Port-a-Binson	...	...	...	...	8 5					1 25	...	5 53
Dormans	12 46	...	...	7 11	8 20					1 41	...	6 9
Varennes	...	...	...	...	8 35					1 57	...	6 25
Mezy	...	...	...	...	8 42					2 4	...	6 33
Chateau-Thierry ....arr.	1 18	2 45	4 8	7 30	8 54					2 17	7 13	6 46
....dep.	1 28	2 50	4 13	7 40	8 59					2 22	7 17	6 51
Paris " ....arr.	4 0	5 0	6 20	10 20	12 0					5 0	9 10	10 25

Cirey to Avricourt, 6.40, 10.50 a.m. and 4.31 p.m.

Avricourt to Vigneux-Meuse, 7.30 a.m., and 1.35 p.m. Vigneux-Meuse to Avricourt, 8.57 a.m., 12.36 p.m. and 7.2 p.m.

Luneville to Paris 8.53 a.m., 12.48 p.m. and 7.2 p.m.

Blainville (for) to Moncel-les-Lunéville (La Val d'Ajol) at 9.47 a.m., and 3.6 p.m.; and rise serve at 7.30 a.m., and 1.35 p.m.

Rambervillers (for) to Blainville at 8.35 a.m., and rise serve at 9.15 a.m.

‡ 1st Class.

PONT-MAUGIS and RAUCOURT.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3
Dist.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.
2	0 30	0 20	0 10	CHARLEVILLE ....dep.	9 12	3 58	6 0
2	0 70	0 55	0 35	Sedan ....arr.	9 55	4 38	6 47
				....dep.	10 10	4 47	7 5
				Pont-Maugis ....arr.	10 21	4 58	7 16
				....dep.	10 34	4 24	7 46
				Raucourt ....arr.	10 46	4 48	8 0

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3
Dist.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.
				Raucourt ....dep.	7 0	11 15	5 10
2	0 70	0 55	0 35	Angecourt ....arr.	7 20	11 27	5 30
2	1 40	1 10	0 70	Angecourt ....dep.	7 46	11 42	5 59
2½	1 75	1 40	1 05	Sedan ....(15, 66)....arr.	7 58	11 50	6 6
				....dep.	8 13	12 12	6 21
				CHARLEVILLE ....arr.	8 52	12 52	7 2

PARIS and LUNEVILLE to SAINT-DIE.

‡ 1st Class.

Stations.	1 Cl.	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Saint-Dié ....dep.	6 25	9 25	2 30	6 45
Saint-Michel ....dep.	6 36	9 36	2 43	6 56
Etival-Clairefontaine	6 43	9 43	2 50	7 3
Raon-l'Etape ....dep.	6 55	9 55	3 0	7 15
Baccarat ....dep.	7 16	10 16	3 21	7 36
Rambervillers ....dep.	7 30	10 30	3 35	7 50
Xaffevillers ....dep.	7 42	10 42	3 47	8 2
Bayon ....dep.	7 52	10 52	3 57	8 12
Blainville ....arr.	8 0	11 0	4 5	8 20
....dep.	8 5	11 5	4 10	8 25
Luneville ....arr.	8 20	11 20	4 25	8 40
....dep.	8 25	11 25	4 30	8 45
Marsheville ....dep.	8 39	11 39	4 44	8 59
Arracourt ....dep.	8 52	11 52	4 57	9 12
Moncourt ....dep.	9 5	12 5	5 10	9 25
Delme ....dep.	9 20	12 20	5 25	9 40
Solgne ....dep.	9 30	12 30	5 35	9 50
Vic ....dep.	9 40	12 40	5 45	10 0
Chateau-Salins ....arr.	9 50	12 50	5 55	10 10

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Paris ....dep.	6 25	9 25	2 30	6 45
NANCY ....dep.	8 45	10 34	4 45	8 59
Luneville ....arr.	9 55	11 43	5 56	10 7
	a.m.	12.3	p.m.	p.m.
Luneville (70) dep.	5 22	10 43	5 30	6 35
Sanzey ....dep.	5 39	10 59	5 47	6 52
Saint-Clement ....dep.	5 50	11 10	5 58	7 3
Luneville 64, 71 a	6 5	11 25	6 7	7 18
	1,2,3	1 Cl.	p.m.	p.m.
Luneville ....arr.	7 1	11 41	4	7 12
NANCY ....arr.	7 58	1 29	4	8 5
Paris ....arr.	10 25	1 10	4	10 40

REIMS AND LAON (Chemin de fer de l'Est.)

Dis.	Fares. 1 cl.	Fares. 2 cl.	Fares. 3 cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
—	—	—	—	**Reims**.....dep.	4 40	8 45	1 40	5 30	9 35		
62	1 45	1 10	0 80	**Loivre**	5 13	9 4	1 59	5 53	9 53		
13	2 65	2 0	1 45	**Guignicourt**.....	5 45	9 20	2 16	6 14	9 8		
21	4 15	3 10	2 30	**St. Erme-Montaigu** ...	6 26	9 45	2 41	6 44	9 28		
28½	5 5	3 75	2 80	**Coucy-les Eppes**	6 48	9 56	2 52	6 57	9 38		
33½	6 50	4 85	3 55	**Laon** (page 15) arr.	7 15	10 14	3 10	7 18	9 54		

Stations.	Trains. 1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.		
Laon .....dep.	2 20	7 50	12 55	5 34	9 0		
Coucy-les Eppes	8 8	1 15	5 54	9 23			
St. Erme-Montaigu....	3 20	1 30	6 9	9 44			
Guignicourt	3 9	8 44	1 58	6 37	10 22		
Loivre		9 0	2 19	6 58	10 49		
Reims (15, 64) arr.	3 43	9 18	2 42	7 20	11 16		

NANCY to GRAY and EPINAL (Chemin de fer de l'Est.)

| Mls. | Dis. | 1 cl. fr. c. | 2 cl. fr. c. | 3 cl. fr. c. | Stations. | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3

PARIS, CHALONS, VERDUN, & REIMS.

Stations.	1,2,3	1 Cl.	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2
* 1, 2, 3 class.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.
PARIS ...dep	7 5	8 25	12 25	...	...	12 0	4 25
Chalons ...dep		12 *50	5 45	5 10	3 15	6 0	8 *50
St. Hilaire arr		1 18	6 13	6 38	3 43	6 32	9 43
VERDUN dep				5 35	12 24	3 52	6 47
St. HILAIRE				6 26	2 39	6 40	9 45
St. Hilaire dep		1 30	6 15	8 41	3 47	6 47	9 56
Sermaize		1 47	6 32	8 58	4 8	7 9	10 24
Bussy		2 5	6 47	9 17	4 26	7 30	10 48
Sivry		2 16	6 58	9 28	4 37	7 42	11 0
Reims (15.6k) a		2 35	7 20	9 50	5 0	8 11	11 45

1st class.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Reims ....dep	6 18	9 55	12 10	2 53	5 25	7 55
Sivry	6 35	10 18	12 33	3 23	5 53	8 39
Bussy	6 47	10 39	12 44	3 38	6 5	8 56
Sermaize	7 8	10 51	1 5	4 1	6 29	9 28
St. Hilaire arr	7 21	11 5	1 19	4 18	6 46	9 55
St. HILAIRE d	7 28	11 13	1 23	...	6 55	...
VERDUN ....a	10 32	2 5	4 26	...	9 55	...
St. Hilaire dep	7 23	11 8	1 25	4 21	6 59	10 3
Chalons ....arr	7 50	11 35	1 52	4 52	7 30	10 49
PARIS	...	5	0 10	25	9 10	...

[All 1, 2, 3 class.]

Stations.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Paris ..... dep	6 30	7 5	7 30	...	8 45	9 30	10 30	12 0	1 30	3 15	4 30	5 30
Noisy-le-Sec	6 58	7 30	...	...	9 13	10 0	11 0	12 30	2 0	3 45	5 0	6 0
Bondy	7 8	7 40	...	...	9 23	10 10	11 10	12 40	2 10	3 55	5 10	6 10
Le Raincy-Villem	7 15	7 47	...	...	9 30	10 17	11 17	12 47	2 17	4 2	5 17	6 17
Gagny-Montfermeil	7 22	7 54	...	...	9 37	10 24	11 24	12 54	2 24	4 9	5 24	6 24
Chelles	7 30	8 2	...	...	9 45	10 32	11 32	1 2	2 32	4 17	5 32	6 32
Lagny-Thorigny	7 40	8 12	...	...	9 55	10 42	11 42	1 12	2 42	4 27	5 42	6 42
Esbly	7 50	8 20	...	...	10 3	10 50	11 50	1 20	2 50	4 35	5 50	6 50
Meaux (B) 64 ... {arr.	8 0	8 33	...	...	10 16	11 3	12 3	1 33	3 3	4 48	6 3	7 3
dep.	8 22	...	9 16	10 56	11 39	...	1 39	2 39	3 39	5 24	6 39	7 39
Laferte a Jouarre	8 59	...	9 41	11 35	...	...	2 24	3 24	4 24	6 9	7 24	8 24
Chat. Thierry (B) 64 ...	9 41	...	10 9	12 17	...	...	3 44	4 44	5 44	7 29	8 44	9 44

Stations.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Chateau Thier (B)	1 26	3 50	3 19	...	6 8	7 49	8 50	...	1 20	2 23	...	...
Laferte a Jouarre	2 13	4 33	3 53	...	6 54	...	9 33	...	2 8	3 11	...	7 49
Meaux [Badot] {arr.	2 48	5 3	4 31	...	7 29	...	10 9	...	2 46	3 41	4 40	6 50
dep.	3 14	5 31	4 31	6 10	7 41	...	10 29	12 0	3 46	3 46	5 10	6 50
Esbly	3 24	5 41	...	6 20	7 51	...	10 39	12 10	3 56	3 56	5 20	7 0
Lagny-Thorigny	3 34	5 51	...	6 30	8 1	...	10 49	12 20	4 6	4 6	5 30	7 10
Chelles	3 44	6 1	...	6 40	8 11	...	10 59	12 30	4 16	4 16	5 40	7 20
Lagny-Montfermeil	3 52	6 9	...	6 48	8 19	...	11 7	12 38	4 24	4 24	5 48	7 28
Gagny-Le Raincy-Villem ...	3 59	6 16	...	6 55	8 26	...	11 14	12 45	4 31	4 31	5 55	7 35
Bondy	4 6	6 23	...	7 2	8 33	...	11 21	12 52	4 38	4 38	6 2	7 42
Noisy-le-Sec	4 16	6 33	...	7 12	8 43	...	11 31	1 2	4 48	4 48	6 12	7 52
Paris ..... arr	4 50	7 5	5 0	7 45	9 16	10 56	12 5	1 36	5 22	5 22	6 46	8 26

PARIS MEAUX and CHATEAU THIERRY.

Mls.	1 Cl.	2 Cl.	3 Cl.	Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1st	Ex	1,2,3	1,2,3	1,2,3	1st	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1st	1,2,3	1,2,3	1,2,3	1,2,3	Cl.	1,2,3	1,2,3	1,2,3
Dist.	fr. c.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
0	...	...	...	30	Paris ..... dep.	6 30	7 5	7 30	...	8 45	9 30	10 30	12 0	1 30	3 15	4 30	5 30	6 30	7 30	8 30	9 30	11 30	1 20	3 10	4 35	5 30	6 30	7 30	8 30	9 30	11 30
5	1 10	0 80	0 60	0 40	Noisy-le-Sec	6 58	7 30	...	...	9 13	10 0	11 0	12 30	2 0	3 45	5 0	6 0	7 0	8 0	9 0	10 0	12 0	1 50	3 40	5 5	6 0	7 0	8 0	9 0	10 0	12 0
8	1 10	0 80	0 60	0 40	Bondy	7 8	7 40	...	...	9 23	10 10	11 10	12 40	2 10	3 55	5 10	6 10	7 10	8 10	9 10	10 10	12 10	2 0	3 50	5 15	6 10	7 10	8 10	9 10	10 10	12 10
11	1 15	1 30	0 85	0 55	Le Raincy-Villem	7 15	7 47	...	...	9 30	10 17	11 17	12 47	2 17	4 2	5 17	6 17	7 17	8 17	9 17	10 17	12 17	2 7	3 57	5 22	6 17	7 17	8 17	9 17	10 17	12 17
13	1 15	1 35	1 05	0 70	Gagny-Montfermeil	7 22	7 54	...	...	9 37	10 24	11 24	12 54	2 24	4 9	5 24	6 24	7 24	8 24	9 24	10 24	12 24	2 14	4 4	5 29	6 24	7 24	8 24	9 24	10 24	12 24
16	1 25	1 75	1 25	0 85	Chelles	7 30	8 2	...	...	9 45	10 32	11 32	1 2	2 32	4 17	5 32	6 32	7 32	8 32	9 32	10 32	12 32	2 22	4 12	5 37	6 32	7 32	8 32	9 32	10 32	12 32
19	1 35	1 95	1 35	0 90	Lagny-Thorigny	7 40	8 12	...	...	9 55	10 42	11 42	1 12	2 42	4 27	5 42	6 42	7 42	8 42	9 42	10 42	12 42	2 32	4 22	5 47	6 42	7 42	8 42	9 42	10 42	12 42
23	1 40	2 35	1 50	1 00	Esbly	7 50	8 20	...	...	10 3	10 50	11 50	1 20	2 50	4 35	5 50	6 50	7 50	8 50	9 50	10 50	12 50	2 40	4 30	5 55	6 50	7 50	8 50	9 50	10 50	12 50
28	1 40	2 50	1 50	1 00	Meaux (B) 64 ... {arr.	8 0	8 33	...	...	10 16	10 56	11 56	1 33	3 3	4 48	6 3	7 3	8 3	9 3	10 3	11 3	1 3	2 53	4 43	6 8	7 3	8 3	9 3	10 3	11 3	1 3
					dep.	8 22	...	...	...	10 16	10 56	11 56	1 39	3 39	5 24	6 39	7 39	8 39	9 39	10 39	11 39	1 39	3 29	5 19	6 44	7 39	8 39	9 39	10 39	11 39	1 39
41	2 10	3 10	2 10	1 40	Laferte a Jouarre	8 59	...	...	...	10 41	11 35	...	2 24	4 24	6 9	7 24	8 24	9 24	10 24	11 24	12 24	2 24	4 14	6 4	7 29	8 24	9 24	10 24	11 24	12 24	2 24
64	2 70	3 80	2 70	2 00	Chat. Thierry (B) 64 ...	9 41	...	...	...	11 9	12 17	...	3 44	5 44	7 29	8 44	9 44	10 44	11 44	12 44	1 44	3 44	5 34	7 24	8 49	9 44	10 44	11 44	12 44	1 44	3 44

Mls.	1 Cl.	2 Cl.	3 Cl.	Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	fr. c.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
0	...	...	...	...	Paris ..... dep.	6 30	7 5	7 30	8 45	9 30	10 30	12 0	1 30	3 15	4 30	5 30	6 30	7 30	8 30	9 30	11 30	1 20	3 10	4 35	5 30	6 30	7 30	8 30	9 30	11 30	1 30
5	1 10	0 80	0 60	0 40	Noisy-le-Sec	6 58	7 30	...	9 13	10 0	11 0	12 30	2 0	3 45	5 0	6 0	7 0	8 0	9 0	10 0	12 0	1 50	3 40	5 5	6 0	7 0	8 0	9 0	10 0	12 0	2 0
8	1 10	0 80	0 60	0 40	Bondy	7 8	7 40	...	9 23	10 10	11 10	12 40	2 10	3 55	5 10	6 10	7 10	8 10	9 10	10 10	12 10	2 0	3 50	5 15	6 10	7 10	8 10	9 10	10 10	12 10	2 10
11	1 15	1 30	0 85	0 55	Le Raincy-Villem	7 15	7 47	...	9 30	10 17	11 17	12 47	2 17	4 2	5 17	6 17	7 17	8 17	9 17	10 17	12 17	2 7	3 57	5 22	6 17	7 17	8 17	9 17	10 17	12 17	2 17
13	1 15	1 35	1 05	0 70	Gagny-Montfermeil	7 22	7 54	...	9 37	10 24	11 24	12 54	2 24	4 9	5 24	6 24	7 24	8 24	9 24	10 24	12 24	2 14	4 4	5 29	6 24	7 24	8 24	9 24	10 24	12 24	2 24
16	1 25	1 75	1 25	0 85	Chelles	7 30	8 2	...	9 45	10 32	11 32	1 2	2 32	4 17	5 32	6 32	7 32	8 32	9 32	10 32	12 32	2 22	4 12	5 37	6 32	7 32	8 32	9 32	10 32	12 32	2 32
19	1 35	1 95	1 35	0 90	Lagny-Thorigny	7 40	8 12	...	9 55	10 42	11 42	1 12	2 42	4 27	5 42	6 42	7 42	8 42	9 42	10 42	12 42	2 32	4 22	5 47	6 42	7 42	8 42	9 42	10 42	12 42	2 42
23	1 40	2 35	1 50	1 00	Esbly	7 50	8 20	...	10 3	10 50	11 50	1 20	2 50	4 35	5 50	6 50	7 50	8 50	9 50	10 50	12 50	2 40	4 30	5 55	6 50	7 50	8 50	9 50	10 50	12 50	2 50
28	1 40	2 50	1 50	1 00	Meaux (B) 64 ... {arr.	8 0	8 33	...	10 16	10 56	11 56	1 33	3 3	4 48	6 3	7 3	8 3	9 3	10 3	11 3	1 3	2 53	4 43	6 8	7 3	8 3	9 3	10 3	11 3	1 3
					dep.	8 22	...	...	10 16	10 56	11 56	1 39	3 39	5 24	6 39	7 39	8 39	9 39	10 39	11 39	1 39	3 29	5 19	6 44	7 39	8 39	9 39	10 39	11 39	1 39	3 39
41	2 10	3 10	2 10	1 40	Laferte a Jouarre	8 59	...	...	10 41	11 35	...	2 24	4 24	6 9	7 24	8 24	9 24	10 24	11 24	12 24	2 24	4 14	6 4	7 29	8 24	9 24	10 24	11 24	12 24	2 24	4 24
64	2 70	3 80	2 70	2 00	Chat. Thierry (B) 64 ...	9 41	...	...	11 9	12 17	...	3 44	5 44	7 29	8 44	9 44	10 44	11 44	12 44	1 44	3 44	5 34	7 24	8 49	9 44	10 44	11 44	12 44	1 44	3 44	5

PARIS to GRETZ, COULOMMIERS, PROVINS, FLAMBOIN, MONTEREAU, TROYES, GRAY, BELFORT, and MULHOUSE.—Chemin de fer de l'Est.*

Fares. | Trains.

Mls.	1st class	2nd class	3rd class	Stations.	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	Cl. Ex.	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class
Dis.	fr. c.	fr. c.	fr. c.		p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		p.m.	p.m.	p.m.	a.m.
—	—	—	—	**Paris** .....dep.	6 30	6 30	‡7 45	8 0	9 0	11 0	12 35	1 0	5 0	5 30	8 5	8 40	10 0	12 35							
...	1 10	0 80	0 60	Noisy-le-Sec	6 51	6 49	...	8 19	9 20	11 19	12 55	1 19	5 18	6 19	...	8 59	10 19	12 55							
8	1 35	0 95	0 65	Rosny-sous-Bois	6 19	6 57	...	8 28	9 29	11 28	4	1 28	...	6 28	...	9 8	10 28	1 4							
10½	1 35	0 95	0 65	Nogent-sur-Marne	6 35	7 5	...	8 38	9 39	11 38	1 15	1 35	5 32	6 38	...	9 17	10 38	1 15							
13	1 85	1 30	0 90	Villiers	...	7 15	...	8 49	9 50	11 49	1 26	Sun.	5 42	6 49	...	9 27	10 49	1 26							
17½	2 75	1 95	1 35	Emerainville-Pontault ...	...	7 27	...	9	3 10	4 12	3 1	38	&	5 54	7	3	...	9 39	11	3	...				
20½	3 35	2 40	1 75	Ozouer-la-Ferrière	...	7 36	...	9	13 10	14 12	13 1	47	fêtes	6 3	6 13	...	9 48	11 13	...						
24½	4 5	3 0	2 10	**Gretz** .....arr.	...	7 50	8 38	9	22 10	28 12	22 2	1	...	6 16	6 38	8 51	10 2	11 22	1	58					
24½	4 5	3 0	2 10	**Gretz** .....dep.	...	...	...	9	32	...	12 27	...	...	...	6 44	...	...	8 59	...	...					
34½	6 5	4 50	3 20	**Morfcerf**.....arr.	...	...	...	10	4	...	12 57	...	...	...	7 14	...	...	9 29	...	...					
44½	8 25	6 15	4 45	**Coulommiers**.....	...	...	...	10	35	...	1 28	...	...	...	7 45	...	...	10 0	...	...					
27½	4 70	3 45	2 45	Villepatour-Coubert	...	7 59	...	...	...	10 37	...	2 10	...	6 25	7 36	...	1,2,3	...	...	...					
30½	5 30	3 90	2 75	Ozouer-le-Voulgis	...	8 7	...	...	...	10 45	...	2 18	...	6 33	7 44	...	...	...	...	...					
33	5 80	4 25	2 95	Verneuil.....	...	8 16	...	...	...	10 54	...	2 29	...	6 42	7 53	9 14	...	...	...	...					
36½	6 50	4 80	3 50	Mormant	...	8 26	9 1	...	...	11 4	...	2 39	...	6 52	8 3	9 22	...	...	2 29	...					
43½	7 90	5 85	4 20	**Nangis**.....	...	8 48	9 17	...	...	11 27	...	3 3	...	7 15	8 27	9 37	10 47	...	2 51	...					
50	9 10	6 80	4 85	Maison-Rouge.....	...	9 4	...	...	...	11 43	...	3 21	...	7 31	8 43	...	...	...	...	...					
55½	10 25	7 60	5 50	**Longueville**.....arr.	a.m.	9 16	9 38	...	...	11 55	p.m.	3 33	a.m.	7 40	8 55	9 58	11 12	p.m.	3 18	...					
...	10 25	7 60	5 50	**Longueville** dep.	7 30	...	10 8	...	...	12 0	1 40	3 42	6 12	7 47	9 11	...	...	11 20	6 36	3 23					
59	10 75	8 0	5 75	**Provins**.....ar	7 43	...	10 21	...	...	12 13	1 53	3 55	...	8 0	9 18	...	...	11 33	6 42	...					
58	10 25	7 60	5 50	Chalmaison	10 1	...	...	...	...	...	...	3 49	6 22	7 56	...	...	...	...	...	...					
59	10 25	7 60	5 50	**Flamboin** .....arr.	10 6	9 52	...	...	...	...	...	3 54	6 29	8 1	...	10 12	11 27	...	...	3 31					
							a.m.	a.m.				p.m.													
				Flamboin .....dep.	...	...	7 0	...	...	...	...	5 50	...	...	...	...	...	...	...	...					
62	0 70	0 55	0 35	Les Ormes	...	...	11 32	7 17	...	...	...	6 1	...	...	...	...	...	...	...	...					
63½	0 70	0 55	0 35	Vimpelles	...	...	11 44	7 27	...	...	...	6 9	...	...	...	...	...	...	...	...					
68½	1 70	1 80	0 90	Châtenay	...	...	11 59	7 42	...	...	...	6 22	...	...	...	...	...	...	...	...					
76½	3 15	2 40	1 75	**Montereau (38)** arr.	...	...	12 26	8 6	...	...	...	6 46	...	...	...	...	...	...	...	...					
62	12 30	9 20	6 75	**Hermé**	10 19	...	...	...	...	...	...	4 7	6 46	8 13	...	...	...	...	...	...					
66½	12 65	10 20	7 50	Nogent-sur-Seine	10 39	10 13	...	...	...	...	...	4 28	7 15	8 33	...	10 33	11 37	...	...	4 11					
80	15 85	11 90	8 70	Romilly	11 10	10 41	...	...	...	...	...	4 56	7 59	9 4	...	10 59	1 30	...	...	4 47					
87½	17 35	13 0	9 55	**Mesgrigny**.....	11 31	...	...	...	...	...	...	5 21	8 35	9 25	...	11 18	12 47	...	...	5 9					
91	18 5	13 55	9 95	St. Mesmin	11 49	...	...	...	...	...	...	5 32	8 49	9 36	...	...	...	...	...	5 21					
103½	20 55	15 45	11 30	**Troyes** (*Buffet*) (p. 69) ...	12 27	11 44	...	...	...	...	...	6 30	9 40	10 13	...	11 51	1 37	...	...	6 26					
113½	22 40	16 80	12 30	**Lusigny**	12 52	12 2	...	...	...	...	...	6 55	...	...	...	...	1 59	...	...	6 49					
117½	23 25	45	12 90	Mostlerame	1 3	...	...	...	...	...	...	7 6	...	...	...	12 16	...	...	...	7 0					
123½	2.	75	13 45	...nclouvre.....	1 22	12 23	...	...	...	...	...	7 24	...	...	...	12 30	2 24	...	...	7 17					
130½	2. 85	19 40	14 20	Jaulnt	1 40	...	...	...	...	...	...	7 43	...	...	...	12 45	...	...	...	7 36					
137	27 20	20 40	14 95	**Bar-sur-Aube**	2 8	12 58	...	...	...	...	...	8 4	...	...	...	1 1	2 50	...	...	7 55					
145½	29 55	22 15	16 25	Marianville	2 39	1 14	...	...	...	...	...	8 37	...	...	...	...	...	...	...	8 29					
162½	32 25	24 20	17 75	**Chaumont (66)**	3 33	1 85	...	...	...	...	...	9 23	...	...	...	2 0	4 13	...	...	9 12					
170	33 75	25 30	18 55	Foulais	3 49	...	...	...	...	...	...	9 49	...	...	...	...	...	...	...	9 38					
178	35 35	26 50	19 45	Rolampont	4 8	...	...	...	...	...	...	10 8	1,2,3	...	...	2 48	...	...	...	9 57					
184½	36 55	27 40	20 10	**Langres**	14	2 29	...	...	...	...	...	10 25	p.m.	...	...	2 42	5 0	...	...	10 14					
191	37 95	28 40	20 80	**Chalindrey**.....arr	4 39	2 53	...	...	...	...	...	10 40	6 15	...	...	2 56	5 22	...	...	10 30					
					p.m.	p.m.																			
				Chalindrey.....dep.	6 30	3 15	...	...	...	...	...	...	...	...	...	3 10	7	...	...	11 25					
199	39 50	29 0	21 70	**Mantz**	6 38	3 33	...	...	...	...	...	...	...	...	...	3 27	7 24	...	...	11 43					
213½	42 20	31 65	23 25	**Oyrierie**.....	7 11	4 8	...	...	...	...	...	...	...	...	...	4 27	7 58	...	...	12 19					
218½	43 50	32 60	23 90	**Gray (66)** .....arr.	7 34	4 20	...	...	...	...	...	...	...	...	...	4 47	8 11	...	...	12 39					
201	39 90	29 90	21 90	**Charmoy**	5 14	...	...	...	...	...	...	...	...	7 19	...	...	...	5 58	...	...	11 1				
203½	40 40	30 30	22 20	**La Ferté-sur-Amance**	5 26	3 26	...	...	...	...	...	...	...	7 38	...	3 20	6 10	...	...	11 13					
208½	41 40	31 0	22 75	**Vitrey**	5 39	...	...	...	...	...	...	...	...	8 19	...	...	6 25	...	...	11 25					
215½	43 70	32 8	23 50	**Jussey**	5 54	3 49	1,2,3	...	...	...	...	...	...	8 36	...	3 53	6 41	...	...	11 40					
219½	43 40	32 70	23 95	**Monthureux**	6 6	...	a.m.	...	...	...	...	...	...	...	p.m.	...	6 54	p.m.	...	11 50					
223½	44 45	33 30	24 45	**Port d'Atelier (66)**.....	6 21	4 18	9 30	...	...	...	...	...	...	...	2 29	4 16	7 10	9 12	12 7					
229½	46 55	34 20	25 05	Port-sur-Saône	6 36	...	9 45	...	...	...	...	...	...	...	2 45	4 30	7 27	9 28	12 23					
236½	46 90	35 20	25 75	**Vesoul** (66).....	7 10	4 50	10 5	...	...	...	...	...	...	...	3 16	4 57	7 59	9 59	12 54					
241½	47 93	35 95	26 30	Colombier	7 23	...	...	...	...	...	...	...	...	...	...	...	8 14	...	...	1 9					
245	48 65	36 80	26 75	Crévenay	7 35	...	...	...	...	...	...	...	...	...	...	...	8 30	...	...	1 23					
263½	52 70	39 50	28 95	Champagney	8 27	...	...	...	...	...	...	...	...	...	...	6 6	9 24	...	...	2 14					
270½	53 70	40 25	29 50	Baa-Evette	8 50	...	1,2,3	...	...	...	...	...	...	...	...	...	9 48	...	...	2 37					
274½	54 65	40 90	30 0	**Belfort** (p. 58).....arr.	9 0	6 11	p.m.	...	...	...	...	...	...	...	...	6 30	9 50	...	...	2 47					
...	...	...	...	..... dep.	...	6 19	7 5	...	...	...	...	...	...	...	...	6 38	10 24	...	...	2 55					
...	...	...	...	Altmunsterol	...	7 30	8 32	...	...	...	...	...	...	...	...	8 19	11 13	...	...	3 47					
...	...	...	...	Demmerkirch	...	...	8 44	...	...	...	...	...	...	...	...	8 32	11 37	...	...	4 11					
296	58 30	43 40	31 40	Altkirch	...	7 53	8 58	...	...	...	...	...	...	...	...	8 47	11 46	...	...	4 21					
...	...	...	...	Illfurth	...	...	9 18	...	...	...	...	...	...	...	...	...	11 57	...	...	4 41					
305½	...	...	...	**Mulhouse** (28)..... arr	...	8 18	9 38	...	...	...	...	...	...	...	...	...	12 17	...	...	5 1					
...	60 25	44 65	33 10	..... dep	...	9 10	10 41	...	...	...	...	...	...	...	...	9 21	12 41	...	...	5 25					
326½	63 95	47 10	35 50	**Bale**" ..... arr	...	9 38	11 6	...	...	...	...	...	...	...	...	10 4	1 14	...	...	5 58					

Also Third Class from Paris to Belfort.

‡ Mixed Trains.—Paris to Gretz-Armeis Villiers, at 10.0 a.m., 3.0, 5.0, and 7.0 p.m.; and vice versa, at 10.0 a.m., 2.0 p.m.

Remarks.—Luggage (65 lbs. of Luggage are allowed free of charge.

Alsace Railway.

* Mann Boudoir Sleeping Cars on this Railway.

BALE, MULHOUSE, BELFORT, GRAY, TROYES, MONTEREAU, PROVINS, COULOMMIERS, GRETZ, and PARIS—Chemin de fer de l'Est. *

Trains.

Stations.	1 & 2	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
							a.m.	a.m.					
Bale [Buffet] .....dep.	a.m.	p.m.	p.m.	p.m.									
Mulhouse .....arr.	11 12	5 30	4 7	...	...	...	...	9 57	...	...	...	...	...
,, [page 72]...dep.	12 11	6 16	5 5	...	...	...	...	10 36	...	...	...	...	...
Illfurth	12 36	6 21	7 36	3 26	...	...	5 26	10 38	7 0	...	...	...	...
Altkirch	12 54	...	7 57	3 44	...	...	5 46	...	7 16	...	...	...	...
Dammerkirch	1 6	6 43	8 11	3 56	...	...	5 59	10 58	7 28	...	...	...	...
Altmunsterol F. T.	1 18	6 55	8 28	4 8	...	...	6 14	...	7 55	...	...	...	...
Belfort [Buffet](52)*arr	1 13	6 50	8 30	4 0	...	...	6 10	10 55	8 26	...	...	...	...
	1 47	7 24	9 24	4 52	...	...	6 54	11 19	8 44	...	...	...	...
	1,2,3	1 Cl.	1,2,3	1,2,3	1,2,3		1,2,3	1 & 2					
	p.m.	p.m.	p.m.	p.m.			a.m.	a.m.					
Belfort French Time dep	1 53	7 30	9 37	6 5	...	...	7 2	11 24	...	...	...	...	...
Bas-Evette	2 6	...	...	6 32	...	...	7 15	4	...	...	...	...	...
Champagney	2 19	7 49	...	6 55	...	...	7 26	...	...	...	...	...	...
Corevency	3 15	...	10 47	9 7	...	...	8 28	...	...	...	...	...	...
Combeer	3 25	...	...	9 21	...	...	8 38	...	a.m.	a.m.	...	p.m.	p.m.
Vesoul (66).....	3 50	8 52	11 12	9 40	...	...	8 53	12 39	7 15	11 35	...	4 10	6 15
Port-sur-Saône	4 14	...	...	...	...	...	9 10	...	7 33	11 58	...	4 33	6 55
Port d'Atelier (p. 69).....	4 32	9 25	11 48	.	...	...	9 34	1 12	7 51	12 11	...	4 46	7 16
Monthureux	4 41	...	...	...	...	...	9 40	...	...	...	a.m.	...	...
Jussey	4 56	9 42	12 9	...	...	...	9 58	1 29	...	...	4 0	...	...
Vitrey	5 12	...	...	...	...	...	10 14	...	...	...	4 33	...	...
La Ferté-Bourbonne.....	5 28	10 7	12 39	...	...	...	10 28	1 52	...	...	5 5	...	...
Charmoy	5 36	p.m.	...	...	...	...	10 36	p m.	...	...	5 18	...	...
	p.m.	1,2,3					a.m.	a.m.	1,2,3				
Gray .....dep.	3 40	9 10	...	...	...	...	5 5	9 0	12 40	...	...	...	...
Oyrières	4 6	9 25	...	...	...	...	5 20	9 15	12 56	...	...	...	...
Champlitte	4 39	9 43	...	...	...	...	5 39	9 34	1 15	...	...	...	...
Maiz	5 15	10 4	...	...	...	...	6 0	9 55	1 37	...	...	...	...
Chalindrey.....arr.	5 56	10 26	...	...	...	...	6 22	10 17	1 59	...	...	...	...
Chalindrey [Buffet] ...dep.	6 12	10 38	1 19	...	...	...	6 30	11 21	2 22	...	...	6 17	...
Langres	6 33	10 54	1 38	...	...	...	6 49	11 40	2 38	...	...	6 30	...
Foulain	7 6	...	...	...	...	...	7 22	12 13	...	...	...	6 49	...
Chaumont [Buffet](66)...	7 37	11 36	2 31	...	...	...	7 48	12 38	3 20	...	...	7 4	...
Marnaville	8 16	12 7	3 7	...	...	...	8 27	1 14	...	...	...	7 22	a.m.
Barar-Aube	8 50	12 31	3 38	...	...	...	9 5	1 58	4 19	...	...	7 40	6 5
Jessains	9 2	12 45	3 54	...	...	...	9 25	2 11	4 35	...	...	7 48	6 37
Vendouvre	9 27	1 0	4 12	...	...	...	9 43	2 34	4 51	...	...	8 0	7 25
Montiéramey	9 43	...	4 28	...	...	...	9 59	2 50	...	...	...	9 59	7 53
Lusigny	9 54	...	...	...	a.m.	10 10	3 1	...	...	...	...	10 10	8 10
Troyes (*Buffet*) page 68....	10 37	1 41	5 4	...	6 45	10 56	3 34	5 54	...	...	...	10 56	8 50
Saint-Mesmin	...	...	...	...	7 22	11 33	4 14	...	...	...	...	11 33	...
Mesgrigny	11 22	2 12	5 40	...	7 34	11 45	4 25	...	...	...	...	11 45	...
Romilly	11 48	2 29	6 2	...	7 59	12 8	4 50	6 40	...	...	...	12 11	...
Nogent-sur-Seine	12 30	2 54	6 33	...	8 28	12 37	5 18	7 4	...	...	...	12 40	...
Herme	...	...	6 49	...	8 47	12 56	5 37	...	p.m.	...	...	8 47	...
Montereau	...	...	...	...	...	8 38	4 0	...	7 0	...	...	...	...
Châtenay	...	...	...	...	...	9 6	4 34	...	7 25	...	...	...	...
Vimpelles	...	...	...	...	...	9 21	4 55	...	7 38	...	...	...	...
Les Ormes	...	...	...	...	...	9 32	5 4	...	7 47	...	...	...	...
Flamboin	...	...	...	...	...	9 43	5 25	...	7 57	...	...	...	...
Flamboin [Buffet]	12 57	3 13	6 59	...	8 59	1 8	5 49	7 22	8 5	...	1 6	...	10 34
Chalmaison	a.m.	p.m.	a. m.	7 6	p m.	9 6	1 15	5 56	...	8 13	p.m.	1 16	p.m.	a.m.
Provins .....dep.	10 30	...	...	7 0	5 47	8 52	1 10	5 13	7 12	7 12	3 17	...	9 40	...
Longueville arr.	10 43	11 10	3 23	7 13	6 0	9 10	1 23	5 26	7 25	7 25	3 30	1 24	9 53	...
Longueville .....dep.	1 25	3 26	7 23	6 5	9 20	1 30	6 14	7 37	8 7	...	1 30	...	...	10 54
Leudon, M. Rouge	...	...	7 39	6 23	9 36	1 46	6 30	1 & 2	8 27	...	...	...	...	...
Nangis	2 3	3 50	7 58	6 43	9 55	2 5	6 51	8 1	8 49	...	...	...	Stop	...
Mormant	...	4 4	8 16	7 4	10 13	2 23	7 6	...	9 10	...	...	...	...	...
Verneuil	...	...	8 26	7 14	10 23	2 33	7 16	...	9 22	...	...	...	...	...
Gouvet-le-Vouligis	...	...	8 34	7 22	10 31	2 41	7 24	...	9 30	...	...	...	...	...
Villepatour-Coubert ...	a m.	...	8 44	7 32	10 41	2 51	7 34	...	9 40	...	...	...	...	...
Coulommiers...dep.	5 50	...	...	...	7 47	...	...	...	...	8 43	...	...	...	...
Morticerf.....	6 23	...	...	...	8 20	...	1 cl.	...	...	9 16	...	...	...	...
Gretz .....arr	6 54	...	...	...	8 51	...	p.m.	...	...	9 49	p.m.	...	...	...
G.-Armainvilliersdp	7 0	3 57	4 33	8 59	7 53	10 55	3 7	7 49	8 40	9 56	5 10	...	...	8 55
Ozouer-la-Ferrière	7 10	...	...	9 9	8 2	11 5	3 17	7 59	8 49	10 6	5 20	...	...	9 5
Emerainville-Pontault	7 20	...	...	...	8 13	11 15	...	...	...	10 16	5 30	...	...	9 15
Villiers	7 31	...	...	...	8 24	11 26	...	...	...	10 27	5 41	...	p.m.	9 26
Nogent-sur-Marne	7 41	3 37	...	9 32	8 35	11 36	3 40	8 22	...	10 40	6 51	...	9 55	9 36
Noisy-le-Sec.	7 59	4 9	...	...	8 54	11 54	3 53	...	...	10 59	7 9	4 10	10 14	9 54
Paris .....arr	8 20	4 30	A 20	10 0	9 15	12 15	4 10	8 50	9 30	11 20	7 30	...	10 25	10 15
London .....arr.	a.m.	a.m.	a. m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a. m.	a. m.	...	p.m.	p.m.

* Mann Boudoir Sleeping Cars on this Railway.

+ Also Third Class from Belfort to Paris.

‡ Baggage examined at Petit Croix.

PARIS, SAINT-LOUP-DE-NAUNEUIL, and AILLEVILLIERS-PLOMBIERES.

1, 2, 3 classes.

	a. m.	a.m.	p.m.	p.m.
Ailleviliers-Pl.-Bieres dp.	5.30	8.33	11.15	1.23
Conflans	6 7	8.55	12 2	1.43
Port-d'Atelier ..... arr	6.50	9.20	12.45	2.10
,, ... dep	9.34	9.34	1.12	4.27
Paris ,, ... arr.	8.50	8.50	9.30	2.30

† 1st Class.
‡ 1 & 2 Class.

	p.m.	p.m.	a.m.	a.m.
Ailleviliers-Pl.-Bieres dp.	4.30	6.30	12.35	1.25
Conflans	4 47	6 47	12 52	1.42
Port-d'Atelier ..... arr	5 5	7 5	1 & 2 cl.	2.0
,, ... dep	7.44	12.21	to Port-d	4.36
Paris ,, ... arr.	5.28	8.7	5.28	7.30

| | | | | | | | | |

AMAGNE TO VOUZIERS.—Chemin de de fer de l'Est.

1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1 & 2	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1, 2, 3
fr. c	fr. c	fr. c.		p.m.		a.m.	a.m.	noon		a.m.	a.m.	p.m.	p.m.
—	—	—	Paris .....dep.	12 25	...	7 5	8 25	12 0	**Vouziers** .....dep.	7 24	10 30	2 32	5 0
				a.m.		1 & 2	1,2,3	p.m.	Vrizy-Vandy	7 34	10 38	2 40	5 9
5 90	4 45	3 20	Reims ..... dep	6 15	...	12 23	1 10	5 20	Voncq	7 47	10 48	2 50	5 21
				a.m.	a.m.		1,2,3	p.m.	Rilly-Semuy	8 7	10 52	2 59	5 36
5 5	3 75	2 80	**Charleville dep.**	4 50	9 0		p.m.	6 15	Attigny	8 38	11 15	3 15	5 57
...	...	...	Amagne (Est.)	8 0	10 30		2 50	8 0	Alland'huy	8 54	11 34	3 34	6 13
0 45	0 35	0 25	,, (Village)...	8 7	10 39		2 57	8 7	Amagne (Village).....	9 5	11 33	3 33	6 23
0 85	0 65	0 45	Alland'huy	8 17	10 55		3 8	8 17	,, (Est)	9 12	11 39	3 39	6 30
1 20	0 90	0 65	Attigny	8 39	11 14		3 19	8 30	**Charleville**.....arr.	...	1 38	...	8 2
1 95	1 45	1 10	Rilly-Semuy	8 40	11 44		3 30	8 41		a.m.	p.m.	1 & 2	p.m.
2 45	1 85	1 35	Voncq	8 49	11 55		3 39	8 50	**Reims**.....arr.	11 43	...	6 52	9 27
2 93	2 20	1 65	Vrizy-Vandy	9 0	12 9		3 50	9 1		p.m.		1 cl.	a.m.
3 30	2 45	1 80	**Vouziers** .....arr.	9 7	12 18		3 57	9 8	Paris .....arr.	5 0	...	9 10	4 0

CHARMES TO RAMBERVILLERS.—Chemin de fer de Charmes à Rambervillers.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1, 2, 3
fr. c.	fr. c	fr. c.		a.m.	a.m.	p.m.	Dis.	fr. c.	fr. c.	fr. c		a.m.	a.m.	p.m.
—	—	—	**Nancy** .....dep	4 55	9 25	4 20	...	...	...	...	**Rambervillers** dp	5 5	9 15	4 15
...	...	...	**Charmes**	6 35	11 10	6 10	...	...	...	...	Romont	5 15	9 30	4 30
0 55	0 40	0 30	Portieux	6 46	11 21	6 19	...	...	...	...	Moyemont	5 25	9 45	4 45
1 0	0 75	0 55	La Verrerie	7 1	11 36	6 29	...	...	...	...	Ortoncourt	5 32	9 54	4 54
1 35	1 0	0 75	Moriville	7 12	11 47	6 38	...	...	...	...	Rehaincourt	5 41	10 7	5 7
1 70	1 25	0 90	Rehaincourt	7 23	11 58	6 45	...	...	...	...	Moriville.....	5 47	10 14	5 14
2 0	1 50	1 10	Ortoncourt	7 33	12 8	6 53	...	...	...	...	La Verrerie	5 56	10 27	5 27
2 35	1 75	1 30	Moyemont	7 44	12 19	7 1	...	...	...	...	Portieux.....	6 5	10 37	5 37
2 70	2 0	1 50	Romont	7 58	12 33	7 10	...	...	...	...	**Charmes (66)**	6 13	10 46	5 46
3 15	2 35	1 70	**Rambervilliers** ar	8 7	12 42	7 17	...	...	...	...	**Nancy**.....arr	7 58	12 30	9 30

LEROUVILLE AND VERDUN.

Stations.	1,2,3	1,2,3	1,2,3				Stations.	1,2,3	1,2,3			
	a.m.	p.m.	p.m.					a.m.	p.m.			
Lerouville .....dep	8 15	12 45	8 0	...	...	...	**Verdun** .....dep	5 25	12 45	...	...	...
Sampigny.....	8 26	1 0	8 11	...	...	...	Dugny	5 44	1 7	...	...	...
Saint-Mihiel	9 2	1 56	8 45	...	...	...	Ancemont	5 57	1 29	...	...	...
Annoncourt	9 21	2 40	9 7	...	...	...	Bannoncourt	6 34	2 14	...	...	...
Ancemont	9 56	3 6	9 44	...	...	...	Saint-Mihiel	7 2	2 55	...	...	...
Dugny	10 9	3 22	9 57	...	...	...	Sampigny.....	7 32	3 40	...	...	...
Verdun ...(67)..... arr	10 26	3 40	10 15	...	...	...	**Lerouville** ..... arr	7 43	3 50	...	...	...

LAGNY and VILLENEUVE-LE-COMTE.- Chemins de Fer de Seine et Marne.

Depart from LAGNY 8.25 a.m. and 7 p.m., on Sunday and Fetes 11.50 a.m.

VILLENEUVE-LE-COMTE depart 6.35 a.m. and 5.38 p.m., and on Sundays and Fetes 10.15 a.m.

OIRY and ROMILLY—Chemin de fer D'Interêt Local a D'Oiry.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
...	...	...	**Chalons** .....dep	6 40	11 54	4 24	7 50	Troyes .....dep	...	6 45	10 56	3 34	6 55	
...	...	...	**Oiry** .....arr	7 14	12 32	5 2	8 24	Romilly .....arr	...	7 54	12 5	4 45	8 48	
...	...	...	,, ...dep	7 25	12 50	5 10	8 35	**Romilly** .....dep	...	8	5 12 20	5 10	9 25	
0 85	0 65	0 45	Avize	7 37	1 7	5 27	8 52	Saint-Just	...	8 17	12 34	5 24	9 38	
1 20	0 90	0 65	Mesnil-S.-Oger.....	7 44	1 16	5 36	9 1	Angluze	...	8 26	12 50	5 40	9 52	
1 95	1 45	1 10	**Vertus**	7 55	1 23	5 51	9 16	St. Quentin.....	...	8 37	1 3	5 53	10 4	
2 95	2 20	1 65	Colligny	8 8	1 52	6 10	9 35	Barbonne	...	8 48	1 17	6 7	10 15	
3 45	2 55	1 85	Morains Aulnay	8 18	2 5	6 24	9 50	**Sezanne**	5 0	9 6	1 44	6 45	10 31	
4 15	3 10	2 30	**Fere-Champen**	8 30	2 25	6 43	10 8	Linthes	5 19	9 22	2 1	7 7	...	
5 55	4 15	3 0	Linthes	a.m.	8 50	2 49	7 10	**Fere-Champen**	5 49	9 44	2 26	7 38	...	
6 65	5 0	3 65	**Sezanne**	6 20	9 21	3 24	7 41	Morains-Aulnay	6 7	9 56	2 41	7 57	...	
7 60	5 70	4 15	Barbonne	6 36	9 37	3 40	7 57	Colligny	6 17	10 5	2 50	8 7	...	
8 25	6 20	4 55	St. Quentin.....	6 49	9 50	3 53	8 10	**Vertus**	6 35	10 19	3 6	8 26	...	
9 0	6 75	4 95	Angluze	7 6	10 6	4 9	8 26	Mesnil-S.-Oger	6 49	10 31	3 20	8 40	...	
9 60	7 20	5 25	Saint-Just	7 17	10 17	4 20	8 37	Avize	6 58	10 39	3 31	8 54	...	
10 30	7 75	5 65	**Romilly** .....arr	7 30	10 30	4 33	8 50	**Oiry (64)** .....arr	7 10	10 49	3 42	9 6	...	
...	...	...	ROMILLY .....dep	7 59	10 41	4 59	9 4	,, ...dep	7 17	12 2	4 31	9 52	...	
...	...	...	TROYES .....arr	9 40	11 24	6 12	10 13	**Chalons** .....arr	7 53	12 38	5 7	10 23	...	

BEZIERS and MEZE.—Chemin de fer de l'Herault.

1 Cl.	2 Cl.	Stations.	1 & 2	1 & 2	1 & 2	1 & 2			Stations.	1 & 2	1 & 2	1 & 2		
Dis. fr. c.	fr. c		a.m.	p.m.	a.m.	p.m.				a.m.	p.m.	p.m.		
—	—	**Béziers**.....dep	5 30	1 30	11 30	5 0	...	...	**Meze**.....dep	5 50	12 30	5 0	...	...
3 0 60	0 35	Boujan	5 42	1 37	11 47	5 12	...	...	St. Martin	6 14	12 54	5 26	...	...
5 0 85	0 55	**Bassan**	5 57	1 57	12 7	5 27	...	...	Montagnac	6 31	1 11	5 48	...	...
8 1 25	0 80	**Servian**	6 12	2 12	12 20	5 42	...	...	**Pezenas**.....	6 52	1 32	6 21	...	...
11 2 1 85	1 15	Valros.....	6 30	2 35	12 43	6 0	...	...	Tourbes	7 4	1 44	6 38	...	...
13 2 2 10	1 35	Tourbes	6 40	2 50	12 58	6 10	...	...	Valros.....	7 15	1 55	6 54	...	...
15 2 2 45	1 50	**Pezenas**	6 55	3 2	3 5	6 25	...	...	**Servian**	7 36	2 13	7 17	...	...
20 3 10	1 95	Montagnac	7 12	3 28	Sat.	6 46	...	...	**Bassan**	7 48	2 25	7 34	...	...
24 3 55	2 20	St. Martin	7 29	3 46	only.	7 3	...	...	Boujan	8 1	2 38	7 53	...	...
28 4 45	2 75	**Meze** .....arr	7 50	4 10	...	7 24	...	...	**Béziers**(43 46) ar	8 13	2 50	8 6	...	...

STRASSBURG and BARR.

Dis.	Stations.	a.m.	a.m.	p.m.	p.m.
—	APPENWEIR dep	2 45	7 25	12 8	4 10
—	HAGENAU ... »	...	7 40	10 38	5 53
—	MULHAUSEN arr	...	5 1	10 35	3 24
	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.	p.m.	p.m.	p.m.
—	**Strassburg**.....dep	5 53	9 55	1 19	7 11
4½	Lingolsheim	6 13	9 15	1 42	7 31
5	Holsheim	6 17	9 20	1 45	7 36
6½	Eschau	6 24	9 27	1 52	7 43
—	Duppigheim	6 31	9 34	1 59	7 50
10	Dettlenheim	6 37	9 40	2 5	7 56
11	Dachstein	6 43	9 46	2 11	8 2
12½	**Molsheim** ...arr	6 50	9 53	2 17	8 8
—	**Molsheim** dep	7 8	11 7	2 35	8 26
1½	Mutzig .....arr	7 18	11 22	2 45	8 36
—	**Molsheim**dep	7 5	11 1	2 32	8 23
4	Avolsheim	7 16	11 19	2 43	8 34
5½	Sulz (Bath) ...	7 22	11 18	2 49	8 40
6	Scharachbergh	7 33	11 29	3 0	8 51
—	Kirchheim	7 42	11 36	3 9	9 0
—	Marienheim ..	7 49	11 43	3 16	9 7
—	Wangen	7 55	11 49	3 22	9 13
9	**Wasselnheim** a	8 5	11 59	3 32	9 23
—	**Molsheim** ...dep	7 0	10 5	2 27	8 18
1½	Dorlisheim	7 6	10 9	2 33	8 24
16	Rosheim	7 14	10 17	2 41	8 32
17½	**Rothschildsheim**	7 20	10 23	2 47	8 38
19	Oberehnheim	7 28	10 31	2 55	8 46
21½	Gouweiler	7 35	10 39	3 3	8 53
23	Gertweiler	7 43	10 49	3 10	9 1
25½	**Barr** .....arr	7 47	10 51	3 14	9 5

Dis.	Stations.	1—3	1—3	1—3	1—3
		a.m.	a.m.	p.m.	p.m.
—	**Barr** .....dep	5 56	8 54	1 31	7 12
1½	Gertweiler	6 07	8 66	1 26	7 17
3½	Goxweiler	6 5	9 7	1 34	7 25
5½	Obernheim	6 13	9 15	1 42	7 33
7½	Bischoffsheim	6 20	9 22	1 49	7 40
9½	Rosheim	6 26	9 28	1 56	7 46
11½	Dorlisheim.....	6 34	9 36	2 3	7 54
—	**Molsheim** ...arr	6 39	9 41	2 8	7 59
—	**Wasselnheim** d	5 50	9 47	1 19	7 10
1½	Wangen	5 57	9 54	1 26	7 17
2½	Marienheim ...	6 2	9 56	1 31	7 22
3½	Kirchheim	6 8	10 5	1 37	7 28
5½	Scharachbergh	6 14	10 11	1 43	7 34
6½	Sulz (Bath) ...	6 22	10 19	1 51	7 42
8	Avolsheim	6 27	10 24	1 56	7 47
8	**Molsheim** a	6 34	10 31	2 3	7 54
—	**Mutzig** ....dep	6 21	11 17	1 50	7 41
1½	**Molsheim** arr	6 31	11 27	2 0	7 51
—	**Molsheim**(90)dp	6 52	9 55	2 20	8 11
—	Dachstein	7 0	10 3	2 28	8 19
—	Dettlenheim	7 6	10 9	2 34	8 25
—	Duppigheim	7 12	10 23	2 40	8 31
—	Eschau	7 19	10 31	2 47	8 38
—	Holsheim	7 26	10 39	2 54	8 45
—	Lingolsheim	7 32	10 47	3 0	8 51
—	**Strassburg** ...arr	7 50	10 51	3 19	9 10
—	APPENWEIR dep	9 18	1 0	6 20	12 20
—	HAGENAU ... »	9 48	1 28	5 47	10 13
—	MULHAUSEN arr	12 31	3 54	8 40	...

DIEDENHOFEN TO FONTOY.

Dis.	Stations.	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	**Diedenhofen** dep.	8 10	11 21	2 35	5 16	8	9	11	12	1	2	3	4
3½	Hayingen	8 17	11 28	2 42	5 23	8	9	11	12	1	2	3	4
5½	Fontoy	8 23	11 34	2 48	5 29	8	9	11	12	1	2	3	4
—	CHARLEVILLE	10 28	1 39	4 53	7 34	10	11	1	2	3	4	5	6
Dist.	CHARLEVILLE	a.m.	a.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	Fontoy	8	11	2	5	8	9	11	12	1	2	3	4
—	**Diedenhofen**	8	11	2	5	8	9	11	12	1	2	3	4

PARIS, CHAUMONT, and PAGNY-SUR-MEUSE.

Dis.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 Cl.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3
Dist.	fr. c.	fr. c.	fr. c.		p.m.	p.m.	a.m.	a.m.	a.m.	
196	30 40	22 50	15 25	**Paris** ..... dep	8 5	8 40	12 35	6 30	7 45	...
				(Ligne de Belfort)	a.m.	a.m.	a.m.	p.m.	p.m.	
—	—	—	—	**Chaumont** arr	1 55	4 4	9 7	3 23	1 49	...
						a.m.	a.m.	p.m.		
77½	15 40	11 55	8 45	**Bleisme** ...dep	...	4 35	7 20	1 0	...	...
—	—	—	—	**Bologne** arr	1,2,3	6 14	9 39	2 51	...	...
					a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	7 75	5 80	4 25	**Chaumont** dep	2 36	6 20	9 25	3 40	...	7 50
—	6 5	4 50	3 10	**Bologne**	...	6 50	9 49	4 4	...	8 12
—	4 15	3 10	2 20	Andelot.....	...	7 15	10 14	4 29	...	8 37
—	2 85	2 10	1 50	Bourmont-St-B....	4 55	7 40	10 43	4 55	...	9 4
—	—	—	—	**Neufchateau** a	5 58	8 15	11 17	5 30	...	9 40
—	—	—	—	» dep	6 3	...	12 56	5 36	6 40	p.m.
—	0 95	0 65	0 45	Coussey	6 14	...	1 10	5 48	7	6 10
—	4 2	3 0	2 25	Vaucouleurs (66)	7 1	...	2 20	6 23	9 1	...
—	5 75	4 20	3 15	**Pagny-s-M.** ar	7 22	...	2 30	6 35	9 35	...
—	—	—	—	**Pagny-s-M.** dp	7 46	...	2 53	7 15	10 2	...
—	—	—	—	**Nancy** .....arr	9 10	...	3 53	9 50	11 25	...
—	—	—	—	**Pagny-s-M.** dp	7 30	...	2 46	7 7	9 50	...
—	48 70	32 70	23 95	**Paris** .....arr	5 0	...	9 10	4 0	5 0	...
				(Ligne de Avrlet.)	p.m.		p.m.			

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2
		p.m.	p.m.	p.m.		a.m
Paris .....dep	...	9 35	12 25	...		7
(Ligne de Avrlet.)		a.m.	a.m.			p.m
Pagny-s-M. arr	...	5 16	9 54	...		4
Nancy .....dep	...	6 0	10 19	...		5
Pagny-s-M. a	...	7 27	11 53	...		7
		a.m.	noon			p.m
Pagny-S-M. dp	...	8 0	12 0	...		7
Vaucouleurs(66)	...	8 23	12 23	...		7
Coussey	...	9 11	1 8	...		8
Neufchateau a	a.m.	9 21	1 18	p.m.		8
» dep	5 18	9 36	1 23	3 20		8
Bourmont-St-B.	5 55	10 13	2 0	4 31		9
Andelot.....	6 20	10 45	2 25	5 30		9
Bologne	6 42	11 8	2 48	6 6		10
Chaumont arr	7 15	11 35	3 17	7 0		11
Bologne dep	6 49	2 20	2 55	6 38		...
Bleisme .. arr	9 0	4 38	6 17	8 46		1
Chaumont dep	7 48	12 38	3 20	7 37		11
Paris .....arr	4 10	8 50	9 30	4 20		5
(Ligne de Belfort)	p.m.	p.m.	p.m.	a.m.		a.m

MUHLHAUSEN, SENNHEIM, SENTHEIM, and WESSERLING.

Dis.	1st cls.	2nd cls.	3rd cls.	Stations.	1—3	1—3	1—3	1—3	1—3
					a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Muhlhausen** dep	6 16	9 31	1 31	5 26	8 42
1½	0 80	0 25	0 15	Dornach	6 24	9 41	1 39	5 38	8 48
3½	0 50	0 30	0 20	Lutterbach	6 34	9 50	1 48	5 48	8 56
8½	1 20	0 70	0 40	**Sennheim**	6 56	10 12	2 3	6 7	9 16
—	—	—	—	**Sennheimdep**	7 0	10 16	2 12	6 10	...
1	0 45	0 25	0 15	Aspach	7 16	10 32	2 26	6 26	...
2	0 70	0 40	0 25	Burnhaupt	7 30	10 45	2 42	6 40	...
3	0 90	0 60	0 35	Gewenheim	7 45	11 0	2 56	6 55	...
3	1 15	0 70	0 40	**Sentheim** arr	7 58	11 16	3 8	7 5	...
—	0 50	0 30	0 20	**Thann**	7 16	10 32	2 15	6 24	9 35
1	0 75	0 45	0 30	Bitschweiler	7 28	10 43	2 25	6 35	9 46
1½	0 90	0 55	0 30	Weller	7 34	10 51	2 32	6 43	9 54
3	1 20	0 70	0 40	St. Amarin	7 49	11 6	2 43	6 56	10 6
3½	1 30	0 90	0 50	**Wesserling** ...arr	7 59	11 16	2 50	7 6	10 16

Stations.	1—3	1—3	1—3	1—3	1
	a.m.	a.m.	p.m.	p.m.	p
Wesserling.....dep	8 0	8 40	12 30	4 15	
St. Amarin	8 8	8 50	12 40	4 25	
Weller	8 16	9 0	12 50	4 35	
Bitschweiler	8 25	9 7	12 57	4 43	
Thann	8 35	9 16	1 8	4 53	
Sennheim	6 50	9 33	1 22	5 10	
Sentheim...dep. ...		8 46	12 37	4 24	
Gewenheim		8 54	12 45	4 32	
Burnhaupt		9 4	12 55	4 42	
Aspach		9 13	1 4	4 51	
Sennheim ...arr		9 22	1 12	5 0	
Lutterbach	7 9	9 51	1 41	5 29	
Dornach	7 17	10 1	1 50	5 35	
Muhlhausen ...arr	7 26	10 9	1 59	5 41	

HAGENAU, SAARGEMÜND, METZ, and LUXEMBURG.

G M Dist.	1 Cl.	2 Cl.	3 Cl.	Stations.	2 & 3	1, 2, 3 & 1 & 2	2 & 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2
						a.m. Ex..		a.m.	a. m.	a. m.	p.m.
...	...	...	...	BASEL .....dep	...	...	...	6 17	7 19	11 12	3 38
...	...	...	...	STRASSBURG "	...	5 11	...	9 53	12 23	4 48	6 2
...	...	...	...	WEISSENBURG "	...	...	...	6 34	9 29	4 44	4 26
						p.m.	p.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Hagenau** .....dep	...	7 27	...	7 33	10 48	1 33	5 55
0,5	0 40	0 25	0 15	Schweighausen	...	7 44	...	7 44	10 57	1 41	6 3
1,5	0 90	0 55	0 30	Merzweiler	...	7 53	...	8 2	11 9	1 53	6 14
1,7	1 5	0 60	0 35	Mietesheim	...	7 59	...	8 8	11 13	...	6 18
2,1	1 30	0 75	0 45	Gundershofen	...	8 10	...	8 17	11 21	2 0	6 25
2,4	1 45	0 85	0 50	Reichshofen (Werk)...	...	8 17	...	8 25	11 28	...	6 31
2,5	1 50	0 90	0 50	Reichshofen (Town)....	...	8 25	...	8 33	11 35	2 8	6 37
2,9	1 75	1 5	0 60	Niederbronn	...	8 34	...	8 50	11 47	2 16	6 47
3,9	2 35	1 40	0 80	Philippsbourg	...	8 41	...	9 6	12 2	2 29	7 0
4,7	2 85	1 65	0 95	Bannstein	a. m.	8 47	...	9 20	12 14	2 41	7 12
6,0	3 60	2 10	1 20	Bitsch	5 10	8 57	...	9 42	12 30	3 2	7 34
7,2	4 35	2 55	1 45	Lemberg	5 30	...	...	...	12 56	3 15	7 49
7,7	4 65	2 70	1 55	Enchenberg	5 53	...	...	...	1 6	...	7 59
8,3	5 0	2 95	1 70	Kleinrederchingen ...	5 53	...	...	...	1 17	...	8 9
8,7	5 23	3 8	1 75	Rohrbach	6 6	...	...	...	1 27	3 37	8 19
9,7	5 85	3 40	1 95	Illiesbrücken	6 30	...	...	...	1 42	3 52	8 33
11,2	6 75	3 95	2 25	**Saargemünd** ...arr	6 45	...	...	...	1 58	4 8	8 50
						10 25	...	...	...	4 43	9 52
				SAARBE'CKEN ...arr		...	...	...	...	...	...
				TREVES	...	1 46	...	...	...	9 25	...
				COLOGNE (via Eifel	ban)	7 10	...	...	...	...	...
				CREUZNACH ..... "	...	2 36	...	...	7 45	...	...
				BINGERBRUCK..... "	...	4 35	...	...	10 10	...	...
				FRANKFURT-A-M.	2 & 3	9 31	...	...	5 25	...	...
				COLOGNE	a.m.						
				Saargemünd ...dep	5 40	9 42	...	...	4 34	...	9 18
12,1	7 30	4 25	2 45	Hundlingen	5 58	9 54	...	...	4 48	...	...
12,9	7 75	4 55	2 60	Farschweiler	6 14	10 5	...	...	5 51	...	9 36
14,1	8 50	4 95	2 85	**Sonningen** .....arr	6 35	10 19	...	...	5 16	...	9 48
...	...	...	...	BERLIN	...	...	nig't	...	7 30	10 0	...
...	...	...	...	COLOGNE ..... "	...	...	12 2	...	6 0	9 0	...
...	...	...	...	FRANKFURT-A-M. "	...	...	5 35	...	8 0	10 5	...
...	...	...	...	BINGERBRUCK... "	...	...	7 28	...	9 40	1 8	...
...	...	...	...	CREUZNACH	1, 2, 3	...	7 47	...	10 5	1 32	1, 2, 3
...	...	...	...	COLOGNE (via Eifel	ban)	...	...	...	...	6 55	p.m.
...	...	...	...	TREVES	...	...	8 0	...	...	2 30	4 30
				Saarbrucken "		4 5	8 18	10 58	...	2 30	7 10
15,6	...	...	...			a.m.	a. m.	a.m.	...	p.m.	p.m.
15,2	9 15	5 35	3 5	Styringen		6 16	9 49	...	...	2 42	...
15,2	8 70	5 10	2 90	Forbach		6 28	9 59	...	5	2 50	5 7
				Cocheren		6 36	10 8	...	...	3 0	...
				Sonningen		6 47	10 24	11 20	...	3 16	5 22
14,8	...	...	...	Homburg		6 56	10 33	...	...	3 25	...
15,6	9 40	5 50	3 15	St-Avold		7 7	10 43	...	...	3 36	5 19
17,1	10 30	6 0	3 45	Falkenberg		7 23	10 59	...	...	3 52	5 52
18,5	...	...	...	Herny		7 37	11 12	...	...	4 6	...
19,5	...	...	...	Remilly		7 49	11 24	...	...	4 18	6 18
20,5	...	...	...	Courcelles		8 4	11 38	...	...	4 33	...
...	...	...	...	From BOLCHEN arr		...	11 28	...	...	4 10	...
...	...	...	...	Peltre .....dep		8 15	11 47	...	1, 2, 3	4 45	...
...	...	...	...	**Metz** .....arr		8 27	11 57	12 32	p.m.	4 57	6 37
				(From & to Paris) "			8 57	p.m.	1 48	6 12	
				(Via Pagny)		...	9 12	12 42	...	6 57	6 57
				Fro' ARMANVILLIERS		8 32	...	...	1 40	...	...
						a.m.	p.m.	a.m.			
22,4	13 45	7 85	4 50	**Metz** .....dep		9 17	12 12	5 57	3 32	...	7 7
23,1	..	...	...	Devant-les-Ponts		9 24	12 27	6 11	3 49	...	7 22
24,3	...	...	...	Maizières		9 51	12 42	6 26	4 6	...	7 39
24,9	...	...	...	Hagendingen		10 1	12 50	6 34	4 16	...	7 47
26,6	...	...	...	Ueckingen		10 12	1 0	6 44	4 27	...	7 57
26,4	5 65	9 25	5 30	**Diedenhofen** ...arr		10 22	1 9	6 53	4 37	...	8 6
...	...	...	...	DIEDENHOFEN		...	1 21	8 11	5 16	...	...
2,1	...	...	...	FONTOY		...	1 51	8 40	5 41	...	...
				Diedenhofen ...dep		10 37	1 19	6 58	4 44	...	8 10
27,3	...	...	...	Gr. Hettingen		10 49	1 38	7 12	5 1	...	8 33
29,9	...	...	...	**Bettemburg**		11 7	1 52	7 37	5 24	...	8 44
29,7	...	...	...	Pontingen		11 19	2 4	7 49	5 39	...	8 55
30,5	...	...	...	**Luxemburg** .....arr		11 29	2 15	8 0	5 49	...	9 5
						a. m.	p.m.	a. m.	p.m.		p.m.
				ARLON .....arr		...	8 35	10 19	...		10 20
...	...	...	...	NAMUR ..... "		...	7 30	1 39	...		...
...	...	...	...	BRUSSELS ..... "		...	9 15	3 28	...		...
				SPA		6 28	8 48	...	...		...
...	...	...	...	TREVES ..... "		1 5	6 56	...	...		...
...	...	...	...	OSTEND ..... "		...	...	...	...		...
...	...	...	...	London ..... "		...	...	...	...		...

NANCY and PAGNY-S-MOSELLE.

Stations.	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3
	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	...	...	...
PARIS	...	...	...	...	...	...	...	...	...
Nancy ..... dep.	3 10	6 10	10 48	1 58	3 20	7 32	...	...	...
Champigneul	...	6 19	10 57	2 7	3 29	7 34	...	...	...
Frouard ..... arr.	3 24	6 24	11 2	2 12	3 34	7 39	...	...	...
..... dep.	3 30	6 30	11 10	2 21	3 46	7 46	...	...	...
Marbache	3 43	6 45	11 25	2 36	4 1	8 1	...	...	...
Dieulouard	3 55	6 56	11 36	2 47	4 12	8 12	...	...	...
Pont à Mousson	4 15	7 11	11 51	3 2	4 27	8 27	...	...	...
Pagny-s-Moselle ..... arr.	4 30	7 24	12 4	3 15	4 40	8 40	...	...	...

Stations.	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3
	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
METZ	...	...	...	...	...	...	...
Pagny-s-Moselle ..... dep.	5 10	9 40	1 10	4 13	7 40	9 30	...
Pont à Mousson	5 29	9 57	1 27	4 34	7 59	9 49	...
Dieulouard	5 40	10 7	...	5 5	8 10	10 0	...
Marbache	5 51	10 18	...	5 16	8 21	10 11	...
Frouard ..... arr.	6 10	10 31	1 58	5 31	8 36	10 24	...
..... dep.	6 20	10 44	2 6	5 44	8 46	10 30	...
Champigneul	6 25	10 49	2 11	5 51	8 51	10 44	9 0
Nancy ..... arr.	6 34	10 58	2 20	6 0	9 0	10 54	9 10

Main Boudoir Sleeping Cars on this Railway.

LUXEMBURG, METZ, SAARGEMUND, and HAGENAU.

Dis.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 2	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					a.m.							
				LONDON ..... dep	7 40							
				OSTEND ..... ,,	3 10				a.m.	a.m.	p.m.	p.m.
				TREVES ..... ,,	9 0				5 40	8 0	a.m.	2 30
				BRUSSELS ..... ,,	6 40						6 25	
				NAMUR ..... ,,	7 56						8 10	
				ARLON ..... ,,	11 22				5 50		12 10	
					a.m.	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.	p.m.
				Luxemburg ...dep	12 39				7 5	9 55	1 35	4 17
				Fentingen ..... ,,					7 15	10 7	1 47	4 29
				Bettemburg	12 49				7 39	10 21	2 0	4 40
				Hettingen ..... ,,					7 48	10 43	2 21	4 59
				Diedenhofen...arr	1 14				7 58	10 54	2 33	5 10
				FONTOY ..... ,,					7 33	...	1 51	...
				DIEDENHOFEN ,,					7 56	...	2 16	...
				Diedenhofen...dep	1 21				8	8 11	2 37	5 14
				Ueckingen					8 13	11 11	2 47	5 24
				Hagendingen					8 21	11 22	2 57	5 33
				Midelares					8 29	11 36	3 5	5 41
				Devant-les-Ponts...arr					8 42	11 49	3 19	5 54
				Metz ..... ,,	2 3				9 55	12 5	4 33	6 5
				For GERMANVILLES	5 27	a.m.			9 32		3 47	
				Fro' & to PARIS arr	...	5 45			9 6	1 48	1 48	6 12
				(Via Pagny) ..... dep	4 27	...	a.m.		9 5	12 42	3 42	6 57
				Pletz ..... dep	2 13	6 5	6 20		9 22	2 10	4 0	8 0
				Peltre	...	...	6 33		9 33	2 21	4 14	8 14
				Courcelles	...	...	6 45		9 45	2 34	4 28	8 28
				For BOLCHEN...dep	...	...	...		12 0	...	4 43	...
				Remilly	...	...	6 58		9 58	2 47	4 43	8 43
				Herny	...	...	7 10		10 10	2 58	4 55	8 54
				Falkenberg	...	...	7 24		10 26	3 13	5 12	9 12
				St-Avold	...	...	7 40		10 39	3 29	5 29	9 29
				Homburg	...	...	7 50		10 51	3 41	5 42	9 42
				Benningen	...	7 9	8 11		11	3 54	5 58	10 0
				Cocheren	...	...	8 11		11 19	4	6 10	10 7
				Forbach	...	7 25	8 25		11 25	4 16	6 20	10 22
				Styringen ..... dep	...	...	8 32		11 36	4 24	6 26	10 28
					a.m.	a.m.	a.m.		p.m.	p.m.	p.m.	p.m.
				Saarbrucken arr	...	7 34	8 45		11 40	4 35	6 37	10 40
				TREVES ..... ,,	...	1 3	1 8		11 48	9 36	9 25	...
				COLOGNE (via Eifel	ban)	...	...		7 10	...	...	...
				CREUZNACH ..... ,,	...	10 34	...		7 36	7 45	...	...
				BINGERBRUCK ,,	...	10 57	...		4 3	8 4	...	...
				COLOGNE ..... ,,	...	5 15	...		9 30	5 36	...	...
				FRANKFURT-A-M.	...	12 40	...		6 25	10 10	...	2 & 3
				BERLIN ..... ,,	...	12 15	...		...	...	...	p.m.
				Benningen .....dep	3 34	...	8 12		11	...	6 0	10 0
				Farschweiler	...	...	8 29		11 17	Stop.	6 17	10 21
				Hanslingen	...	...	8 40		11 28	1, 2, 3	6 27	10 36
				Saargemund ...arr	3 58	...	8 52		11 41	a.m.	6 30	10 55
				COLOGNE ..... dep					12 2	6 0	9 0	...
				FRANKFURT-A-M.					5 35	6 0	10 5	...
				BINGERBRUCK ,,					7 28	9 40	1 8	...
				CREUZNACH ..... ,,					7 47	10 6	1 32	...
				COLOGNE (via Eifel	ban)				7 58	...	6 58	1, 2, 3
				TREVES					11 8	...	2 30	a.m.
				SAARBRUCKEN ...					12 25	2 25	5 30	5 0
				Saargemund ...dep					12 37	3 8	6 45	7 26
				Rilesbrücken					12 48	3 28	7 5	7 46
				Rohrbach					12 57	3 38	7 19	8 1
				Kleinredenkingen ...					1 0	3 46	7 27	8 10
				Eschenberg	2 & 3				1 14	3 58	7 36	8 21
				Lemberg	a.m.				1 20	4 4	7 47	8 33
				Bitsch	5 27				1 25	4 22	8 4	8 56
				Baustein	5 48				1 39	4 39	8 26	9 14
				Philippsburg	6 1				1 50	4 50	8 36	9 26
				Niederbronn	6 19				1 53	5 3	8 55	9 42
				Reichshofen (Town)	6 31				2 0	5 10	9 5	9 50
				Reichshofen (Werk)	6 36				2 8	...	9 10	9 56
				Gundershofen	6 42				2 18	5 19	9 16	10 1
				Mietesheim	6 49				2 25	...	9 22	10 7
				Merzweiler	6 58				2 36	5 30	9 32	10 13
				Schweighausen	7 18				3 0	5 41	9 39	10 24
				Hagenau ..... arr	7 23				3 51	5 48	9 48	10 31
					a.m.				p.m.	p.m.	p.m.	a.m.
				WEISSENBURG arr	10 58				6 48	6 39	11 14	11 24
				STRASSBURG ... ,,	8 39				3 50	6 53	11 6	11 36
				BASEL ..... ,,	1 14				9 26	11 48	...	5 58

Dis.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
0	0 30	0 20	0 20	**Metz** ..... dep	6 30	7 45	12 35	3 25	6 12	10 10
41½	1 24	0 50	0 50	**Treves** ..... arr	12 19	11 24	5 30	7 21	11 3	3 46
				..... dep		12 50	8 10	7 30	8 30	7 30
33	0 56	0 35	0 35	Clervo ..... ,,	...	1 16	4	8 50	9 56	8 46
24½	0 35	0 20	0 20	**Bar-Sur-Seine** ..... dep	...	1 51	4	9 30	10 31	9 23
				..... arr		1 56	4 10	9 40	10 46	9 38
27½	0 40	0 25	0 25	**Chatillon-Sur-Seine** ... dep		2 36	5 43	10 34	11 46	10 32
				Brienon ..... arr		3 26	6 33	11 24	12 46	11 22
				..... dep		3 30	6 35	11 26	12 48	11 24
				Laroche ..... arr		4 26	7 31	12 22	1 44	12 20
				..... dep		4 30	7 35	12 26	1 48	12 24
				Paris ..... arr		6 10	9 50	1 30	3 28	1 50

Dis.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
				Chaumont ..... dep	...	...	8 10	12 45	5 30	9 18
				Bricon ..... arr	...	...	8 43	1 21	6 11	9 56
				..... dep	...	...	8 47	1 24	6 14	10 0
				Laroche ..... arr	...	...	9 43	2 20	7 10	10 56
				..... dep	4 30	8 0	9 48	2 25	7 15	11 6
				Chatillon-Sur-Seine ... arr	5 30	8 50	10 18	3 1	7 51	11 42
				Bar-Sur-Seine ..... dep	...	...	10 26	3 9	7 59	11 50
				Clervy ..... ,,	6 19	10 25	2 40	3 58	9 12	...
				Troyes (p. 669) ..... arr	6 43	10 56	3 34	4 34	10 37	...
				..... dep	6 45	10 58	3 36	4 36	10 39	...
				Paris ..... arr	12 15	4 10	8 50	9 33	11 20	...

TROYES to BAR-SUR-SEINE, CHATILLON-SUR-SEINE, and CHAUMONT.

Dis.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
0	0 30	0 20	0 20	**Troyes** ..... dep	6 30	7 45	12 35	3 25	6 12	10 10	...
41½	1 24	0 50	0 50	..... arr	12 19	11 24	5 30	7 21	11 3	3 46	...
				..... dep		12 50	8 10	7 30	8 30	7 30	...
33	0 56	0 35	0 35	Clervy ..... ,,	...	1 16	4	8 50	9 56	8 46	...
24½	0 35	0 20	0 20	**Bar-Sur-Seine** ..... dep	...	1 51	4	9 30	10 31	9 23	...
				..... arr		1 56	4 10	9 40	10 46	9 38	...
27½	0 40	0 25	0 25	**Chatillon-Sur-Seine** ... dep		2 36	5 43	10 34	11 46	10 32	...
				Brienon ..... arr		3 26	6 33	11 24	12 46	11 22	...
				..... dep		3 30	6 35	11 26	12 48	11 24	...
				Laroche ..... arr		4 26	7 31	12 22	1 44	12 20	...
				..... dep		4 30	7 35	12 26	1 48	12 24	...
				Paris ..... arr		6 10	9 50	1 30	3 28	1 50	...

Dis.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
				Chaumont ..... dep	...	...	8 10	12 45	5 30	9 18
				Bricon ..... arr	...	...	8 43	1 21	6 11	9 56
				..... dep	...	...	8 47	1 24	6 14	10 0
				Laroche ..... arr	...	...	9 43	2 20	7 10	10 56
				..... dep	4 30	8 0	9 48	2 25	7 15	11 6
				Chatillon-Sur-Seine ... arr	5 30	8 50	10 18	3 1	7 51	11 42
				Bar-Sur-Seine ..... dep	...	...	10 26	3 9	7 59	11 50
				Clervy ..... ,,	6 19	10 25	2 40	3 58	9 12	...
				Troyes (p. 669) ..... arr	6 43	10 56	3 34	4 34	10 37	...
				..... dep	6 45	10 58	3 36	4 36	10 39	...
				Paris ..... arr	12 15	4 10	8 50	9 33	11 20	...

Mann Boudoir Sleeping Cars on this Railway.

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WELSSENBURG and BASEL.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3
Dist.	...	...	...	BERLIN (Potsd.) dp	...	...	...	...	8 45	p.m.	10 p	8 45	...	...
...	...	...	...	,, (Anhalt) ,,	...	...	...	...	8 30	7 30	...	...	...	a.m.
...	...	...	...	COLOGNE ,,	...	...	...	...	12 2	6 0	9 a	12 2	...	9 20
...	...	...	...	FRANKFURT-A-M. ,,	...	...	...	...	10 30	8 0	10 5	5 35	...	1 50
...	...	...	...	MAYENCE ,,	...	...	...	...	5 40	9 30	1 7	7 10	...	3 5
...	...	...	...	LUDWIGSHAFEN ,,	...	...	...	...	7 53	10 55	2 38	9 40	...	6 0
...	...	...	...	NEUSTADT ,,	...	...	...	...	8 5	11 43	3 20	10 45	...	7 10
—	—	—	—		...	...	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
...	...	...	...	**Weissenburg** dep	...	...	6 29	10 19	12 47	4 26	1 49	4 44	8 54	
3	0 45	0 25	0 15	Biedesi ,,	...	...	6 38	10 29	...	...	1 58	4 54	9 4	
5	0 75	0 45	0 25	Hundsbach ,,	...	...	6 48	10 36	...	...	2 5	5 5	9 12	
8	1 15	0 70	0 40	Hoffen ,,	...	...	6 54	10 45	...	...	2 14	5 10	9 21	
9½	1 40	0 85	0 50	Sulz-u-W. ,,	...	...	7 1	10 53	...	4 44	2 21	5 17	9 30	
13	2 10	1 25	0 70	Walburg ,,	...	...	7 14	11 14	...	...	2 36	5 30	9 44	
20½	2 70	1 60	0 90	**Hagenau** ..... arr	...	...	7 25	11 17	1 30	5 3	2 48	5 43	9 58	
...	...	...	...	From METZ ..... arr	...	...	7 20	11 31	...	...	2 51	5 48	9 48	
...	...	...	...	**Hagenau** ..... dep	...	...	7 35	11 22	1 22	5 6	2 58	5 53	10 0	
22½	2 15	1 85	1 5	Marienthal	...	...	7 45	11 32	...	...	3 8	6 3	10 17	
28½	3 40	2 0	1 15	Bischweiler	...	...	7 54	11 39	1 32	5 16	3 17	6 11	10 25	
31½	4 10	2 40	1 40	Hördt	...	...	8 8	11 54	...	...	3 30	6 24	10 38	
36½	4 65	2 70	1 55	**Vendenheim** ...arr	...	...	8 18	12 4	1 49	5 35	3 41	6 35	10 49	
...	...	...	...	For AVRICOURT dp	...	...	10 39	12 36	3 46	6 19	3 46	8 1	...	
...	...	...	...	**Vendenheim** ...dep	...	...	8 20	12 8	1 56	5 3	3 45	6 37	10 58	
41½	5 50	3 30	1 85	**Strassburg** .....arr	...	...	8 25	12 22	2 5	5 51	3 50	6 53	11 6	
...	...	...	...	For APPENWEIER d	...	...	11 8	12 58	3 3	...	5 22	...	...	
...	...	...	...	In FREIBURG ...arr	...	a.m.	2 30	6 35	6 35	...	9 35	...	...	
...	...	...	...	BERLIN (Potsd.) dp	...	8 45	...	...	...	10 0	...	...	...	
...	...	...	...	,, (Anhalt) ,,	...	8 30	...	...	...	7 30	...	...	...	
...	...	...	...	FRANKFURT-A-M. ,,	...	9 20	...	...	6 15	10 35	...	...	...	
...	...	...	...	HEIDELBERG ... ,,	...	11 45	...	6 0	10 20	12 50	...	...	...	
...	...	...	...	CARLSRUHE ... ,,	...	1 15	...	7 35	11 40	2 30	...	...	1, 2, 3	
...	...	...	...	APPENWEIER ... ,,	a.m.	2 45	7 25	9 35	1 10	4 10	...	p.m.	p.m.	p.m.
...	...	...	...	**Strassburg GS** dep	7 0	5 40	8 48	12 52	2 25	6 11	...	7 3	10 26	
...	...	...	...	For BADE WASSEL	8 55	a.m.	8 55	1 15	...	7 11	...	7 11	...	
5½	...	...	...	Grafenstaden	...	5 57	9 5	1 11	...	...	...	7 21	...	
8	...	...	...	Geispolsheim	...	6 2	9 10	1 17	...	...	...	7 26	...	
9½	6 30	3 70	2 10	Gegersheim	...	6 10	9 17	1 25	...	...	...	7 34	...	
10	...	...	...	Lingolsheim	...	6 16	9 23	1 32	...	...	...	7 40	...	
13½	7 10	4 10	2 35	Ertolz	...	6 25	9 33	1 43	...	6 38	...	7 50	10 55	
15½	7 30	4 20	2 45	Matzenheim	...	6 32	9 40	1 49	...	...	...	7 56	...	
18	7 50	4 40	2 50	Banfeld	...	6 40	9 49	1 58	...	6 48	...	8 3	11 9	
21½	...	...	...	Kogenheim	...	6 49	9 56	2 7	...	...	...	8 13	...	
24½	...	...	...	Eberaheim	...	6 59	10 5	2 16	...	...	...	8 21	...	
28	8 85	5 15	2 95	**Schlettstadt** .....arr	7 47	7 8	10 14	2 25	3 11	7 6	...	8 30	11 30	
...	...	...	...	In MARKIRCH ...arr	8 59	8 59	11 48	4 22	4 22	9 48	...	9 48	...	
...	...	...	...	**Schlettstadt** ...dep	7 49	7 11	10 18	2 29	3 13	7 8	...	8 35	11 32	
31½	...	...	...	St. Pilt	...	7 20	10 29	2 38	...	...	...	8 43	...	
34½	9 60	5 60	3 30	Rappoltsweiler	...	7 28	10 35	2 47	...	7 19	...	8 51	11 44	
36½	...	...	...	Ostheim	...	7 35	10 43	2 54	...	...	...	8 57	...	
38	...	...	...	Bennwaier	...	7 43	10 49	3 1	...	...	...	9 3	...	
43½	10 65	6 20	3 55	**Colmar** .....arr	8 11	7 51	10 59	3 11	3 35	7 34	...	9 11	12 1	
...	...	...	...	In MUNSTER ...arr	8 33	8 33	11 30	3 56	3 56	10 58	...	10 58	nght	
...	...	...	...	From ,, ...dep	6 44	6 44	9 55	12 51	12 51	5 44	...	9 16		
...	...	...	...	**Colmar** ...dep	8 16	8 31	11 4	3 47	3 40	7 39	...	9 16		
45	...	...	...	Egisheim	8 9	...	8 40	11 12	3 55	...	...	9 23		
46½	...	...	...	Herrlisheim	5 16	...	8 47	11 79	4 2	...	...	9 33		
50½	11 70	6 85	3 90	Ensisch	5 26	...	8 59	11 39	4 13	...	7 53	9 44		
53½	...	...	...	Merxheim	5 35	...	9	11 38	4 22	...	...	9 53		
59½	12 70	7 40	4 25	**Bollweiler** .....arr	5 48	8 49	9 20	11 49	4 33	4 5	8 9	10 3		
...	...	...	...	In GREWEILER arr	6 27	9 54	9 54	1 37	5 8	5 8	8 47	10 37		
...	...	...	...	**Bollweiler** ...dep	5 49	8 43	9 22	11 50	4 34	4 6	8 12	10 5		
62½	...	...	...	Wittelsheim	5 55	...	9 31	11 59	4 43	...	...	10 14		
66½	13 65	7 86	4 55	Lutterbach	6 7	8 55	9 44	12 11	4 54	...	8 30	10 26		
...	...	...	...	In WESSERLING ar	7 30	11 16	11 16	2 50	7 6	...	10 16	...		
68½	13 75	8 5	4 60	Dornach	6 13	...	9 52	12 17	5 1	...	...	10 34	...	
69½	14 0	8 20	4 70	**Mülhausen** .....arr	6 19	7 10	9 13	12 23	5 10	4 26	8 40	1, 2, 3	10 41	1, 2, 3
...	...	...	...	For BELFORT ...dep	8 26	10 33	10 36	12 20	6 21	6 21	8 44	p.m.	...	p.m.
...	...	...	...	**Mülhausen** ...dep	6 24	9 13	10 16	12 41	5 47	4 31	8 45	3	10 51	7 0
72	...	8 45	4 85	Rixheim	6 33	...	10 27	12 50	5 56	...	...	3 12	11 1	7 16
73½	14 50	8 55	4 90	Habsheim	6 39	...	10 33	12 56	6 1	...	...	3 18	11 6	7 24
79	14 60	9 0	5 15	Sierenz	7 53	...	10 51	1 14	6 17	...	...	3 24	11 21	7 57
80½	15 40	9 10	5 20	Bartenheim	7 0	...	10 59	1 21	6 24	...	...	3 41	11 28	8 13
86½	15 60	9 50	5 45	St. Ludwig	7 13	9 45	11 14	1 34	6 37	...	9 17	3 54	11 41	...
88½	16 20	9 70	5 55	**Basel** .....arr	7 21	9 53	11 24	1 43	6 45	5 4	9 26	4 2	11 49	...
...	16 85	...	...	ZURICH ..... arr	9 54	12 38	a.m.	4 35	p.m.	8 17	p.m.	p.m.	p.m.	p.m.
...	...	...	...	LUCERNE ..... ,,	1 50	1 50	...	5 50	...	1 50	...	...	...	...
...	...	...	...	BERNE ..... ,,	2 0	2 0	...	6 2	...	8 25	...	...	...	...
...	...	...	...	GENEVA ..... ,,	9 15	9 15	...	...	...	10 20	...	...	...	...

SCHLETTSTADT, MARKIRCH (ST.-MARIE-AUX-MINES).

Mls.	1 Cl.	2nd.	3rd.	Stations.	1—3	1—3	1—3	1—3
Dis.	Conditions.				a.m.	a.m.	p.m.	p.m.
—	...	...	...	**Schlettstadt** d.	7 57	10 48	3 36	8 45
3	...	...	...	Kaestenbois	8 8	10 58	3 47	8 56
6	...	...	...	Leterne	8 17	11 7	3 56	9 5
9	...	...	...	Lalaye	8 26	11 17	4 5	9 14
12	...	...	...	Kaestenbois	8 36	11 27	4 15	9 24
15	...	...	...	**Markirch** a.	8 46	11 37	4 25	9 34

Mls.	1 Cl.	2nd.	3rd.	Stations.	1—3	1—3	1—3	1—3
Dis.	Conditions.				a.m.	a.m.	p.m.	p.m.
—	...	...	...	**Markirch** d.	6 1	9 25	12 25	6 45
3	...	...	...	Heilig Kreutz	6 11	9 35	12 35	6 55
6	...	...	...	Lalaye	6 20	9 44	12 44	7 4
9	...	...	...	Kaestenbois	6 30	9 54	12 54	7 14
12	...	...	...	**Schlettstadt** a.	6 40	10 3	1 3	7 23

Mann Boudoir Sleeping Cars on this Railway.

BASEL and WEISSENBURG.

Fr.	1 Cl.	2 Cl.	3 Cl.	stations.	1 & 2	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1 & 2	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3
	—	—	—	GENEVA ..... dep	6 5	...	...	...	...	1 20	1 20	a.m.	a.m.	
	—	—	—	BERNE ..... ,,	1 40	...	5 36	...	...	6 30	6 30	9 35	9 35	...
	—	—	—	LUCERNE ..... ,,	1 30	...	5 40	...	...	5 20	5 20	9 50	9 50	...
	—	—	—	ZURICH ..... ,,	1 49	...	...	...	...	6 40	6 40	9 50	9 50	...
					p.m.			a.m.		a.m.	a.m.	p.m.	p.m.	
	—	—	—	Basel ..... dep	b 30	...		10 2	6 17	7 12	9 57	11 12	2 33	4 7
	6 45	6 25	0 15	St. Ludwig	5 40	...		10 14	6 30	7 22	...	11 22	2 42	4 17
	1 5	0 50	0 35	Bartenheim	...	...		10 26	...	7 34	...	11 34	...	4 29
	1 40	0 85	0 50	Sierenz	...	...		10 33	...	7 42	...	11 42	...	4 37
	2 10	1 25	0 70	Habsheim	...	...		10 46	...	7 56	...	11 55	...	4 50
	2 25	1 30	0 75	Rixheim	...	...		1 51	...	8 0	...	12 0	...	4 55
	2 85	1 50	0 90	Wilhausen ..... arr	5 16	...		11 1	6 56	8 11	10 30	12 11	3 17	5 5
				From BELFORT arr		a.m.			5 53	8 53	9 1	12 11	12 11	4 54
				Wilhausen ..... dep		5 1			7 6	8 24	10 35	12 29	3 34	5 19
	3 90	1 70	1 0	Dornach		5 8				8 31	...	12 37	...	5 27
	3 15	1 85	1 5	Lutterbach		5 15			7 17	8 38	...	12 45	...	5 34
				From WESSERLING					6 0	6 0	...	10 40	...	4 15
	3 70	2 15	1 25	Wittelsheim		5 26				8 49	...	12 55	...	5 45
	4 5	2 35	1 35	Bollweiller ..... arr		6 27			7 31	8 57	10 56	1 3	3 47	5 53
				From GEBWEILER		5 9			5 9	8 16	10 21	11 36	2 41	2 41
				Bollweiller ..... dep		5 36			7 33	8 59	10 56	1 5	3 49	5 54
	4 60	2 70	1 55	Merxheim		5 47				9 10	...	1 16	...	6 5
	5 5	2 95	1 70	Raffach		5 56				9 19	...	1 25	...	6 15
	5 55	3 25	1 85	Herrlisheim		6 6				9 29	...	1 37	...	6 25
	5 70	3 35	1 90	Eglisheim		6 13				9 36	...	1 44	...	6 31
	6 15	3 55	2 5	Colmar ..... arr		6 30		8 3	9 43	11 23		1 51	4 17	6 38
				From MUNSTER dp		9 23		6 44	6 44	10 5		12 51	...	5 48
				Colmar ..... dep		6 25		8 8	9 45	11 26		1 56	4 22	6 43
	6 55	3 95	2 20	Bennwehr		6 35			9 59	...		2 7	...	6 54
	6 95	4 0	2 30	Colmberg		6 42			10 6	...		2 14	...	7 1
	7 15	4 20	2 40	Rappoltsweiler		6 49		8 25	10 14	...		2 23	4 38	7 10
	7 45	4 35	2 50	St. Pilt		6 57			10 22	...		2 33	...	7 16
	7 90	4 60	2 65	Schlestadt ..... arr		7 5		8 38	10 32	11 54		2 43	4 51	7 25
				From MARKIRCH d		6 1		6 1	9 35	9 25		12 33	12 33	5 36
				Schlestadt ..... dep		7 8		8 43	10 36	11 56		2 48	4 53	7 30
				Ebersheim		7 18			10 46	...		2 58	...	7 40
				Kogenheim		7 26			10 54	...		3 8	...	7 48
	9 20	5 40	3 10	Benfeld		7 35		9 3	11 5	...		3 19	5 12	7 58
				Matzenheim		7 4			11 13	...		3 27	...	8 6
	9 80	5 75	3 20	Erstein		7 49			11 21	...		3 35	...	8 14
				Limersheim		7 58			11 30	...		3 45	...	8 22
				Fegersheim		8 5			11 38	...		3 53	...	8 30
				Geispolsheim		8 11			11 44	...		3 59	...	8 36
				Grafenstaden		8 16			11 51	...		4 6	...	8 43
	12 80	6 70	3 80	Strassburg Ost arr		8 30		9 38	12 8	12 43		4 23	5 46	9 1
				APPENWEIER ,,		11 58		11 58	1 55	1 55		6 30	9 50	12 50
				CARLSRUHE ,,		1 30		1 30	4 25	4 25		8 30	11 40	1 50
				HEIDELBERG ,,		2 55		2 55	6 40	6 40		10 12	...	3 15
				FRANKFURT-A-M. ,,		5 15		5 15	10 0	10 0		...	...	6 0
				BERLIN (Potsd) ,,	1, 2, 3	7 12		7 12	...	...		...	...	8 55
				,, (Anhalt) ,,	p.m.	7 46		7 46	...	...		...	...	9 5
				FREIBURG ..... ,,	10 55	...		5 20	7 40	10 27		11 30	...	4 15
				APPENWEIR ... ,,	3 32	8 18		8 18	10 28	12 53		3 11	...	8 3
				For BAER MUTZ. ,,	a.m.	9 48		9 48	1 19	1 19		7 11	7 11	...
				From ,,		7 0		7 50	11 43	11 43		3 19	...	9 10
	12 90	7 70	4 0	Strassburg ..... dep	5 26	8 50		9 53	12 33	...		4 13	...	9 16
				Vendenheim ..... arr	5 41	9 5		10 8	12 48	1 17		4 28	...	9 33
				From AVRICOURT		7 46		8 3	11 40	11 40		4 44	...	9 11
				Vendenheim ..... dep	5 42	9 7		10 9	12 49	1 18		4 5	...	9 25
				Hördt	5 53	9 18			1 0	...		5 16	...	9 46
	13 40	7 85	4 50	Bischweiler	6 6	9 32		10 28	1 13	1 35		5 30	...	9 59
				Marienthal	6 13	9 39			1 20	...		5 37	...	10 6
	14 0	8 30	4 70	Hagenau ..... arr	6 21	9 47		10 38	1 28	1 44		5 47	...	10 13
				From METZ ..... dep	6 13	10 43		10 48	1 33	...		5 55	...	...
				Hagenau ..... dep	6 25	9 57		10 43	1 51	1 46		5 53	...	10 18
				Walburg	6 36	10 11		...	2 7	...		6 5	...	10 30
				Soils-u-W.	6 49	10 26		11 5	2 20	...		6 18	...	10 43
				Hoffen	6 61	10 34		...	2 28	...		6 26	...	10 50
				Hundsbach	7 6	10 44		...	2 37	...		6 35	...	10 58
				Riedseis	7 13	10 51		...	2 44	...		6 42	...	11 5
	15 60	9 70	5 55	Weissenburg arr	7 30	10 59		11 14	2 51	2 20		6 49	...	11 14
				NEUSTADT ..... ,,	9 0	1 45		12 31	4 26	3 24		8 40	...	...
				LUDWIGSHAFEN ,,	10 0	2 30		1 30	5 40	5		9 54	...	...
				MAYENCE ..... ,,	11 25	6 38		...	3 50	8 25		5 32	...	...
				FRANKFURT-A-M.	12 44	...		...	6 38	10 10		6 35	...	...
				COLOGNE ..... ,,	5 15	...		...	7 15	5 25		10 0	...	...
				BERLIN (Anhalt),	12 15	...		...	...	...		7 46	...	...
				,, (Potsd.) ,,								7 12	...	...

Extra Train — Basel to Wilhausen, 6.30 p.m.

Between MONTHERME (Est) and MONTHERME (Laval-Dieu) only.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	2 Cl.	3 Cl.
					a.m.	p.m.
Dis.	fr. c.	fr. c.	fr. c.			
—	—	—	—	Montherme (Est) ..... dep	9 45	5 0
—	—	—	—	Montherme (La.) ..... arr	9 53	5 8
25	...	...	...	Montherme (La.) ..... dep	...	...
					a.m.	p.m.

Fr.	1 Cl.	2 Cl.	3 Cl.	Stations.	2 Cl.	3 Cl.
					a.m.	p.m.
				Montherme (La.) ..... dep	7 30	6 50
				Montherme (Est) ..... arr	7 39	6 58
					a.m.	p.m.

BOISSON and ST-BONNET IN 1¼ HOURS.
BOISSON, depart 9.10 a.m., 1.35, 7.40 p.m.
ST-BONNET, depart 8.45, 10.55 a.m., and 4.0 p.m.

MONTDIDIER and PERONNE, IN 2½ HOURS.
MONTDIDIER, depart 6.37 a.m., and 6.58 p.m.
PERONNE depart 6.56 a.m. and 7.30 p.m.

NANCY, AVRICOURT, WEISSENBURG, and STRASSBURG.

Stations.	1—3	1 & 2	1 & 2	1—3	1—3	1 &	1—3
	p.m.		a.m.	p.m.		a.m.	a.m.	
Paris .....dep	4 25	...	8 25	9 35	...	12 25	8 25	...
Nancy ..... „	1 35	...	3 56	6 44	...	7 45	4 3	3 36
Dieuze ... „	...	...	5 9	5 9	...	11 14	4 44	4 44
Avric'rt(84)	5 0	...	6 17	9 20	...	2 19	6 25	7 10
Rixingen	5 9	...	...	9 29	...	2 27	...	7 19
Hemming	5 23	a.m.	...	9 43	...	2 41	...	7 35
Saarburg	5 46	5 10	6 46	9 59	11 40	2 58	6 54	7 56
Lutzelburg	6 18	...	...	10 24	12 6	3 24	...	8 22
Zabern	6 37	5 50	7 22	10 41	12 27	3 42	7 30	8 47
Steinburg	6 46	...	...	10 49	12 3	3 51	...	8 56
Dettweiler	6 56	...	...	10 58	12 44	4 0	...	9 6
Hochfelden	7 11	...	...	11 10	12 57	4 14	...	9 21
Mommenheim ...	7 21	...	...	11 19	1 4	4 23	...	9 31
Brumath	7 33	...	...	11 29	1 17	4 34	...	9 43
Vendenh'm ar	7 45	6 29	8 3	11 40	1 28	4 44	8 11	9 55
From Weissenbg d	9 6	9 6	9 6	12 49	...	5 5	9 35	11 18
Vendenh'm dp	7 48	6 30	8 5	11 42	1 30	4 46	8 13	9 58
Strassburg arr	8 3	6 45	8 20	11 59	1 45	5 3	8 29	10 13
Appenweier ...	...	...	9 18	1 55	4 0	6 50	9 50	12 20
Carlsruhe „	...	...	10 45	4 25	8 30	9 30	11 40	1 50
Stuttgart „	...	...	1 15	...	...	...	2 30	...
Munich ... „	...	...	7 30	...	...	...	8 55	...
Vienna ..... „	...	...	8 40	...	...	...	9 50	...

Stations.	1,2,3	1,2,3	1 & 2	1, 2,3	1, 2,3	1 & 2	1—3	2 &
			a.m.			p.m.		
Vienna ...dep	...	...	9 0	...	...	6 45	...	...
Munich ... „	...	...	10 50	...	...	6 15	...	...
Stuttgart „	a.m.	...	5 5	...	a.m.	12 9	...	...
Carlsruhe „	1 5	a.m.	7 35	6 45	10 40	2 30	...	5 11
Appenweier	2 45	7 25	9 18	9 35	2 20	4 10	...	7 10
Strassburg dp	5 3	9 6	10 39	12 16	3 32	6 3	7 43	10 19
Vendenheim arr	5 19	9 22	10 39	12 33	3 49	6 18	7 58	10 42
From Weissenbg a	...	8 21	8 21	11 17	3 41	5 38	6 36	...
Vendenh'm dp	5 21	9 25	10 39	12 36	3 46	6 19	8 1	10 4
Brumath	5 32	9 37	...	12 49	3 57	...	8 13	11 13
Mommenheim ...	5 41	9 45	...	12 58	4 5	...	8 21	...
Hochfelden	5 51	9 55	...	1 9	4 14	...	8 30	11 41
Dettweiler	6 4	10 7	...	1 22	4 26	...	8 43	...
Steinburg	6 11	10 14	...	1 29	4 33	...	8 50	...
Zabern	6 25	10 27	11 16	1 43	4 45	7 6	9 4	12 34
Lutzelburg	6 44	10 44	...	2 4	5 4	...	9 24	1 1
Saarburg	7 14	11 6	11 58	2 34	5 36	7 58	9 55	1 55
Hemming	7 28	11	...	2 48	5 50	...	10 7	...
Rixingen	7 42	...	...	3 2	6 54	...	10 23	...
Avricourt(84)	7 50	...	12 21	3 10	6 1	6 30	10 30	...
Dieuze.....arr	8 59	4 57	3 19	...	9 34	9 34	...	...
Nancy? ..... „	9 58	...	1 39	5 10	6 5	10 11	12 31	...
Paris ..... „	10 25	...	9 10	4 0	8 0	6 20	10 30	...

SAARBURG and SAARGEMÜND.

Mls.	Stations.	2 & 3	1,2,3	1,2,3	1,2,3	2 & 3	1 & 2	Mls.
Dis.								Dis.
—	**Saarburg** ..... dep	3 10	7 12	12 2	5 30	8 10	7 53	—
7½	Berthelmingen	3 50	7 29	12 19	5 47	8 39	...	2½
9½	Finstingen	...	7 37	12 27	5 55	8 51	...	5
11	Niederstinsel	...	7 44	12 34	6 2	9 1	...	7½
13½	Wolfskirchen	4 46	7 52	12 43	6 11	9 12	...	9
15½	Pistorf	...	8 0	12 50	6 18	9 21	...	11
17½	Saarwerden	...	8 8	12 58	6 24	9 28	...	13
18	**Saar-Union**	6 1	8 17	1 7	6 35	9 46	8 36	13½
20½	Schopporten	6 10	8 24	1 14	6 43	9 58	...	16
21½	Keskastel	6 20	8 30	1 20	6 48	10 8	...	17
24½	Saar-Alben	6 34	8 39	1 29	6 57	10 48	...	20
26½	Willerwald	6 45	8 46	1 36	7 4	...	...	22
28½	Hambach	6 56	8 57	1 47	7 15	...	...	24
31½	Neunheuern	7 9	9 6	1 56	7 24	...	...	27
33½	**Saargemünd** ...arr	7 19	9 13	2 3	7 31	11 10	9 10	29

Mls.	Stations.	1 & 2	2 & 3	1,2,3	1,2,3	1,2,3	2 & 3
Dis.			a.m.	a.m.	a.m.	p.m.	p.m.
—	**Saargemund** ...dep	3 37	7 18	9 20	12 2	5 25	7 32
2½	Neuscheuern	...	...	9 38	12 16	5 37	7 44
5	Hambach	...	8 45	9 43	12 24	5 47	8 0
7½	Willerwald	...	...	9 58	12 39	5 55	8 11
9½	Saar-Alben	...	4 25	9 59	12 41	6 4	9 24
11½	Keskastel	...	4 41	10 7	12 48	6 12	8 44
13½	Schopporten	...	4 49	10 13	12 55	6 19	8 53
15½	**Saar-Union**	4 35	5 11	10 27	1 0	6 32	9 20
18½	Saarwerden	...	5 16	10 33	1 15	6 38	...
19	Pistorf	...	5 27	10 40	1 22	6 45	...
20	Wolfskirchen	...	5 30	10 46	1 28	6 52	...
22½	Niederstinsel	...	5 40	10 55	1 36	6 59	...
23½	Finstingen	...	6 0	11 3	1 44	7 7	10 38
26	Berthelmingen	...	6 11	11 11	1 52	7 15	10 48
33½	**Saarburg** .....arr	5 10	6 36	11 37	2 8	7 38	11 11

BETTEMBERG, NORTZINGEN, and ESCH.

Mls.	Stations.	2 & 3	1,2,3	1,2,3	2 & 3	2 & 3	1,2,3
Dis.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	**Bettemburg** ...dep	...	7 41	11 11	2 3	4 46	6 49
2½	Nortzingen	...	7 56	11 26	2 18	...	9 4
6½	**Esch** ..... arr	...	8 6	11 36	2 28	5 21	9 14
		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	**Esch** .....dep	5 56	9 46	1 21	4 0	7 56	...
3	Nortzingen	6 11	10 1	1 36	...	8 16	...
6½	**Bettemburg** ... arr	6 21	10 11	1 46	4 35	8 30	...

BETTEMBURG, NORTZINGEN, and OETTINGEN

Mls.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.		a.m.	a.m.	p.m.	p.m.	p.m.
—	**Bettemburg** .....dep	7 41	11 11	2 3	6 49	...
2½	Nortzingen	7 53	11 24	2 14	9 2	...
6½	**Oettingen** .....arr	8 11	11 41	2 31	9 19	...
		a.m.	a.m.	p.m.	p.m.	a.m.
—	**Oettingen** .....dep	5 51	9 41	1 19	7 56	...
3	Nortzingen	6 11	10 1	1 39	8 16	...
6½	**Bettemburg** ..... arr	6 21	10 11	1 49	8 26	...

GEBWEILER and BOLLWEILER.

Mls.	Stations.	1—3	1—3	1—3	1—3	1—3	1—3	1—3
Dis.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	**Gebweiler** ...dep.	5 9	8 16	10 24	11 27	2 41	7 40	9 24
1½	Obe Sels	5 19	8 26	10 31	11 34	2 51	7 50	9 31
3½	**Bollweiler** ... arr.	5 29	8 36	10 41	11 43	3 1	8 0	9 41

Mls.	Stations.	1—3	1—3	1—3	1—3	1—3	1—3	1—3
Dis.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	**Bollweiler** ...dep.	6 1	9 31	10 51	1 11	4 43	8 21	10 11

COLMAR and MÜNSTER.

Mls.	Stations.	1—3	1—3	1—3	1—3	1—3	1—3
Dis.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	**Colmar** .....dep	8 20	11 36	2 15	6 51	9 30	4 9
2½	Türkheim	8 29	11 45	2 24	7 0	9 39	4 18
6½	Gunsbach	8 44	12 32	2 35	7 40	11 4	5 9
11½	**Münster** .....arr.	9 33	12 41	3 47	7 50	11 13	5 58
Mls.	Stations.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	**Münster** .....dep.	6 44	9 55	12 51	5 46	8 25	3
4½	Gunsbach	6 58	10 4	1 2	5 59	8 38	3 1

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ARLON and LUXEMBOURG to TREVES.

Miles.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2
	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	...	...	...	ARLON ....dep	5 40	...	12 10	...	5 45	11 22
—	...	...	...	**Bettingen** ...dp	6 14	...	12 43	...	6 18	11 57
3	0 45	0 25	0 15	Capellen	6 22	...	12 51	...	6 26	...
5	0 70	0 40	0 25	Mamer	6 28	...	12 56	...	6 31	...
7½	0 90	0 55	0 30	Strassen Bartz ...	6 35	...	1 2	...	6 37	...
11	1 45	0 85	0 50	**Luxemburg** ar	6 47	...	1 12	...	6 47	12 22
				,, dep	6 57	11 39	1 34	2 41	7 57	...
13½	1 60	1 40	0 80	Etrange	7 15	11 57	1 52	3 12	8 15	...
15½	3 15	1 85	1 5	Rhodt	7 26	12 8	2 5	3 34	8 27	...
17½	3 70	2 15	1 25	Weeker	7 37	12 19	2 15	3 43	8 39	...
23	4 35	2 50	1 45	Mertert	7 47	12 29	2 25	3 51	8 49	...
24½	4 60	2 60	1 50	**Wasserbillig**	7 50	12 32	2 28	4 0	8 52	...
28	4 55	3 55	2 50	Conz	8 1	12 43	2 38	4 33	9 5	...
31	5 45	4 0	2 85	**Treves (73) ar**	8 21	1 3	3 4	4 56	9 30	...

Stations.	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2
		a.m.	a.m.	p.m.	p.m.	p.m
Treves ...dep	...	4 50	7 58	1 10	2 3	9
Conz ..... ,,	...	5 15	8 12	1 36	3 0	9 3
Wasserbillig	...	5 39	8 33	1 45	3 11	9 3
Mertert.....	...	5 44	8 37	1 49	3 15	9 3
Wecker	...	5 55	8 35	1 59	3 25	9 4
Roodt	...	6 12	8 45	2 6	3 36	9 5
Etringen	...	6 29	8 57	2 18	3 49	10
Luxemburg ar	a.m.	6 52	9 14	2 35	4 5	10 2
,, dep	12 42		9 22	2 47	9 17	
Strassen Bartz...	...	...	9 30	2 55	9 26	...
Mamer	...	...	9 36	3 1	9 32	...
Capellen.....	...	...	9 41	3 6	9 38	...
Bettingen ...ar	1 5	...	9 48	3 13	9 46	...
ARLON ..... ,,	1 27	...	10 10	3 35	10 20	...

METZ and PAGNY.

Miles.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1—3	1,2,3
		a.m.	a.m.	p.m.	p.m.	a.m.	p.m.	...
—	BERLIN.....dep	...	...	...	10	...	...	...
—	FRANKFURT-M	...	...	35	10	5	...	...
—	COLOGNE	...	...	12	9	0	...	...
—	CREUZNACH	...	...	7 47	...	1 32	...	...
—	SAARBRUCKEN a	...	6	5 10	48	...	4 50	...
—	**Metz** .....dep	4 30	9	12 12	42	3 57	6 57	7 38
5	Ars a. d. Mosel ...	4 48	9	28	12	55	4 7	7 10
8	Novoant	5 4	9	42	1	7	4 26	7 22
11	**Pagny (65)** arr	5 14	9	50	1	14	4 36	7 29
		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	...
—	**Pagny Pa.T.** dp	5 10	9	40	1	16	4 25	7 40
—	Nancy .....arr	6 48	10	52	2	15	5 54	9 0
—	Paris	5 0	10	25	9	10	4 0	5 0

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.	p.m.	p.m.		a.m.	p.m.
Paris (dep	7 50	9 25	...		8 25	...
Nancy) time (	3 10	6 10	10 48	...	2 20	7 23
Pagny ..... arr	4 30	7 24	12 4	...	4 40	8 40
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Pagny .....dep	5 1	8 2	12 37	...	5 11	9 12
Novoant	5 24	8 31	1 17	2 47	5 43	9 50
Ars a. d. Mosel	5 33	8 42	1 28	2 59	5 54	10 3
Metz .....arr	5 45	8 57	1 48	3 17	6 12	10 22
SAARBRUCKEN...arr	7 37	11 40	4 35	6 27	10 40	...
CREUZNACH ..... ,,	10 34	3 36	7 45	...	...	...
COLOGNE ..... ,,	5 15	9 30	5 25	...	...	...
FRANKFURT-M ,,	12 15	6 13	10 10	...	...	...
BERLIN ..... ,,	7 45	...	...	...	...	...

METZ-AMANVILLERS and AMANVILLERS-METZ.

Miles.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.	a.m.	p.m.	p.m.
—	**Metz** .....dep	5 45	9 32	2 15	3 47
4	Moulins	6 2	9 50	2 35	4 4
9	**Amanvillers** .....arr	6 21	10 10	3 0	4 30

Miles.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.	p.m.	p.m.	p.m.
—	**Amanvillers**.....dep	7 51	1 5	6 57	9 25
5	Moulins	8 12	1 20	7 12	10 13
9½	**Metz**	8 30	1 38	7 30	10 30

ULFLINGEN, (TROIS-VIERGES), DIEKIRCH, and LUXEMBURG.

Miles.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	2 & 3	2 & 3	1,2,3	1,2,3
					a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	...	...	...	PEPINSTER .....dep	...	...	12 30	...	7 27	3 5
—	...	...	...	**Ulflingen** .....dep	...	6 46	3 19	...	10 28	5 56
5	0 75	0 45	0 25	Clerf	...	7 3	3 44	...	10 45	6 14
9½	1 85	1 85	1 5	**Ettelbruck**	...	7 51	5 5	...	11 33	6 59
13	3 45	2 0	1 15	**Diekirch**.....	5 37	7 40	5 10	12 47	11 24	6 46
—	...	...	...	**Ettelbruck**	5 48	7 53	5 23	12 57	11 37	7 1
17	4 10	2 40	1 40	Mersch	6 12	8 20	5 58	...	12 3	7 20
20	4 40	2 60	1 50	Lintgen	6 18	8 27	6 9	...	12 9	7 26
23	5 50	3 25	1 85	**Luxemburg** .....arr	6 47	9 0	6 53	...	12 37	7 52

Miles.	Stations.	1,2,3	1,2,3	1,2,3	2 & 3	1,2,3	2 & 3	1,2,3
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.
—	**Luxemburg** .....dep	7 7	...	...	12 7	4 23	...	9 12
4½	Lintgen	7 38	...	...	12 36	4 53	...	9 45
11½	Mersch	7 45	...	...	12 2	4 59	...	9 50
15	**Ettelbruck**	8 7	11	41	1	5 21	7 4	10 16
19	**Diekirch**.....	8 25	11	51	1	18	5 37	7 14
—	**Ettelbruck**	8 10	...	...	1	7	5 24	...
23	Clerf	9 0	...	...	1	48	6 15	...
27½	**Ulflingen**	9 19	...	...	2	13	6 32	...
—	PEPINSTER	11 52	...	...	4	55	9 15	...

Miles.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Ex.	Ex.
		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	**Strassburg** (Stat.)dp	6 13	7 48	8 40	11 8	12 3	12 58	3 3	5 8	5 28	8 28	11 43	...	...
5	Metzgerthor	6 29	8 4	...	11 24	12 19	1 14	3 19	5 24	6 14	9 45	12 0	...	...
—	Rheinbrücke	6 40	8 10	...	...	...	...	3 25	...	...	5 55	...	...	...
7½	**Kehl** .....arr	6 43	8 13	8 59	11 33	12 28	1 23	3 28	5 32	9 23	5 58	12 10	...	...

Miles.	Stations.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	**Kehl** .....dep	3 5	7 53	9 38	10 3	12 28	1 38	2 48	4 38	7 8	10 33	...
—	Rheinbrücke	...	7 56	...	10 6	...	...	...	...	7 11	...	...
2½	Metzgerthor	...	8 3	9 48	10 13	13 38	1 48	23	4 48	7 18	10 43	...
7½	**Strassburg** Stat.) ar	3 33	8 18	10	10 28	12 53	2 3	...	5 3	7 33	10 58	...

Miles.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	METZ ...dep	7 40	9 30	...	...	...	...	1 38	3 47	5 28	7 38	...
—	**Courcelles** ...	8 12	10	4	49	...	...	2 10	4 19	5 59	8 9	...
—	Pange	8 21	10	14	59	...	...	2 20	4 29	6 9	8 19	...
—	Courcelles	8 30	10	23	5	2	9	2 29	4 38	6 18	8 28	...
—	Londonvillers ...	8 38	10	31	13	2	17	2 37	4 46	6 26	8 36	...
—	Condé Northen ...	8 47	10	40	22	2	26	2 46	4 55	6 35	8 45	...
—	**Rolehen**	8 59	10	52	34	2	38	2 58	5 7	6 47	8 57	...

COURCELLES-BOLCHEN and BOLCHEN-COURCELLES.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Stations.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Bolchen..dep	6 45	9 35	12	4	7	7	9
Condé Northen ...	6 53	9 43	12	12	7	15	9
Londonvillers ...	7 2	9 52	12	21	7	24	9
Pange	7 10	9 59	12	29	7	32	9
Courcelles ar	7 20	10 7	12	39	7	42	9
METZ.....	7	6	11	57	8	90	8

Mann Boudoir Sleeping Cars on this Railway.

London to OSTEND, GHENT, ALOST, and BRUSSELS.

1 cl.	2 cl.	3 cl.		Stations.	Ex.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Ex.3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Ex.
fr. c.	fr. c.	fr. c.			p.m.													a.m.			
...	...	...	London	CHARING CROSS, d	8 45	...	...	...	...	...	...	...	...	7 10	...	...	...	...	...	...	...
...	...	...		CANNON STREET ..	8 50	...	...	...	...	...	...	...	...	7 45	...	...	...	...	...	...	...
...	...	...		VICTORIA [Pekham.	8 35	...	...	...	...	...	...	...	...	7 40	...	...	...	...	...	...	...
...	...	...		HOLBORN VIAD ...	8 35	...	...	...	...	...	...	...	...	7 40	...	...	...	...	...	...	...
...	...	...		OSTEND ‖ ‡ ...arr.	4 0	...	...	...	...	...	...	...	...	2 45	...	...	...	...	...	...	...
—	—	—		Ostend (Quai) ...	¶4 10	...	...	...	...	...	...	...	...	3 5	...	...	...	...	...	...	...
...	...	...		Ostend .....dep.	...	6 20	6 25	9 0	...	...	11 55	2 13	3 15	...	...	5 37	6 4	...	...	...	...
1 10	0 80	0 55		Jabbeke	E. 8	...	6 45	9 20	...	...	12 18	2 33	...	...	...	...	6 24	...	...	...	...
1 40	1 10	0 70		Bruges	4 39	...	6 49	7 4	9 39	...	12 34	2 52	3 43	...	...	5 56	6 42	...	...	...	...
2 15	1 60	1 10		Oostcamp	...	...	...	7 13	9 48	...	12 43	3 1	...	...	...	...	6 52	...	...	...	...
2 50	1 90	1 25		Bloemendaal.....	...	...	...	7 22	9 57	...	12 52	3 10	...	...	...	...	7 1	...	...	...	...
3 25	2 45	1 60		Aeltre	...	...	...	7 34	10 9	...	1 4	3 22	...	...	...	...	7 13	...	...	...	...
3 50	2 70	1 80		Hansbeke	...	...	...	7 47	10 22	...	1 17	3 35	...	...	...	...	7 26	...	...	...	...
3 95	2 95	2 0		Landeghem	...	...	...	7 53	10 28	...	1 23	3 41	...	...	...	...	7 33	...	...	...	...
4 90	3 25	2 15		Tronchiennes	...	...	...	8 3	10 38	...	1 33	3 51	...	...	...	...	7 43	...	...	p.m.	...
4 70	3 50	2 35		Ghent .....arr.	5 21	a. m.	7 34	8 19	10 54	p. m	1 49	4 7	4 38	p. m.	6 52	7 58	p.m.	E. 8	...	...	...
...	...	...		‡ (¶40) ...dep.	5 25	6 32	7 39	8 25	10 59	12 31	1 55	...	4 34	5 9	...	8 9	8 14	9 17	...	...	...
0 35	0 25	0 20		Melle	...	...	...	8 38	11 12	...	2 8	...	...	5 15	...	...	8 27	...	...	...	...
1 10	0 80	0 55		Wetteren	...	6 53	...	8 53	11 27	...	2 23	...	...	5 16	...	8 30	8 42	...	...	...	...
1 90	1 35	0 90		Alost .....arr.	5 50	7 15	8 9	9 15	11 49	1 1	2 45	p m.	...	5 29	...	8 46	9 4	9 47	...	...	...
...	...	...		.....dep.	5 52	7 19	8 12	9 24	11 53	1 4	2 50	5 52	...	6 4	...	8 49	9 9	9 50	...	...	...
2 15	1 60	1 10		Erembodegem	...	7 33	...	9 30	11 59	...	2 56	5 58	...	6 10	...	...	9 15	...	...	...	...
2 50	1 90	1 25		Denderleeuw ar	...	7 33	8 21	9 38	12 7	...	3 4	6 6	...	6 18	p.m	...	9 23	...	...	...	...
...	...	...		dep	...	7 35	8 23	9 43	12 8	...	3 8	...	Via Malines.	6 22	8 28	...	9 27	...	...	...	...
2 90	2 15	1 45		Ternath	...	7 47	...	9 55	...	...	3 20	...		6 34	8 40	...	9 39	...	...	...	...
3 95	2 95	2 0		Jette	...	8 11	...	10 19	...	...	3 44	...		6 58	9 4	...	10 3	...	...	...	...
3 95	2 95	2 0		Laeken (West)	...	8 17	...	10 25	...	...	3 50	...		7 5	9 10	...	10 9	...	...	...	...
3 95	2 95	2 0		Brussels (Nord)	6 24	8 27	8 50	10 35	12 39	1 40	4 0	...	6 2	7 15	9 20	9 31	10 19	10 36	...	...	...

† International Train; for Germany 1st class tickets are only issued: for Ostend, Bruges, Ghent, and Alost, all classes.

Bloemendaal to Ghent 5.45 p.m. Ghent to Bloemendaal at 6.0 and 7.50 a.m.

Extra Train.—Alost to Denderleeuw at 9.0 and 7.50 a.m.

LILLE, HOUSCRON, COURTRAI, DENDERLEEUW, and BRUSSELS.

1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
					a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.							
...	...	...	Calais .....dep	...	1 55	...	6 10	...	...	12 15	...	...	...	1 0	...	...	...	...	...	...	...
...	...	...	Dunkirk	...	...	...	6 55	...	...	...	...	...	...	2 30	...	...	...	...	...	...	...
...	...	...	Lille .....arr	...	3 55	...	9 35	...	...	2 13	...	...	...	6 20	...	...	...	...	...	...	...
...	...	...	,, ...d. p	...	5 15	8 22	9 55	11 5	12 57	2 22	4 45	5 20	8 0	...	...	...	...	...	...	...	...
...	...	...	Roubaix	...	5 38	8 45	10 18	11 23	1 10	2 45	5 0	5 38	8 23	...	...	...	...	...	...	...	...
...	...	...	Tourcoing.....	...	5 48	8 55	10 27	11 34	1 20	2 53	5 10	5 47	8 33	...	...	...	...	...	...	...	...
...	...	...	Houscron .....arr	...	6 5	9 12	10 44	11 50	1 29	3 10	5 19	6 3	8 49	...	...	...	...	...	...	...	...
...	...	...	,, (14).....dep	...	6 16	9 29	...	12 8	1 44	3 20	5 36	6 16	9 15	...	...	...	...	...	...	...	...
...	...	...	Lauwe	...	6 24	9 37	...	12 16	..	3 29	...	6 24	9 23	...	...	...	...	...	...	...	...
...	...	...	Courtrai.....arr	...	6 34	9 47	...	12 26	...	3 42	...	6 33	9 33	Sat. Sun	...	...	...	...	...	...	...
—	—	—	,, (80,87)...dep	...	6 37	10 53	...	12 33	...	3 47	...	6 35	...	Wed.	...	...	...	...	...	...	...
0 70	0 55	0 35	Vichte	...	6 53	11 9	...	...	...	4 8	...	6 51	...	...	...	...	...	...	...	...	...
1 10	0 80	0 55	Anseghem.....	...	7 3	11 19	...	...	...	4 18	...	7 1	...	...	...	...	...	...	...	...	...
1 80	1 35	0 90	Audenaerde.....arr	...	7 17	11 33	...	1 4	...	4 22	...	7 15	...	...	...	...	...	...	...	...	...
...	...	...	,, (86,87)dep	...	7 19	11 34	...	1 5	...	4 33	...	7 17	...	...	...	...	...	...	...	...	...
2 15	1 60	1 10	Eenaeme	...	7 24	11 39	...	...	...	4 40	...	7 22	...	...	...	...	...	...	...	...	...
2 50	1 90	1 25	Nederzwalm	...	7 32	11 47	...	...	...	4 47	...	7 30	...	...	...	...	...	...	...	...	...
3 25	2 45	1 60	Gottegheim.....arr	a.m.	7 48	12 3	...	1 36	...	5 0	...	7 45	...	...	...	...	...	...	...	...	...
...	...	...	,, ...dep	5 45	7 49	12 6	...	1 38	...	5 8	...	7 48	...	...	...	...	...	...	...	...	...
4 60	2 70	1 80	Heerseele	5 52	7 57	12 14	...	...	...	5 14	...	7 56	...	...	...	...	...	...	...	...	...
3 60	2 70	1 80	Burst	5 59	8 3	12 20	...	...	...	5 24	...	8 2	...	...	...	...	...	...	...	...	...
4 30	3 25	2 15	Haelter.....	6 9	8 13	12 30	...	...	...	5 32	...	8 12	...	...	...	...	...	...	...	...	...
4 70	3 50	2 35	Denderleeuw...arr	6 17	8 22	12 38	...	1 53	...	5 37	...	8 20	...	...	...	...	...	...	...	...	...
...	...	...	,, ...dep	...	8 28	12 43	...	1 54	...	5 40	...	8 23	...	...	...	...	...	...	...	...	...
6 50	4 85	3 35	Brussels(88,89)arr	...	9 30	1 35	...	2 25	...	6 10	...	8 51	...	...	...	...	...	...	...	...	...

Saturdays.

BRAINE, TUBIZE, HAL, RUYSBROECK, and BRUSSELS.

Stations.	E. 3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a. m.	a.m.	a.m.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Braine..... dep	...	5 1	6 20	...	8 6	9 0	...	11 11	...	2 9	...	5 17	...	7 50	...	9 6	...	...	...	...	...
Henuyères	...	...	6 31	...	...	9 11	...	11 22	...	2 20	...	...	...	8 1	...	...	...	...	...	...	...
Tubize	...	...	6 39	...	8 22	9 19	...	11 30	...	2 28	...	5 33	...	8 9	...	9 34	...	...	...	...	...
Lembecq	...	...	6 45	...	...	9 23	...	11 36	...	2 34	...	...	...	8 15	...	...	...	...	...	...	...
Hal	4 35	...	6 52	8 1	8 32	9 32	9 39	11 43	1 54	2 41	4 34	5 43	5 55	8 22	9 7	9 34	...	...	...	...	...
Buysinges	4 40	...	6 57	8 6	...	...	9 44	...	...	2 46	4 39	...	6 0	...	9 12	...	...	...	...	...	...
Loth	4 45	...	7 2	8 11	...	...	9 49	11 49	...	2 51	4 44	...	6 5	...	9 17	...	...	...	...	...	...
Ruysbroeck	4 51	...	7 8	8 17	8 45	...	9 55	11 56	2 4	2 57	4 50	...	6 11	8 32	9 23	9 44	...	...	...	...	...
Forest	4 56	...	7 13	8 22	8 50	...	10 0	...	...	3 2	4 55	...	6 16	...	9 28	...	...	...	...	...	...
Brussels ...arr	5 5	5 35	7 23	8 31	8 58	9 50	10 9	12 6	2 15	3 11	5 4	6 0	6 26	8 43	9 37	9 54	...	...	...	...	...

Mann Boudoir Sleeping Cars on this Railway.

BRUSSELS, ALOST, GHENT, BRUGES, OSTEND, and LONDON.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	Ext	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Ext	Ex.	Ext	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		Saturdays	a.m.	p.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m
0				**Brussels**(V.)dep		7 20	7 25	8 14	8 28	11	1 53	3 21		2 10	3 12	5 21	4 58	5 55	8 0	8 2
3	0 35	0 25	0 20	Laeken		...	7 34	...	...	11 16	...	...		2 26	...	...	5 8	...	...	8 3
5	0 55	0 35	0 30	Jette		...	7 41	...	...	11 22	...	...		2 32	...	...	5 14	...	...	8 3
9	1 10	0 80	0 55	Ternaich		...	8 5	...	...	11 46	...	...		2 56	...	...	5 38	...	...	9
15	1 80	1 35	0 90	**Denderleeuw** a	a.m.	...	8 16	...	8 59	11 56	12 54	12 52		3 2	...	...	5 1	...	...	9 1
	...	...	...	,, dep	6 25	...	8 25	...	...	12 3	14 26	...		3 7	...	...	6 3	...	...	9 1
19½	1 80	1 35	0 90	Erembodeghem	6 33	...	8 33	...	...	12 11	...	...		3 15	...	...	6 11	...	...	9 2
19½	2 15	1 60	1 10	**Alost** ..... arr	6 39	7 56	8 39	8 56	...	12 17	12 37	...		3 21	3 48	...	6 17	6 37	8 36	9 3
	...	...	...	,, (82)... dep		7 59	8 41	8 59	...	12 22	12 40	...		3 26	3 51	...	6 20	6 40	8 39	9 3
25	3 25	2 45	1 60	Wetteren	...	...	9 3	9 15	...	12 44	12 56	...		3 48	...	...	6 45	6 56	...	9 5
31	3 60	2 70	1 80	Melle	...	...	9 18	...	...	12 59	...	...		4 3	...	...	6 59	...	...	10 1
34	3 95	2 95	2 0	**Ghent** .....arr	a.m.	8 29	9 31	9 36	a.m.	1 12	1 17	p.m.		4 16	4 21	6 34	7 10	7 17	9 9	10 2
				(p. 80) dep	6 0	8 38		9 41	9 46		1 23		3 25		4 26	6 39		7 28		
43	4 30	3 25	2 15	Tronchiennes Drn.	6 16	...	...	...	10 2		1 39		3 41	...	...	...	...	7 39	...	...
44	5 5	3 80	2 50	Landegem	6 26	...	...	...	10 12		1 49		3 51	...	...	...	...	7 49	...	...
	5 5	3 80	2 50	Hansbeke	6 32	...	...	...	10 18		1 55		3 57	...	...	...	...	7 55	...	...
	5 40	4 5	2 70	Aelfre	6 45	...	...	...	10 31		2 8		4 10	...	...	...	...	8 8	...	...
56	6 10	4 60	3 5	Bloemendael	6 57	...	...	...	10 43		2 20		4 22	...	...	...	...	8 20	...	...
59	6 50	4 85	3 25	Oosteamp	7 6	...	...	...	10 52		2 29		4 31	...	5 11	7 24	...	8 29	...	...
64	7 30	5 40	3 60	**Bruges**	7 20	9 28	...	10 39	11 6		2 38		4 40	...	5 16	7 37	...	8 43	...	...
67	7 90	5 95	3 95	Jabbeke	7 34	...	...	...	11 20		2 57		4 54	...	...	...	...	8 57	...	...
73	8 65	6 50	4 30	**Ostend** Stat. arr	7 54	9 52	...	11 7	11 40		3 17		5 14	...	5 40	7 51	...	9 17	...	...
73	...	...	...	,, (Quay) ,,		10 0	...	...	...		...		...	...	...	7 58	...	...	...	...
	...	...	...	**Ostend**.....dep		10 15	...	...	...		...		...	...	...	...	...	...	...	...
	...	...	...	VICTORIA TER. ar		5 45	...	...	...		...		...	...	...	...	...	...	...	...
	...	...	...	HOLBORN VIA ,,		5 48	...	...	...		...		...	...	...	...	...	...	...	...
	...	...	...	CANNON ST.		5 30	...	...	...		...		...	...	...	...	...	...	...	...
	...	...	...	CHARING CROSS,,		5 40	...	...	...		...		...	...	...	...	...	...	...	...

LONDON: 1st Class. 2nd Class. 3rd Class. Alost to Ghent at 5 a.m. on Saturdays.

BRUSSELS to DENDERLEEUW at 5.22 a.m.; 5.35 and 6.47 p.m.; and *vice versa*, 5.0, 7.35 a.m.; 12.43, 1.54, 5.43, and 8.23 p.m.

BRUSSELS, DENDERLEEUW, COURTRAI, MOUSCRON, and LILLE.

Mls.	1 cl	2 cl.	3 cl	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3			
Dis.	fr. c.	fr. c.	fr. c.				a.m.		a.m.	p.m.			p.m.		p.m.				
0				**Brussels** .....dep	...	...	5 22	...	6 28	12 21	...	...	5 35	...	6 47	...	...	...	...
15	1 80	1 35	0 90	**Denderleeuw** ...arr	...	...	6 16	...	6 59	12 52	...	...	6 6	...	7 16	...	...	...	...
				,, (82) dep	...	...	6 17	...	9 1	12 55	...	...	6 9	...	7 20	...	...	...	...
19½	2 15	1 60	1 10	**Haelter**	...	...	6 23	...	9 9	1 2	...	...	6 17	...	...	...	...	...	...
23	2 50	1 90	1 25	**Burst**.....	...	...	6 35	...	9 19	1 13	...	...	6 27	...	...	...	...	...	...
28	3 00	2 15	1 45	**Heerzeele**.....	...	...	6 41	...	9 25	1 19	...	...	6 33	...	...	...	...	...	...
33	3 25	2 45	1 60	**Sottegheem** .....arr	...	...	6 49	...	9 33	1 27	...	...	6 41	...	7 45	...	...	...	...
				,, ...dep	...	...	6 50	...	9 34	1 29	...	...	6 43	...	7 46	...	...	...	...
	3 95	2 95	2 0	**Nederzwalm**	...	...	7 5	...	9 50	1 45	...	...	6 59	...	...	...	...	...	...
	4 20	3 25	2 15	**Zeneme**	...	...	7 13	...	9 58	1 53	...	...	7 7	...	...	...	...	...	...
	4 70	3 50	2 25	**Audenaerde** .....arr	...	...	7 18	...	10 3	1 58	...	...	7 12	...	8 5	...	...	...	...
				,, (80,87) dep	...	...	7 20	...	10 6	2 4	...	...	7 16	...	8 13	...	...	...	...
5	5	3 80	2 50	**Anseghem**	...	...	7 34	...	10 20	2 18	...	...	7 30	...	...	...	...	...	...
9	5 75	4 20	2 90	**Vichte**	...	...	7 44	...	10 30	2 28	...	...	7 40	...	...	...	...	...	...
13	6 30	4 85	3 25	**Courtrai** .....arr	a.m.	8 0	...	...	10 46	2 44	p.m.	...	7 56	...	8 44	...	...	...	...
				,, (80,87)... dep	6 37		Stop		10 56	2 54	5 34				8 47	...	...	...	...
				Lauwe	6 47				11 6	3 4	5 44		...	...	8 57	...	...	...	...
				Mouscron ..... arr	6 56	...	a.m.	...	11 14	3 12	5 52		p.m.	p.m.	9 6	p.m.	p.m.	...	...
				,, (80)..... dep	a.m.	7 0	...	9 30	11 28	3 21	5 57		12 8	7 10	9 13	...	4 55	...	...
				Tourcoing	5 5	7 10	...	9 40	11 38	3 31	6 7		12 18	7 20	9 28	1 50	5 5	...	...
				Roubaix	5 13	7 19	1 A 2	9 48	11 46	3 39	6 16		12 24	7 28	9 38	1 58	5 13	...	...
				Lille (16)	5 38	7 38	a.m.	10 10	12 4	4 0	6 35		12 40	7 50	10 0	2 20	5 35	...	...
				,, ...dep	6 45	...	10 18	10 25	11 5	...	6 46		1 15	...	10 55	...	...	...	...
				Dunkirk ..... arr	9 30	...	...	1 10	4 5	...	9 35		4 5	...	1 5	...	...	...	...
				Calais	10 10	...	12 20	...	4 50	...	10 10		4 50	...	1 5	...	...	...	...

BRUSSELS to RUYSBROECK, HAL, TUBIZE, BRAINE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	E. 3.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Brussels (Midi)d	5 37	6 23	6 56	8 8	8 22	9 3	10 1	12 0	1 3	1 28	3 25	4 45	5 39	6 5	6 44	7 23	7 43	8 12	...	...	...
west	5 46	6 31	7 5	...	8 31	...	10 10	12 9	...	1 37	3 34	4 54	...	6 14	6 53	7 32	...	...	...	...	...
ruysbroeck	5 51	6 36	7 10	8 19	8 36	...	10 15	12 14	...	1 42	3 39	4 59	...	6 19	6 58	7 37	...	...	...	...	...
ath	5 57	6 42	7 16	...	8 42	...	10 21	12 20	...	1 48	3 45	5 5	...	6 25	7 4	7 43	...	...	...	...	...
Trivières	6 2	6 47	7 21	...	8 47	...	10 26	12 25	...	1 53	3 50	5 10	...	6 30	7 9	7 48	...	...	...	...	...
Hal	6 9	6 52	7 28	8 31	8 53	...	10 33	12 32	1 23	1 58	3 57	5 17	5 59	6 35	7 16	7 53	...	8 36	...	...	...
ambres	6 14	...	7 33	...	...	...	10 38	12 37	...	...	4 2	5 22	...	...	7 21	...	...	8 41	...	...	...
ikine	6 20	...	7 39	8 39	...	...	10 44	12 43	1 31	...	4 8	5 28	...	...	7 27	...	...	8 47	...	...	...
Braine-le-Comte	6 26	...	7 47	...	...	...	10 52	12 51	...	...	4 16	5 36	...	...	7 35	...	...	...	...	...	...
Tubize ..... arr	6 30	...	7 50	8 50	...	9 27	11 3	1 2	1 47	...	4 27	5 47	6 20	...	7 46	...	...	8 21	9 3	...	...

Mme. Pandin Sleeping Cars on this Railway.

GHENT, COURTRAI, MOUSCRON, LILLE, CALAIS, TOURNAI, PERUWELZ, and MONS.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.				a.m.	a.m.	a.m.			a.m.	p.m.		p.m.		p.m.	p.m.	p.m.	
—	—	—	—	**Ghent** ..... dep	...	...	5 15	6 58	9 38	...	...	11 20	1 28	...	4 24	4 41	7 21	...	...	...
4½	0 35	0 25	0 20	St. Denis Westrem	...	...	5 28	7 11	...	...	...	11 33	1 41	...	...	4 54	7 34	...	...	...
5½	0 70	0 55	0 35	La Pinte	...	...	5 34	7 17	...	...	...	11 39	1 47	...	...	5 0	7 40	...	...	...
7	0 70	0 55	0 35	Deurle	...	...	5 40	7 23	9 57	...	...	11 45	1 53	...	...	5 6	7 46	...	...	...
10½	1 10	0 80	0 55	Deynze	...	...	5 48	7 30	10 5	...	...	11 52	2 3	...	4 48	5 13	7 56	...	...	...
13	1 45	1 10	0 70	Machelen	...	...	5 55		10 12	...	...		2 10	...	4 55		8 3	...	...	...
15	1 80	1 35	0 90	Olsene	...	...	6 1	...	10 18	...	...	...	2 16	...	5 1	...	8 9	...	...	...
18½	2 15	1 60	1 10	Waeregheim	...	...	6 10	...	10 27	...	...	...	2 25	...	5 10	...	8 18	...	...	...
...	2 50	1 90	1 25	Desseghem	...	...	6 18	...	10 35	...	...	...	2 33	...	...	...	8 26	...	...	...
24½	2 90	2 15	1 45	Harlebeke	...	...	6 25	...	10 42	...	...	...	2 40	...	5 22	...	8 33	...	...	...
27½	3 25	2 35	1 60	**Courtrai** ..... arr	...	...	6 34	a.m.	10 51	...	...	...	2 49	...	5 31	a.m.	8 42	...	...	...
				,, (78)..... dep	...	...	6 37	10 46	10 56	...	...	...	2 54	...	5 34	8 20	8 47	...	...	...
31½	3 60	2 70	1 80	Lauwe	...	...	6 47	10 56	11 6	...	...	...	3 4	...	5 44	8 30	8 57	...	...	...
35	3 95	2 95	2 0	**Mouscron** ..... arr	...	...	6 55	11 4	11 14	p.m.	p.m.	...	3 12	p.m.	5 52	8 38	9 5	...	...	...
...	...	...	...	**Mouscron** .....dep	a.m.	...	7 0	9 30	11 28	12 5	...	3 21	4 45	5 57	...	...	9 13	...	...	...
3	4 65	3 50	2 35	Tourcoing	5 5	...	7 10	9 40	11 38	12 15	1 35	3 31	4 58	6 6	...	...	9 24	...	...	...
5	4 90	3 65	2 55	Roubaix	5 13	...	7 19	9 47	11 47	12 24	1 42	3 39	5 8	6 15	...	...	9 33	...	...	...
11	6 15	4 60	3 20	**Lille** ..... arr	5 35	...	7 38	10 7	12 5	12 45	2 0	4 0	5 30	6 32	...	...	9 55	...	...	...
				,, (80)..... dep	6 45	...		10 18	...	1 15	...	...	...	6 45	...	10 55	...	...	...	...
...	...	...	...	Dunkirk	9 30	...		1 10	...	4 5	...	...	...	9 35	...	1 5	...	...	...	...
...	...	...	...	**Calais (18)** ..... arr	10 10	...		12 20	...	4 50	...	...	...	10 10	...	1 5	...	...	...	...
35	...	...	...	**Mouscron**.....dep	...	...	6 59	...	11 18	2 0	...	3 19	...	6 10	...	...	9 12	...	...	...
41½	4 70	3 50	2 35	Néchin	...	...	7 13	...	11 32	2 14	...	3 33	...	6 24	...	...	9 26	...	...	...
43	5 35	3 80	2 50	Templeuve	...	...	7 19	...	11 38	2 20	...	3 39	...	6 30	...	...	9 32	...	...	...
46½	5 40	4 5	2 70	**Tournai** ..... arr	a.m.	...	7 28	...	11 47	2 29	...	3 48	...	6 39	a.m.	...	9 41	...	...	...
				,, (80)..... dep	5 8	...	8 1	...	11 52	...	...	3 56	...		7 45	...		...	...	...
...	0 35	0 25	0 20	Vaulx	5 22	...	8 15	...	12 6	...	...	4 10	...	...	7 59	...	...	...	...	...
...	0 35	0 25	0 20	Antoing	5 28	...	8 21	...	12 12	...	...	4 16	...	...	8 5	...	...	...	...	...
...	1 10	0 80	0 55	Callenelle	5 39	...	8 32	a.m.	12 23	p.m.	...	4 27	...	...	8 16	...	...	...	...	...
...	1 45	1 10	0 70	Peruwelz	5 47	...	8 41	9 30	12 31	2 20	...	4 35	...	...	8 26	...	...	...	...	...
...	1 80	1 35	0 90	Basècles Carrières.....	5 55	...	8 49	9 38	12 39	2 28	...	4 43	...	...	8 34	...	...	...	...	...
...	1 80	1 35	0 90	**Blaton** ..... arr	6 0	...	8 54	9 43	12 44	2 33	...	4 48	...	...	8 39	...	...	...	...	...
...	...	...	...	..... dep	6 9	9 0			12 48		...	4 50	...	...	8 43	...	...	...	...	...
...	2 15	1 60	1 10	Pommerœul	6 18	9 9			12 57	...	...	4 59	...	...	8 52	...	...	...	...	...
...	2 90	2 15	1 45	**St. Ghislain** ..... arr	6 28	9 19			1 7	...	...	5 9	...	...	9 2	...	...	...	...	...
				(82)...dep	6 35	9 22			1 8	...	...	5 10	...	...	9 4	...	...	...	...	...
...	...	...	...	Quaregnon	...	9 27			1 13	...	...	5 15	...	...	9 9	...	...	...	...	...
...	...	...	...	Jemmapes	...	9 33			1 19	...	...	5 21	...	...	9 15	...	...	...	...	...
...	...	...	...	**Mons (86)** ..... arr	6 49	9 40			1 26	...	...	5 28	...	...	9 22	...	...	...	...	...

LILLE, TOURNAI, ATH, ENGHIEN, and BRUSSELS.

Mls.	1 cl	2 cl.	3 cl.	Stations.	E.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	E.	2.	1,2,3	1,2,3	1,2,3	1,2,3	
Dis.	fr. c.	fr. c.	fr. c.															
17½	...	...	...	Holborn Viaduct.....	d.	8 30	...	...	...	...	...			7 35	...	...	...	...
17½	...	...	...	Charing Cross...dep	d.	8 45	...	...	...	...	...			7 40	...	...	...	...
176	...	...	...	Cannon Street... ,,	d.	8 50	...	...	...	...	...			7 45	...	...	...	...
166	...	...	...	Victoria Termini ,,	d.	8 35	...	...	...	...	...			7 40	...	...	...	...
166	...	...	...	Ludgate Hill ... ,,	d.	8 33	...	...	...	...	...			7 38	...	...	...	...
88	...	...	...	**Dover**		10 45	...	...	a.m.	a.m.	a.m.			9 35	...	...	p.m.	...
67	...	...	...	**Calais**		*1 55	a.m.	...	6 10	9 55	12 15			...	p.m.	5 55	...	...
58	...	...	...	Dunkirk		Ex2	...	...	6 55	10 40	12 15			...	12 15	6 45	...	...
...	...	...	...	**Lille** ..... arr		3 55	...	...	9 35	1 15	2 13			...	3 45	9 36	...	...
						a.m.		a.m.	a.m.			p.m.			p.m.	p.m.		
...	...	...	...	**Lille** ..... dep		4 10	...	6 35	10 10	...	...	2 25	E	2	5 25	9 40	...	...
4½	...	...	...	Ascq.....		E. 4	...	6 52	10 27	...	...	...	...	...	5 42	9 57	...	...
7½	...	...	...	**Baisieux**.....		4 30	...	7 5	10 40	...	...	2 47	...	...	5 55	10 12	...	...
11	2 20	1 60	1 15	**Blandain (Frontier)** ...		5 0	...	7 38	11 13	...	...	3 20	...	...	6 28	10 46	...	...
15	2 55	1 90	1 30	**Tournai** ..... arr		5 10	a.m.	7 50	11 25	p.m.	3 31	p.m.	6	2	11	0	...	...
F	...	...	...	,, (80) Doornyk dep		5 15	5 54	7 58	11 56	2 35	3 41	3 57	7	0	...	...	...	...
3½	0 35	0 25	0 20	**Havinnes**		E. 3	6 7	8 11	12 9	2 48	E	3	4 10	7 13	...	...	...	...
8½	1 10	0 80	0 55	**Bary-Maulde**		...	6 15	8 19	12 17	2 56	...	...	4 18	7 21	...	...	...	...
12½	1 45	1 10	0 70	**Leuze**		5 38	6 27	8 30	12 29	3 8	4	4	4 30	7 32	...	...	...	...
17	1 80	1 35	0 90	**Ligne**		...	6 36	8 39	12 38	3 17	...	...	4 39	7 41	...	...	...	...
20½	2 15	1 60	1 10	**Ath** ..... arr		5 50	6 44	8 47	12 46	3 25	4 16		4 47	7 49	...	...	...	...
				,, (82) ..... dep		5 55	6 55	8 52	12 51	3 29	4 22		4 52	8 0	...	...	...	...
27½	2 90	2 15	1 45	**Ghislenghien**		...	7 9	...	1 5	3 43	...		5 6	8 14	...	...	...	...
30½	3 25	2 45	1 60	**Bassilly**		...	7 19	...	1 15	3 53	...		5 16	8 24	...	...	...	...
35½	3 95	2 95	2 0	**Enghien** ..... arr		6 18	7 31	9 16	1 27	4 5	...		5 28	8 36	...	...	...	...
				,, (90)..... dep		6 20	7 36	9 20	1 29	4 9	...		5 30	8 42	...	...	...	...
40½	4 30	3 25	2 15	**Saintes**		...	7 46	...	1 39	4 19	...		5 40	8 52	...	...	...	...
44½	5 5	3 80	2 50	**Hal**		...	8 1	9 39	1 54	4 34	...		5 55	9 7	...	...	...	...
46	5 5	3 80	2 50	**Buysingen**		...	8 6	9 44	...	4 39	...		6 0	9 12	...	...	...	...
47½	5 40	4 5	2 70	**Loth**		...	8 11	9 49	...	4 44	...		6 5	9 17	...	...	...	...
49½	5 40	4 5	2 70	**Ruysbroeck**		...	8 17	9 55	2 4	4 50	...		6 11	9 23	...	...	...	...
51	5 75	4 30	2 90	**Forest**		...	8 22	10 0	...	4 55	†		6 16	9 28	...	...	...	...
53½	5 75	4 30	2 90	**Brussels (Midi)**...arr (82, 88)		6 50	8 31	10 9	2 15	5 4	5 15		6 25	9 37	...	...	...	...

† The Express from Calais arriving in Brussels at 5 15 p.m. goes forward by the Circular Railway at 5.35 p.m. for Germany.

* By this Train: Through Service between Calais and Cologne in 14 hours.

N.B.—For extra charges by Express Trains, see Local Time Bills.

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MONS, PERUWELZ, TOURNAI, CALAIS LIELE, MOUSCRON, COURTRAI, and GHENT.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist	fr. c.	fr. c	fr. c.				a.m.		a.m.			p.m.			p.m.	p.m.	p.m.
—	—	—	—	**Mons** ..... dep	...	...	5 14	...	7 53	...	...	12 8	...	2 0	5 15	9 10	...
—	—	—	—	Jemmappes	...	...	5 21	...	...	...	...	12 15	...	2 7	5 22	9 17	...
—	—	—	—	Quaregnon	...	...	5 27	...	...	...	...	12 21	...	2 13	5 28	...	...
6	0 70	0 56	0 35	**St. Ghislain** ..... arr	...	...	5 33	...	8 6	...	...	12 30	...	2 19	5 34	9 26	...
				,, (93) ..... dep	...	...	5 35	...	8 7	...	...	12 28	...	2 20	5 36	9 40	...
11	1 45	1 10	0 70	Pommeroeul	...	...	5 46	...	8 17	...	...	12 38	...	2 30	5 46	9 50	...
17	1 80	1 35	0 90	**Blaton** ..... arr	...	...	5 54	...	8 26	a.m.	12 47	p.m.	...	2 39	5 55	9 59	...
	—	—	—	,, ... dep	...	...	6 2	...	8 27	9 10	12 53	2 0	2 48	6 0	10 0	...	...
19	1 80	1 35	0 90	Basècles Carrières	...	...	6 7	...	...	9 15	12 58	2 5	2 48	6 5	10 5	...	...
23	2 15	1 60	1 10	Péruwelz	...	...	6 17	...	8 39	9 23	1 8	2 13	2 58	6 15	10 14	...	...
27	2 50	1 90	1 25	Callenelle	...	...	6 24	...	8 46	...	1 15	...	3 5	6 22	10 21	...	...
31	2 90	2 15	1 45	Antoing	...	...	6 35	...	8 57	...	1 26	...	3 16	6 33	10 32	...	...
33	3 25	2 45	1 60	Vaulx	...	...	6 41	...	9 3	...	1 32	...	3 22	6 39	10 38	...	...
37	3 60	2 70	1 80	**Tournai** ..... arr	a.m.	6 56	a.m.	9 17	a.m.	1 46	p.m.	...	3 36	6 53	10 53	...	...
	—	—	—	,, (91) ..... dep	5 42		8 56		11 20		2 40	5 39	8 38			...	...
53	6 25	0 25	0 20	Templeuve	5 51	...	9 5	...	11 34	...	2 49	5 48	8 47	...	...	...	...
57	6 70	0 55	0 35	Néchin	5 57	...	9 11	...	11 41	...	2 55	5 54	8 53	...	...	...	...
61	7 45	1 10	0 70	**Mouscron** ..... arr	6 11	...	9 25	a.m.	11 58	...	3 9	6 8	9 7	...	...	...	...
—	—	—	—	**Calais** ..... dep	1 55	...	...	6 10	...	Ex.	12 15	p.m.	2	0	...	...	...
—	—	—	—	Dunkirk	Ex.	...	...	6 56	...	Ex.	12 18	...	3 30	...	...	...	...
—	—	—	—	**Lille** ..... arr	3 56	...	a.m.	9 36	a.m.	p.m.	2 13	...	6 20	...	...	...	...
—	—	—	—	,, (79) ..... dep	4 22	...	8 22	9 55	11 5	12 57	2 18	5 26	6 55	8 0	...	...	...
6	—	—	—	Roubaix	5 42	...	8 42	10 17	11 24	1 16	2 39	5 39	7 17	8 18	...	...	...
8	—	—	—	Tourcoing	5 49	...	8 54	10 26	11 34	1 28	2 48	5 47	7 23	8 29	...	...	...
11	—	—	—	**Mouscron** ..... arr	6 6	...	9 10	10 43	11 50	1 45	3 5	6 3	...	8 45	...	...	...
11	—	—	—	**Mouscron** ..... dep	6 16	...	9 29	11 48	12 8	...	3 20	6 15	...	7 15	Wed.	Sat.	Sun.
18	1 80	1 35	0 90	Lauwe	6 24	...	9 37	12 6	12 16	...	3 28	6 24	...	9 28			
19	2 15	1 60	1 10	**Courtrai** ..... arr	6 34	...	9 47	12 16	12 26	...	3 38	6 33	...	9 33			
	—	—	—	,, (79) ..... dep	6 42	...	9 49	...	12 31	...	3 44	6 40	...	...			
27	2 50	1 90	1 35	Harlebeke	6 51	...	9 58	...	12 40	...	3 53	6 49	...	...	...	...	...
31	2 90	2 15	1 45	Desseghem	6 58	...	10 5	...	12 47	...	4 0	6 56	...	...	...	...	...
33	3 25	2 45	1 60	Waregheem	7 6	...	10 13	...	12 55	...	4 8	7 4	...	...	...	...	...
38	3 60	2 70	1 80	Olsene	7 15	...	10 22	...	1 4	...	4 17	7 13	...	...	...	...	...
39	3 25	2 25	2 0	Machelen ..... arr.	7 21	...	10 28	a.m.	1 10	p.m.	4 23	7 19	...	...	...	...	...
43	4 20	2 25	2 15	Deynze ..... arr	5 49	7 29	...	10 36	10 27	1 19	3 7	4 32	7 37	...	...	...	...
48	4 70	2 50	2 35	Deynze	5 56	7 36	...	10 43	10 34	1 26	3 14	4 39	7 44	...	...	...	...
50	4 70	2 50	2 35	La Pinte	6 2	7 42	...	10 49	...	1 32	3 20	4 45	7 49	...	...	...	...
51	5 5	2 80	2 50	Saint Denis Westrem	6 8	7 48	...	...	10 43	1 38	3 26	4 51	...	...	...	...	...
55	5 40	4 5	2 70	**Ghent (93)** ..... arr	6 20	8 1	...	11 5	10 56	1 51	3 39	5 4	7 56	...	...	...	...

BRUSSELS, ENGHIEN, ATH, TOURNAI, LILLE, CALAIS, and LONDON.

Mls.	1 cl.	2 cl.	3 cl.	Stations	1,2,3	1,2,3	E. 3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	E. 3
Dist	fr. c.	fr. c.	fr. c.	(Station du Midi.)			a.m.	a.m.		a.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Brussels** ..... dep.	...	...	6 22	7 48	...	8 28	1 28	5 5	7 23	8 27
3½	0 25	0 25	0 20	Forest	...	...	6 31	...	...	8 31	1 37	5 14	7 32	...
4	0 25	0 25	0 20	Bayebroeck	...	...	6 36	...	...	8 36	1 44	5 19	7 37	...
6	0 70	0 55	0 35	Leth	...	...	6 42	...	...	8 42	1 48	5 25	7 43	...
7	0 80	0 65	0 35	Bayalegeh	...	Saturdays only.	6 47	...	...	8 47	1 53	5 30	7 48	...
9	1 10	0 80	0 50	Hal	...		6 54	...	...	8 54	0	6 37	7 55	...
12	1 45	1 10	0 70	Saintes	...		7 7	...	...	9 7	2 13	6 50	8 8	...
16	2 15	1 80	1 10	**Enghien** ..... arr	...		7 17	...	...	9 17	2 23	7 0	8 18	8 57
				,, Edingben dep	...		7 19	...	...	9 22	2 26	7 1	8 22	8 59
20	2 70	2 15	1 45	Basilly	...		7 31	...	...	9 34	2 38	7 13	8 34	...
24	2 85	2 45	1 60	Ghislenghien	...		7 41	...	...	9 44	2 48	7 23	8 44	...
28	3 60	2 70	1 80	**Ath** ..... arr	...		7 55	8 35	...	9 58	3 2	7 37	8 58	9 32
				,, (82,83) ..... dep.	...		8 2	8 40	...	10 4	3 8	7 42	9 4	9 36
33½	3 85	2 95	2 0	Ligne	...		8 10	...	...	10 12	3 18	7 50	9 12	...
41	4 70	3 60	2 35	Leuze	a.m.		8 21	8 54	...	10 23	3 24	8 1	9 24	9 39
46	5 5	3 80	2 50	Bury-Maulde	8 7		8 30	...	...	10 32	3 33	8 10	...	...
49	5 40	4 1	2 70	Hayisnes	8 15		8 38	...	...	10 40	3 41	8 18	...	...
53½	5 75	4 30	2 90	**Tournai** ..... arr.	8 28		8 51	...	...	10 53	3 54	8 31	9 48	10 0
	—	—	—	,, Doorpark dep	7 5		...	...	...	11 0	4 10	8 35	...	10 5
57½	0 70	0 45	0 25	**Blandain (Frontier)**	7 15		...	...	...	11 18	4 23	8 48	...	10 18
62½	1 5	0 80	0 55	Baisieux	7 18		...	...	...	11 21	4 26	8 46	...	10 16
65½	1 65	1 20	0 90	Asoq	7 40		...	...	...	11 40	4 45	9 10	...	...
69	2 55	1 90	1 30	**Lille (pp. 14, 17, 39)** arr.	7 56		...	10 0	...	11 55	5 0	9 26	...	10 45
								E. 2			p.m.			E. 2
69	—	—	—	**Lille** ..... dep.	...		...	10 18	10 25	1 15	6 45	...	...	10 55
128	—	—	—	**Dunkirk** ..... arr.	...		p.m.	...	1 10	4 5	9 25	...	...	1 5
136	—	—	—	**Calais** ..... ,,	...		...	12 20	...	4 50	10 10	...	...	1 5
185	—	—	—	**Dover** ..... ,,	...		...	3 46	...	...	...	...	...	4 15
264	—	—	—	Canon Street ... arr	...		...	5 30	...	...	...	...	...	6 0
264	—	—	—	Charing Cross ... ,,	...		...	5 40	...	...	...	...	...	6 10
264	—	—	—	Victoria Terminus,,	...		...	5 45	...	...	...	...	...	6 15
264	—	—	—	Ludgate Hill ..... ,,	...		...	5 45	...	...	...	...	...	6 15
—	—	—	—	**Holborn Viaduct** ..... ,,	...		...	5 44	...	...	...	...	...	6 10

Through Booking Open on this Railway

QUIEVRAIN to MONS, JURBISE, ATH, GRAMMONT, and GHENT.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	E. 3	1,2,3	1,2,3				
Dis.	fr. c.	fr. c.	fr. c.				a.m.				p.m.		p.m.	p.m.				
—	—	—	—	**Quiévrain**.....dep	...	...	6 23	...	...	...	12 2	...	5 57	7 17	...	...	...	...
2½	0 35	0 25	0 20	Thulin	...	...	6 30	...	...	...	12 9	...	6 4	7 24	...	...	...	...
5	0 70	0 55	0 35	Boussu	...	...	6 37	...	...	...	12 16	...	6 11	7 31	...	...	...	...
6½	0 70	0 55	0 35	**St.-Ghislain(80)**.....	...	...	6 44	...	...	...	12 23	...	6 18	7 38	...	...	...	...
7½	1 10	0 80	0 55	Quaregnon	...	...	6 49	...	...	...	12 28	...	6 23	7 43	...	...	...	...
9½	1 10	0 80	0 55	Jemmapes	...	...	6 55	...	...	...	12 34	...	6 29	7 49	...	...	...	...
11½	1 45	1 10	0 70	**Mons**.....arr	...	a.m.	7 2	...	a.m.	...	12 41	...	6 36	7 56	...	...	...	...
...	...	...	...	**(86, 92)**.....dep	...	5 53	7 7	...	8 0	...	2 10	...	6 41	8 9	...	...	...	...
15½	1 80	1 35	0 90	Ghlin	...	6 2	7 16	...	8 9	...	2 19	...	6 50	8 18	...	...	...	...
19½	2 15	1 60	1 10	**Jurbise**.....arr	...	6 11	7 25	...	8 18	...	2 28	...	6 59	8 27	...	...	...	...
—	—	—	—	**" (82)**.....dep	...	6 14	7 28	...	9 26	...	2 30	...	7 3	8 30	...	...	...	...
2½	0 35	0 25	0 20	Lens	...	6 21	7 35	...	9 33	...	2 37	...	7 10	8 37	...	...	...	...
6½	0 70	0 55	0 35	Chièvres–Attres.....	...	6 34	7 48	...	9 46	...	2 50	...	7 23	8 50	...	...	...	...
8½	1 10	0 80	0 55	Maffles	...	6 40	7 54	...	9 52	...	2 56	...	7 29	8 56	...	...	...	...
9½	1 10	0 80	0 55	**Ath**.....arr	...	6 44	7 58	...	9 56	p.m.	3 0	...	7 33	9 0	...	...	...	...
—	—	—	—	**" (80, 82)**.....dep	Fridays only.	6 49	...	...	10 30	1 40	4 20	...	7 58	9 12	...	...	...	...
2½	0 35	0 25	0 20	Rebaix		6 57	...	...	10 38	1 48	4 28	...	8 6	9 20	...	...	...	...
5	0 70	0 55	0 35	Papignies.....		7 3	...	...	10 44	1 54	4 34	...	8 12	9 26	...	...	...	...
6½	0 70	0 55	0 35	Lessines		7 9	...	...	10 50	2 0	4 40	...	8 18	9 32	...	...	...	...
8	1 10	0 80	0 55	Acren.....		7 14	...	...	10 55	2 5	4 45	...	8 23	9 37	...	...	...	...
11	1 45	1 10	0 70	**Grammont**.....arr		a.m.	7 22	...	a.m.	11 3	2 13	4 53	p.m.	8 31	9 45	...	...	...
...	...	...	...	**(82)**.....dep		5 15	7 24	...	9 49	11 59	2 59	5 80	5 50	8 51		...	...	...
...	2 50	1 90	1 25	Lierde-Ste-Marie		5 25	7 34	...	9 59	12 9	3 9	5 10	...	9 1	...	...	...	...
...	2 90	2 15	1 45	Sottegem		5 41	7 52	...	10 14	12 23	3 25	5 27	6 7	9 16	...	...	...	...
...	4 30	3 25	2 15	Melle		6 13	8 24	...	10 46	12 55	3 57	5 59	...	9 48	...	...	...	...
...	4 70	3 50	2 35	**Ghent (78)**.....arr		6 25	8 36	...	10 58	1 7	4 9	6 11	6 34	10 0		...	...	...

GRAMMONT, DENDERLEEUW, ALOST, TERMONDE, and LOKEREN.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
Dis	fr. c.	fr. c.	fr. c.						a.m.	a.m.	a.m.			p.m.	p.m.	p.m.	p.m.	
...	...	...	...	**Mons**.....dep	...	...	...	5 53	7	8 0	...	...	...	2 10	6 49	8 9	...
...	...	...	...	**Jurbise** .....arr	...	...	...	6 11	7 25	8 18	...	...	...	2 28	7 7	8 27	...
...	...	...	...	**"** .....dep	...	...	...	6 14	7 28	9 31	...	...	...	2 30	7 9	8 30	...
...	...	...	...	**Ath** .....arr	...	...	...	6 44	7 58	10 1	...	...	...	3 0	7 39	9 0	...
...	...	...	...	**"** .....dep	...	...	...	6 49	...	10 30	...	...	...	1 40	4 20	7 58	9 12	...
...	...	...	...	**Grammont (90, 91)** .....dep	...	...	...	7 27	...	11 8	...	...	...	2 18	4 58	8 33	9 50	...
...	...	...	...	Ideghem	...	...	...	7 40	...	11 21	...	...	...	2 31	5 11	8 46	10 3	...
...	...	...	...	Ninove	...	...	...	7 58	...	11 36	...	...	...	2 46	5 26	9 1	10 18	...
...	...	...	...	**Denderleeuw** .....arr	...	a.m.	...	8 7	...	11 48	p.m.	...	...	2 58	5 38	9 13	10 30	...
...	...	...	...	.....dep	...	6 25	...	8 30	...	12 3	12 26	3	7	6 3	9 17	10 32	...	...
...	...	...	...	Erembodeghem ...	...	6 33	...	8 38	...	12 11	...	...	3 15	6 11	9 25	10 40	...	...
...	...	...	...	**Alost** .....arr	...	a.m.	6 39	a.m.	8 44	...	12 17	12 37	3 21	6 17	9 31	10 46	...	...
...	...	...	...	**"** .....dep	...	5 5		6 50	8 48	...	12 25	3 6		6 40	9 55	...	...	...
3	...	...	...	Gyseghem.....	...	5 15		7	8 55	...	12 35	3 14		6 50	10 5	...	...	...
5½	...	...	...	Audeghem.....	...	5 22		7 7	9 6	...	12 42	3 21		6 57	10 12	...	...	...
7½	...	...	...	**Termonde** .....arr	...	5 27		7 12	9 6	...	12 47	3 26		7 2	10 17	...	...	...
...	...	...	...	**" (90)**.....dep	...	5 37		7 22	9 9	...	12 52	3 32		7 5	...	...	...	...
12½	...	...	...	Zele.....	...	5 54		7 37	9 24	...	1 10	3 47		7 23	...	...	...	...
16½	...	...	...	**Lokeren (92)** .....arr	...	6 6		7 51	9 38	...	1 21	4 1		7 34	...	...	...	...

BRUSSELS, MALINES, LIERRE, ANTWERP, ROTTERDAM, and AMSTERDAM.

Stations.	1,2,3		1,2,3	E. 3	1,2,3	E. 3	1,2,3	E. 3	1,2,3	E. 3	1,2,3	1,2,3	E. 3	1,2,3	Ex3	1,2,3	E. 2	E. 3
			a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Brussels (Nord) dep	...	...	5 42	6 38	7 27	9 16	9 51	10 50	12 43	2 30	3 40	4 34	5 39	6 30	8 5	9 0	10 38	11 30
Schaerbeeck	...	...	5 52	6 46	7 37	...	10 2	...	12 52	2 41	3 50	4 44	5 47	6 40	...	9 10	...	...
Haeren.....	...	...	5 59	...	7 44	...	10 9	...	12 59	...	3 57	4 51	...	6 47	...	9 17	...	...
Vilvorde	...	...	6 6	...	7 51	9 31	10 16	...	1 6	...	4 4	4 58	...	6 54	...	9 24	...	11 45
Eppeghem	...	...	6 13	...	7 58	...	10 23	...	1 13	...	4 11	5 5	...	7 1	...	9 31	...	...
Weerde.....	...	...	6 18	...	8 3	...	10 28	...	1 18	...	4 16	5 10	...	7 6	...	9 36	...	...
Malines .....arr	a.m.		6 26	7 3	8 11	9 43	10 36	11 14	1 26	2 58	4 24	5 18	6 4	7 14	8 29	9 44	11 2	11 57
" (86) ...dep	4 35	...	6 31	7 6	8 16	9 47	10 41	11 18	1 31	3 2	4 29	5 26	6 8	7 19	8 33	9 49	...	12 0
Wavre-S.-Cath. ...	...	...	6 40	...	8 25	...	10 50	...	1 40	...	4 38	...	...	7 28	...	9 58	...	...
Duffel	...	1,2,3	6 46	...	8 31	...	10 56	...	1 46	...	4 44	...	...	7 34	...	10 4	...	...
Contich ....arr	...	a.m.	6 53	...	8 38	...	11 3	...	1 53	...	4 51	5 42	...	7 41	...	10 11	...	...
Contich .....arr	...	6 10	7 5	...	...	...	11 10	...	2 0	...	...	5 50	...	7 45	...	10 15	...	...
Lierre.....dep	...	6 20	7 15	...	...	...	11 20	...	2 10	...	...	6 0	...	7 55	...	10 25	...	...
Contich.....dep	...	5 45	6 55	...	8 39	...	11 5	...	1 55	...	4 58	5 44	...	7 43	...	10 13	...	...
Vieux Dieu	...	5 52	7 2	...	8 46	...	11 12	...	2 2	...	5 0	...	...	7 50	...	10 20	...	...
Berchem	...	5 59	7 9	...	8 53	...	11 19	...	2 9	...	5 7	...	...	7 57	...	10 27	...	...
Antwerp (92)...arr	5 8	6 6	7 16	7 33	9 0	10 14	11 26	11 45	2 16	3 29	5 14	5 59	6 35	8 4	9 0	10 34	...	12 27
" (103)...dep	...	Fri-	7 38			10 25	...	...	...	3 41	...	...	6 45	...	...	...	...	...
ROTTERDAM	...	day	11 30			1 55	...	...	...	6 55	...	...	10 30	...	...	...	...	...
LA HAYE	...	...	12 24			3 0	...	...	...	8 14	...	...	11 30	...	...	...	...	...
AMSTERDAM arr	...	...	1 5			4 20	...	...	...	10 15	...	...	...	...	...	...	...	...

Extra Train.—Brussels to Malines (direct), at 4.59 p.m.

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GHENT, GRAMMONT, ATH, JURBISE, MONS, and QUIEVRAIN.

Dis.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	E. 3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	fr. c.	fr. c.	fr. c.		a.m.		a.m.	a.m.	a.m.	a.m.				p.m.	p.m.	p.m.	
—	—	—	—	**Ghent** ..... dep	...	...	5 52	8 12	8 58	11 18	...	2 0	5 34	6 59	...	...	...
13½	0 35	0 25	0 20	Meille	...	...	6 4	...	9 10	11 30	...	2 12	5 46	7 11	...	...	...
13½	1 45	1 10	0 70	Sottegem	4 37	...	6 39	8 40	9 45	12 4	...	2 47	6 20	7 47	...	...	...
14	2 15	1 60	1 10	**Lierde-Ste.Marie**	4 50	...	6 52	...	9 58	12 17	...	3 0	6 33	8 0	...	...	...
22½	2 50	1 90	1 25	**Grammont** .....arr	5 0	a.m.	7 2	8 56	10 8	12 27	...	3 10	6 43	8 10	p.m.	...	...
				„ (83) .....dep		6 10	7 4	9 9		1 10	...	3 56	6 51		10 9	...	...
37½	4 30	3 25	2 15	**Acren**		6 18	7 12	9 17	...	1 18	...	4 4	6 59	...	10 17	...	...
38½	4 30	3 25	2 15	**Lessines**		6 23	7 17	9 22	...	1 23	...	4 9	7 4	...	10 22	...	...
46½	4 70	3 50	2 35	**Papignies**		6 29	7 23	9 28	...	1 29	...	4 15	7 10	...	10 28	...	...
49	5 5	3 80	2 50	**Kebaix**		6 35	7 29	9 34	...	1 35	...	4 21	7 16	...	10 34	...	...
49½	5 5	3 80	2 50	**Ath** ..... arr		6 43	7 37	9 42	...	1 43	p.m.	4 29	7 24	...	10 42	...	...
				„ (81) .....dep		6 48	7 43	9 48	...	1 47	3 49	4 34	7 53	...	...	...	...
3	0 35	0 25	0 20	**Maffles**		6 52	7 47	10 2	...	1 51	3 53	4 38	7 56	...	...	...	...
74	0 35	0 25	0 20	**Chièvres-Attres**		6 58	7 53	10 8	...	1 57	3 59	4 44	8 2	...	...	...	...
9½	0 70	0 55	0 35	**Lens**		7 11	8 6	10 21	...	2 10	4 12	4 57	8 15	...	...	...	...
30½	1 10	0 80	0 55	**Jurbise** .....arr		7 18	8 13	10 28	...	2 17	4 19	5 4	8 22	...	...	...	...
				„ (83) .....dep		7 20	8 38	10 35	...	2 20		5 9	8 28	...	...	...	...
34½	3 95	2 95	2 0	**Ghlin**		7 29	8 47	10 44	...	...	...	5 18	...	...	...	...	...
38	4 30	3 25	2 15	**Mons** .....arr		7 38	8 56	10 53	...	2 35	...	5 27	8 43	...	...	...	...
				„ (80, 92) .....dep		7 43	9 45	11 5	...	2 51	...	5 34	8 48	...	...	...	...
46½	4 70	3 50	2 35	**Jemmapes**		7 50	9 52	11 12	...	2 58	...	5 41	8 55	...	...	...	...
41½	4 70	3 50	2 35	**Quaregnon**		7 56	9 58	11 18	...	3 4	...	5 47	9 1	...	...	...	...
43½	5 5	3 80	2 50	**St.-Ghislain (80)**		8 4	10 6	11 26	...	3 12	...	5 55	9 9	...	...	...	...
45	5 5	3 80	2 50	**Boussu**		8 8	10 10	11 30	...	3 16	...	5 59	9 13	...	...	...	...
48½	5 40	4 5	2 70	**Thulin**		8 15	10 17	11 37	...	3 23	...	6 6	9 20	...	...	...	...
49½	5 75	4 30	2 90	**Quiévrain (1,85)** arr		8 22	10 24	11 44	...	3 30	...	6 13	9 27	...	...	...	...

LOKERN, TERMONDE, ALOST, DENDERLEEUW, and GRAMMONT.

Dis.	1 cl.	2 cl.	3 cl	Stations	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.			
—	—	—	—	**Lokeren** .....dep	...	6 50	...	9 0	10 57	1 49	4 50	7 50	...	...	...	...	...
32	0 35	0 25	0 20	Zele	...	7 0	...	9 12	11 12	2 2	5 4	8 2	...	...	...	...	...
36½	1 10	0 80	0 55	**Termonde** .....arr	...	7 18	...	9 29	11 26	2 18	5 22	8 19	...	...	...	...	...
				„ (80) .....dep	...	7 23	...	9 45	11 34	2 25	5 27	8 23	10 47	...	...	...	...
40½	1 10	0 80	0 55	**Audeghem**	...	7 27	...	9 50	...	2 31	5 32	8 28	10 52	...	...	...	...
18½	1 45	1 10	0 70	**Gyseghem**	...	7 33	...	9 57	11 41	2 37	5 38	8 35	10 59	...	...	...	...
43½	1 80	1 35	0 90	**Alost** .....arr	...	7 45	...	10 7	11 51	2 47	5 56	8 48	11 9	...	...	...	...
				„ .....dep	...	6 7	7 50	9 12		11 53	2 56	5 52	9 0		...	...	...
18½	2 15	1 60	1 10	**Erembeghem**	...	6 6	7 56	E. 3	...	11 59	2 56	5 58	9 15	...	...	...	...
20½	2 50	1 90	1 25	**Denderleeuw** .....arr	...	6 14	8 4	8 21	...	12 7	3 4	6 6	9 23	...	...	...	...
				„ .....dep	...	6 26	8 24	...	...	12 28	3 11	6 8	9 26	...	...	...	...
25½	2 90	2 15	1 45	**Ninove**	...	6 32	8 36	...	...	12 40	3 23	6 20	9 38	...	...	...	...
30½	3 60	2 70	1 80	**Idegheun**	a.m.	6 47	8 51	...	...	12 55	3 38	6 35	9 53	...	...	...	...
34½	3 95	2 95	2 0	**Grammont (90, 91)** d	6 10	7 4	9 9	...	...	1 10	3 56	6 51	10 9	...	...	...	...
				Ath .....arr	6 43	7 37	9 42	...	...	1 43	4 29	7 24	10 42	...	...	...	...
				„ .....dep	6 48	7 43	10 0	...	...	1 47	4 34	7 52	...	...	...	...	...
				Jurbise .....arr	7 18	8 13	10 30	...	...	2 17	5 4	8 22	...	...	...	...	...
				„ .....dep	7 20	8 38	10 35	...	...	2 20	5 9	8 26	...	...	...	...	...
				Mons .....arr	7 38	8 56	10 53	...	...	2 35	5 27	8 41	...	...	...	...	...

AMSTERDAM, ROTTERDAM, ANTWERP, LIERRE, MALINES, and BRUSSELS.

Stations.	Ex1			1,2,3	1,2,3	E 3	Ex3	1,2,3	Ex3	1,2,3	Ex3	Ex3	1,2,3	1,2,3		1,2,3	Ex2	1,2,3	1,2,3
				a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.	a.m.		p.m.	p.m.	p.m.	p.m.
AMSTERDAM dep	...	...	...	...	...	...	...	...	...	...	6 15	...	...	9 30		...	...	...	4 55
LA HAYE	...	...	...	...	...	...	...	...	...	...	8 1	...	...	10 51		...	...	...	4 21
ROTTERDAM	...	...	...	...	...	...	...	...	6 15	...	9 30	...	...	12 30		...	...	...	6 20
Antwerp .....arr	...	...	...	...	...	...	...	10 20	...	...	1 6	...	...	4 33		...	...	...	9 56
„ .....dep	...	...	5 40	6 50	8 0	9 15	9 50	10 50	12 30	1 15	3 15	3 33	4 48	...		5 56	6 56	8 55	10 15
Berchem	...	...	5 47	6 57	...	...	9 57	...	12 37	...	...	3 40	...	...		5 57	...	9 2	3 E.
Vieux-Dieu	...	...	5 54	7 4	...	...	10 4	...	12 44	...	...	3 47	...	...		6 4	...	9 9	...
Contich .....arr	...	...	6 1	7 11	...	...	10 11	...	12 51	...	...	3 54	...	...		6 11	...	9 16	...
Lierre .....dep	...	...	5 50	8 40	...	...	10 0	...	12 35	...	...	3 20	...	...		...	7 20	9 0	...
Contich .....arr	...	...	6 0	6 50	...	...	10 10	...	12 45	...	...	3 30	...	...		...	7 30	9 10	...
Contich .....dep	...	...	6 2	7 13	...	...	10 13	...	12 53	...	...	3 56	...	...		6 13	...	9 18	...
Duffel	...	...	6 10	7 20	...	...	10 20	...	1 0	...	...	4 3	...	...		6 20	...	9 25	...
Weerde-St.-Catherine	...	3 cl.	6 16	7 26	...	...	10 26	...	1 6	...	...	4 9	...	E 3		6 26	...	9 31	...
Malines .....arr	a.m.	a.m.	6 25	7 35	8 27	9 42	10 35	11 17	1 15	1 42	3 42	4 18	5 18	p.m.		6 35	7 17	9 40	10 42
„ (86) .....dep	4 23	5 0	6 30	7 40	8 31	9 46	10 40	11 21	1 20	1 46	3 46	4 28	5 21	5 38		6 40	7 20	9 48	10 46
Weerde	...	5 8	6 38	7 48	...	...	10 48	...	1 28	...	...	4 31	...	...		6 48	...	9 56	...
Eppeghem	...	5 13	6 43	7 53	...	...	10 53	...	1 33	...	...	4 36	...	...		6 53	...	10 1	...
Vilvorde	...	5 20	6 50	8 0	...	9 58	11 0	...	1 40	...	...	4 43	5 35	...		7 0	7 32	10 8	10 58
Haeren	...	5 27	6 57	8 7	...	...	11 7	...	1 47	...	...	4 50	...	...		7 7	...	10 15	...
Schaerbeeck	...	5 35	7 6	8 16	...	...	11 16	...	1 56	2 5	...	4 58	...	...		7 16	7 43	10 24	...
Brussels .....arr	4 50	5 45	7 14	8 24	8 55	10 13	11 24	11 45	2 4	2 12	4 16	5 6	5 52	6 2		7 24	7 50	10 32	11 13

Mann Boudoir Sleeping Cars on this Railway.

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BRUSSELS to SOIGNIES, JURBISE, MONS, PARIS, by Hautmont and Quiévrain.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Ex.3	1,2,3	1,2,3	1,2,3	1,2,3	Ex2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	fr. c.	fr. c.	fr. c.			a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
				Brussels (Midi) dep.	...	5 37	6 56	8 8	9 3	...	10 1	12 0	1 3	2 35	3 25	5 39	6 44	8 17	
8¼	1 10	0 80	0 55	**Hal**	...	6 9	7 28	8 31	...	...	10 33	12 32	1 23	...	3 57	6 59	7 16	8 56	
18½	2 15	1 60	1 10	**Braine** arr	...	6 39	7 58	8 55	9 37	...	11 3	1 2	1 47	...	4 27	6 20	7 46	9 3	
				" (90,91)dep	...	6 45	8 3	9 0	9 39	...	11 10	...	1 53	...	4 34	6 25	7 54	9 8	
22½	2 50	1 90	1 25	**Soignies**	...	6 56	8 13	9 19	...	...	11 20	...	2 3	...	4 44	6 35	9 4	9 18	
27	2 95	2 15	1 45	**Neufvilles**	...	7 3	8 21	9 13	...	...	11 28	...	2 11	...	4 52	6 43	8 12	9 26	
30½	3 60	2 70	1 80	**Jurbise (page 88)** arr	...	7 17	8 36	9 39	...	...	11 42	...	2 25	...	5 6	6 57	8 26	9 40	
				" dep	...	7 20	8 38	9 32	...	10 35	11 45	...	2 28	...	5 9	7 0	8 26	9 43	
...	3 95	2 95	2 0	**Ghlin**	...	7 29	8 47	...	...	10 44	11 54	...	2 37	...	5 18	7 9	...	9 52	
38	4 30	3 25	2 15	**Mons (page 86, 92)** ar	a.m.	7 36	8 56	9 47	10 9	10 53	12 3	...	2 46	3 40	5 27	7 18	8 41	10 1	
...	...	...	...	**Mons** dep		7 15	...	...	10 15	...	...	...	3 55	3 43	...	7 30	...	...	
...	...	...	...	**Cuesmes**		7 22	...	...	1 & 2	...	...	...	3 2	Ex1	...	7 37	...	...	
...	...	...	...	**Frameries (93)**		7 30	...	...	10 27	...	...	...	3 10	...	...	7 47	...	...	
...	5 50	4 15	2 75	**Quiévy**		7 40	...	...	10 37	...	...	...	3 20	4 4	5 0	7 57	...	...	
...	...	...	...	**Feignies** arr		7 40	...	...	10 39	...	...	...	3 21	4 4	...	8 21	...	...	
...	6 85	5 10	3 80	" dep		7 51	...	...	11 4	...	...	...	3 35	4 24	...	8 28	...	...	
...	...	...	...	**Maubeuge** arr		8 5	...	...	11 18	...	...	...	3 46	4 35	...	8 33	...	...	
...	...	...	...	" dep		8 13	...	...	11 28	...	...	...	3 56	4 42	...	8 40	...	...	
...	...	...	...	**Hautmont (16)** ... "		8 22	...	...	11 37	...	...	...	4 4	...	...	9 0	...	...	
...	15 60	11 70	8 30	**St. Quentin**		10 45	...	...	1 28	...	...	...	6 31	6 7	...	11 40	...	...	
...	18 30	13 75	9 75	**Tergnier (16)** ...dep		11 30	...	...	2 2	...	...	...	7 13	6 40	...	12 45	...	...	
...	24 40	25 85	18 70	**Paris (Nord)** ..... arr		2 15	...	a.m.	5 5	...	...	...	p.m.	11 0	9 5	4 40	...	...	
38	...	...	...	**Mons** dep		5 14	7 43	7 22	9 53	...	11 5	12 8	12 30	3 51	5 15	7 23	8 44		
40½	4 70	3 50	2 35	**Jemmappes**		5 21	7 50	...	9 59	...	11 12	12 15	12 37	3 58	5 22	8 41	7 30	8 52	
...	4 70	3 50	2 85	**Quaregnon**		5 27	7 56	...	10 5	...	11 18	12 21	12 43	4 4	5 28	8 47	7 36	8 58	
43½	5 5	3 80	2 50	**St. Ghislain (p. 88)**		5 32	8 4	8 6	10 13	...	11 26	12 26	12 50	3 12	5 32	8 55	7 42	9 7	
45	5 5	3 80	2 50	**Boussu**			8 18		10 17	...	11 30		12 54	3 16		8 59	7 47	9 11	
47½	5 40	4 5	2 70	**Thulin**			8 18		10 24	...	11 37		1 51	3 23		9 6	7 54	9 18	
50	5 75	4 30	2 90	**Quiévrain (88)** ...arr	a.m.		8 32	a.m.	10 31	...	11 44	...	1 8	3 30	...	6 13	8 1	9 23	
				(Belg. Front.)dep	5 12		8 37	8 50		...	11 53	...	1 20	3 38	...	6 25	...	9 44	
				Blanc-Misseron	5 19		8 34	9 0	...	Ex 1	12 5	...	1 32	3 50	...	6 47	...	10 4	
				VALENCIENNES arr	5 35		8 51	9 19	...	...	12 24	...	1 51	4 9	...	7 6	p.m.	10 20	
				" (Fr. Front.)dep	5 50		8 55	10 15	...	Ex 2	12 30	...	2 15	4 15	...	7 30	8 55	10 28	
60½	11 80	8 80	...	**Douai (page 84)** "	6 50		9 58	11 51	...	...	1 20	...	3 30	5 14	...	8 45	9 58	11 19	
97	14 60	10 95	...	**Arras (page 84)** "	7 44		10 47	...	...	Ex 1	2 10	...	...	6 9	...	...	11 5	12 5	
139½	22 0	17 20	...	**Amiens (p. 84)**... "	9 55		12 43	...	...	...	4 40	...	...	8 0	...	...	1 18	2 0	
231½	38 25	28 70	20 75	**Paris (p. 84)**... "	1 40		4 30	...	...	...	8 50	...	...	11 10	...	...	4 38	5 15	

Extra Trains—Brussels to Hal, 6.12 a.m., 1.38, 6.5, 7.23 p.m.; Mons to St. Ghislain, 2.0 and 6.45 p.m.
Brussels to Quiévrain, 7.43 p.m.

Kortenberg, Tervuren, Jurbise to St. Ghislain, 10.35 a.m. 2.30 p.m.
Brussels to Braine, 4.45 p.m.

TIRLEMONT, RAMILLIES, and NAMUR.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2	1,2,3	1,2,3	Stations	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	Wed. Sat.			p.m.		a.m.		a.m.	p.m.	p.m.	p.m.
Tirlemont dep.	4 44	6 0	9 32	12 42	3 7					**Namur** arr.	7 14		7 46	...	11 7	2 30	4 56	...
Hougaerde	4 54	6 16	9 42	12 52	3 45					Vedrin	7 24		8 0	...	11 19	2 42	5 42	...
Jodoigne	5 6	6 27	9 54	1 4	4 22					Leuze-Longchamps	7 36		8 12	...	11 32	2 55	6 55	...
Ramillies arr.	5 20	6 39	10 7	1 18	4 55	p.m.	7 50			Taviers	7 50		8 25	...	11 44	3 7	7 7	...
" (84) ...dep.	5 25	...	10 9	1 20	...	6 30	7 53			**Ramillies** arr.	6 33	a.m.	11 52	...	3 15	5 16	p.m.	...
Taviers	5 33	...	10 17	1 28	...	6 38	8 1			" dep.	6 34	10 30	11 55	3 18	...	...	6 0	10 30
Leuze-Longchamps	5 46	...	10 29	1 40	...	6 49	8 13			Jodoigne	6 46	11 3	12 9	3 32	...	...	6 13	10 43
Vedrin	5 59	...	10 42	1 53	...	6 52	8 26			Hougaerde	7 0	11 15	12 21	3 44	...	...	6 25	10 55
Namur arr.	6 10	...	10 51	2 5	...	7 5	8 38			**Tirlemont (88)** ar	7 10	12 0	12 31	3 54	...	...	7 10	11 2

LANDEN, RAMILLIES, GEMBLOUX, and TAMINES.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.		a.m.		a.m.	a.m.	a.m.	
Landen dep.	6 50	8 55	10 35	12 44	7 20		**Tamines** dep.	6 56	...	10 44	4 20	9 12	
Orp-le-Grand	7 0	9 12	11 1	1 1	7 37		**Fleurus**	7 10	...	10 58	4 34	9 31	
Ramillies arr.	7 9	9 26	11 28	1 15	7 51		" dep.	7 12	...	11 2	4 37	9 34	
" (84) dep.	5 24	9 29	...	1 20	7 52		**Sombreffe**	7 26	...	11 16	4 51	9 48	
Perwez	5 33	9 38	...	1 29	8 1		**Gembloux** arr.	7 37	...	11 27	5 1	9 58	
Gembloux arr.	5 47	9 52	...	1 43	8 15		" dep.	7 39	...	11 29	5 10	9 59	
" dep.	5 49	9 55	...	1 46	8 18		Perwez	7 53	...	11 43	5 24	10 13	
Sombreffe	6 0	10 6	...	1 57	8 29		**Ramillies** arr.	8 2	a.m.	11 52	5 33	10 22	
Fleurus arr.	6 14	10 20	...	2 11	8 43		" dep.	8 14	10 20	11 56	5 32	10 26	
" dep.	6 16	10 23	...	2 13	8 46		Orp-le-Grand	8 18	10 43	12 19	5 46	10 49	
Tamines arr.	6 30	10 37	...	2 27	9 0		**Landen (88)** arr.	8 34	11 0	12 37	6 2	11 6	

NAMUR, PIÉTON, TRAZEGNIES, and COURCELLES.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.			a.m.	p.m.	p.m.	p.m.	p.m.	
Namur dep	5 20	8 40	1 50	...	6 28		**Courcelles** dep	7 48	9 45	3 0	4 47	...	7 58
Basecup-Chapelle	5 30	8 50	2 0	...	6 38		**Trazegnies**	7 58	9 55	3 11	4 58	...	8 08
Piéton arr	5 40	9 0	2 10	...	6 48		Forchies la Marche	8 8	9 58	3 20	5 7	...	8 17
" dep	6 21	9 9	2 15	6 47	6 53		**Piéton** arr	8 7	10 1	3 24	5 11	...	7 46
Forchies la Marche	6 40	9 13	2 16	6 49	6 57		" dep	8 10	10 6	4 16	...	...	7 49
Trazegnies	6 53	9 19	2 26	4 3	7 3		Basecup-Chapelle	8 20	10 11	4 20	...	7 10	8 1
Courcelles arr	6 58	9 25	2 28	4 11	7 8		**Manage** arr	8 30	10 26	4 30	...	7 20	8 30

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PARIS, MONS, JURBISE, SOIGNIES, and BRUSSELS.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Ex	1,2,3	1,2,3
Dist.	fr. c.	fr. c.	fr. c.	(ST. LAZARE.)	Ex.													
231½	...	...	...	PARIS (page 14) dep	8 15	...	...	...	...	11 5	a.m.	...	...	6 0	...	7 50	10 0	...
139½	...	...	...	AMIENS (p. 14) ,,	11 20	...	...	...	...	2 50	6 50	...	...	10 22	...	10 0	1 0	...
97	...	...	...	ARRAS (page 14) ,,	1 15	...	...	...	...	5 25	8 55	...	...	12 15	p.m.	11 27	3 18	...
86¾	...	...	...	DOUAI (page 14) ,,	1 58	...	...	...	...	6 20	9 58	...	...	1 10	3 10	12 8	4 15	...
58	...	...	...	VALENCIENNES arr	2 48	...	a.m.	...	...	7 30	11 3	...	...	2 15	4 25	1 5	5 20	p.m.
...	...	...	...	(Fr. Frontier) dep	3 0	...	5 25	...	...	8 38	11 15	...	...	2 35	4 50		6 10	7 45
51½	...	...	...	Blanc-Misseron ,,	3 21	...	5 47	...	...	9 3	11 40	...	...	3 0	5 15	...	6 35	8 10
50	...	...	...	Quiévrain (Buffet) arr	5 34	...	6 0	...	...	9 16	11 53	...	...	3 13	5 28	...	6 48	8 23
...	...	...	...	,, (Belg. Front.) dep	4 0	...	6 23	...	...	9 24	12 2	...	...	3 38	6 0	...	7 17	8 42
47½	0 35	0 25	0 20	Thulin ,,	...	...	6 36	...	...	9 31	12 9	...	...	3 45	6 7	..	7 24	8 49
45	0 70	0 55	0 35	Boussu ,,	3 15	a.m.	6 37	...	a.m.	9 38	12 16	p.m.	p.m.	3 52	6 14	p.m.	7 31	8 56
43½	0 70	0 55	0 35	St. Ghislain (p. 80) ,,	4 12	6 35	6 44	...	9 22	9 45	12 23	1 8	1 45	3 59	6 21	5 10	7 38	9 4
...	1 10	0 80	0 55	Quaregnon ,,	...	...	6 49	...	9 27	9 50	12 28	1 13	1 50	4 4	6 26	5 15	7 43	9 9
40¾	1 10	0 80	0 55	Jemmapes ,,	d...	...	6 55	...	9 33	9 56	12 34	1 19	1 56	4 10	6 32	5 21	7 49	9 15
38	1 45	1 10	0 70	Mons (page 86) ,,	4 27	6 49	7 2	...	9 40	10 3	12 41	1 26	2 3	4 17	6 39	5 28	7 56	9 22
...	...	...	...	Paris (Nord) dep	...	...	...	...	...	11 20	7 20	...	...	...	8 55	...	...	3 15
...	...	...	...	Tergnier dep	...	...	...	...	...	3 41	9 51	7 15	...	...	11 30	...	...	6 22
...	...	...	...	St.-Quentin ,,	...	...	...	...	...	4 30	10 16	8 15	...	...	12 11	...	...	6 47
...	...	...	...	Hautmont ,,	...	...	...	...	...	7 1	Ex1	11 54	...	...	2 38	...	...	Ex1
...	...	...	...	Maubeuge arr	...	...	...	...	...	7 9	11 36	12 4	...	...	2 45	...	...	8 6
...	...	...	...	,, dep	...	...	...	...	...	8 10	11 45	12 45	...	...	5 5	...	...	8 11
...	...	...	...	Feignies ,,	...	...	...	...	...	8 25	11 56	1 0	...	...	5 17	...	...	8 22
...	...	...	...	Quévy arr	...	...	...	...	...	8 42	12 11	1 15	...	...	5 31	...	...	8 37
...	...	...	...	,, dep	...	...	2 Cl.	...	...	9 5	12 26	1 30	...	...	5 50	...	...	8 57
...	29 70	22 20	16 25	Frameries (94) d...	...	...	6 40	...	...	9 18	12 37	1 45	...	...	6 2	...	...	9 8
...	...	...	...	Cuesmes ,,	...	...	6 50	...	...	9 26	...	1 56	...	...	6 10	...	...	...
...	30 10	22 60	16 55	Mons arr	...	a.m.	7 0	a.m.	...	9 35	12 48	2 5	p.m.	...	6 20	...	...	9 20
38	...	...	...	Mons dep	4 30	5 53	7 7	8 0	...	10 13	12 53	1 10	2 10	4 22	6 49	...	8 9	9 25
...	1 80	1 35	0 90	Ghlin ,,	E. 3	6 2	7 16	8 9	...	10 22	Ex. 2	...	2 19	4 31	6 58	...	8 18	E. 2
30½	2 15	1 60	1 10	Jurbise arr	...	6 11	7 25	8 18	...	10 31	...	1 25	2 28	4 40	7 7	...	8 27	...
...	...	...	...	(page 83) dep	...	...	7 28	8 21	...	10 33	...	1 28	...	4 43	7 12	...	8 30	...
...	2 90	2 15	1 45	Neufvilles ,,	...	...	7 43	8 32	...	10 47	...	1 42	...	4 54	7 26	...	8 44	...
22½	3 25	2 45	1 60	Soignies ,,	...	...	7 50	8 40	...	10 55	...	1 50	...	5 2	7 34	...	8 52	...
18½	3 60	2 70	1 80	Braine (Buffet) ...arr	5 0	a.m.	8 0	8 50	...	11 5	...	2 0	...	5 12	7 44	...	9 2	...
...	...	...	...	(90, 91) ... dep	5 1	6 20	8 6	9 0	a.m.	11 11	...	2 9	p.m.	5 17	7 50	p.m.	9 8	...
8	4 70	3 50	2 35	Hal ,,	...	6 52	8 32	9 39	11 42	...	...	2 41	4 34	5 42	8 22	9 7	9 34	...
—	5 75	4 30	2 90	Brussels (Midi) ...arr.	5 35	7 22	8 59	9 50	10 9	12 6	1 58	3 11	5 4	6 0	8 43	9 37	9 55	10 30

Stops to set down.

EXTRA TRAINS.—Hal to Brussels at 4.35 a.m. and 1.34 and 5.5 p.m.

MONS, BONNE-ESPERANCE, and ERQUELINNES

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.	p.m.	p.m.	p.m.
Mons (Bergen) dep	...	7 45	1 30	5 30	9 30
Cuesmes-Trieu	...	7 50	...	5 35	...
Hyon-Ciply	...	7 56	1 39	5 41	9 39
Harmignies	...	8 5	1 48	5 50	9 48
Estinnes-Haulchin	...	8 14	1 57	5 59	9 57
Bonne-Espér. arr	a.m.	8 20	2 3	6 5	10 3
,, dep	6 46	9 15	2 27	6 43	10 15
Peissant	6 56	9 23	2 35	6 51	10 23
Erquelinnes arr	7 16	9 33	2 45	7 1	10 33

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.
Erquelinnes dep	4 0	6 20	9 42	3 41	7 31
Peissant	...	6 30	9 52	3 51	7 41
Bonne-Espér. arr	4 24	6 39	10 0	3 59	7 49
,, dep		6 55	10 50	4 35	8 40
Estinnes-Haulchin		7 1	10 56	4 41	8 46
Harmignies		7 10	11 5	4 50	8 55
Hyon-Ciply		7 19	11 14	4 59	9 4
Cuesmes-Trieu		7 26	11 21	5 6	9 11
Mons (Bergen) ...arr		7 30	11 25	5 10	9 15

Week days only.

BRUSSELS-NORD TO SCHAERBEEK, LAEKEN, AND BRUSSELS-MIDI.

Mls.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	Brussels (Nord) dep.	5 5	...	...	...	...	...	...	...	...	...	...	...	...
1½	Schaerbeek ,,	...	7 8	8 25	11 18	2 7	2 45	5 34	7 45	9 24	...	...	...	...
2	Laeken ,,	5 11	7 14	8 31	11 24	...	2 51	...	7 51	9 30	...	...	...	...
	Pannenhuis ,,	...	...	...	...	...	...	...	...	...	...	...	...	...
	Koekelberg ,,	5 17	7 20	8 37	11 30	...	2 57	...	7 57	9 36	...	...	...	...
2½	Brussels (Ouest) ,,	5 21	7 24	8 41	11 34	...	3 1	...	8 1	9 40	...	...	...	...
3½	Cureghem ,,	5 27	7 30	8 47	11 40	...	3 7	...	8 7	9 46	...	...	...	...
5	Brussels (Midi) ...arr.	5 34	7 37	8 54	11 47	2 22	3 14	5 49	8 14	9 53	...	...	...	...

BRUSSELS-MIDI TO LAEKEN, SCHAERBEEK, A-D BRUSSELS-NORD.

Mls.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	Brussels (Midi) dep.	5 55	7 4	9 10	12 15	2 20	4 11	5 29	8 30	10 50	...	...	...	...
1	Cureghem ,,	6 2	7 11	9 17	12 22	...	4 18	...	8 37	10 57	...	...	...	...
2½	Brussels (Ouest) ,,	6 8	7 17	9 23	12 28	...	4 24	...	8 43	11 3	...	...	...	...
3½	Koekelberg ,,	6 12	7 21	9 27	12 32	...	4 28	...	8 47	11 7	...	...	...	...
	Pannenhuis ,,	...	...	...	...	...	...	...	...	...	...	...	...	...
4	Laeken ,,	6 18	7 27	9 33	12 38	...	4 34	...	8 53	11 13	...	...	...	...
5	Schaerbeek ,,	6 24	7 33	9 39	12 44	2 35	4 40	5 44	8 59	...	...	...	...	...
...	Brussels (Nord) ...arr.	...	...	...	...	...	...	...	...	11 19	...	...	...	...

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MALINES, LOUVAIN, and GHENT to TERMONDE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Ghent .....dep																							
Melle																							
Zelle																							
Wetteren																							
Schelleheide																							
Wichelen																							
Schoonaerde																							
Audegliem																							
Termonde ..... arr																							
" (80) dep																							
Baesrode																							
Buggenhout																							
Malderen																							
Londerzeel																							
Capelle-au-Bois ..																							
Hombeek																							
Malines (68, 83) arr																							

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Bar-le-Duc(westbook ...																							
Hasselt																							
Wespelaer																							
Wespelaer																							
Louvain (60) arr																							
stations.	E&I	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Louvain .....dep	4 5																							
Wespelaer																								
Wespelaer																								
Hasselt																								
Bar-le-Duc(westbook ...																								
Malines (68, 83) dp																								
Hombeek																								
Capelle-au-Bois ..																								
Londerzeel																								
Malderen																								
Buggenhout																								
Baesrode																								
Termonde ... arr																								
" (83) dep																								
Audegliem																								
Schoonaerde																								
Wichelen																								
Schelleheide																								
Wetteren																								
Zelle																								
Melle																								
Ghent (80, 83) ...																								

LIEGE to CHENEE and HERVE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Liege .....dep	6 20	10 20	2 13	7 30
Chenee .....arr	6 21	10 31	2 24	7 41
" .....dep	6 38	10 33	2 26	7 43
Jeyne	6 57	10 53	2 46	8 3
Fleron	7 6	11 1	2 54	8 11
Micheroux	7 17	11 9	3 2	8 19
Herve ..... arr	7 27	11 19	3 12	8 29
Battice ..... arr	7 31	11 25	3 18	8 30

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Battice .....dep	7 35	11 35	3 20	8 45
Herve ..... dep	8 5	11 35	3 20	8 54
Milheroux	8 11	11 45	3 40	9 4
Fleron	8 21	11 54	3 57	9 12
Beyne	8 24	12 2	4 2	9 18
Chenee .....arr	8 54	12 8	4 27	9 42
" .....dep	8 56	12 32	4 29	9 44
Liege .....arr	9 7	12 46	4 40	9 55

MONS, ST. GHISLAIN, AUDENAERDE, and GHENT.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Mons (Bergen) ...dep	...	5 14	7 52	12 8	2 0	5 15	9 10	...	...	...	...	...
Jemmapes		5 21		12 15	2 7	5 22	9 17	...	...	...	...	...
Quaregnon		5 27		12 21	2 13	5 28		...	...	...	...	...
St. Ghislain ..... arr		5 32	8 6	12 26	2 18	5 33	9 26	...	...	...	...	...
" (8-6) .....dep		5 35	8 7	12 28	2 20	5 36	9 40	...	...	...	...	...
Pommeroeuil		5 45	8 17	12 38	2 30	5 46	9 50	...	...	...	...	...
Blaton ..... arr	p.m.	5 54	8 26	12 47	2 39	5 55	9 59	...	...	...	...	...
Blaton ..... dep	2 0	6 4	8 27	12 53	2 4	6 0	10 1	...	...	...	...	...
Basecles-Carr	2 5	6 9	...	12 58	2 43	6 5	10 5	...	...	...	...	...
Péruwelz	2 13	6 19	8 39	1 8	2 5	6 15	10 14	...	...	...	...	...
Callenelle		6 26	8 46	1 15	3	6 22	10 21	...	...	...	...	...
Antoing		6 37	8 57	1 26	3 16	6 33	10 34	...	...	...	...	...
Vaulx		6 47	9 7	1 36	3 26	6 39	10 38	...	...	...	...	...
Tournai .....arr		6 57	9 17	1 46	3 36	6 53	10 52	...	...	...	...	...
Blaton .....dep		6 2	8 40	12 51	2 48	5 57	...	...	...	...	...	...
Basecles		6 10	8 48	12 59	2 55	6 5	...	...	...	...	...	...
Leuze .....arr		6 21	8 59	1 10	3 7	6 16	...	...	...	...	...	...
" .....dep		6 27	9 6	1 12	3 26	6 18	...	8 12	...	...	...	...
Frasnes		6 38	9 18	1 23	3 37	6 29	...	8 24	...	...	...	...
Anvaing		6 44	9 22	1 30	3 44	6 36	...	8 31	...	...	...	...
Renaix .....arr		6 53	9 30	1 38	3 52	6 44	...	8 39	...	...	...	...
" (97) .....dep		6 55	9 34	1 39	3 56	6 47	...	...	...	...	...	...
Etichove		7 13	9 52	1 57	4 14	7 5	...	...	...	...	...	...
Loupeghem		7 18	9 57	2 2	4 19	7 10	...	...	...	...	...	...
Audenaerde .....arr	a.m.	7 25	10 4	2 9	4 26	7 16	...	...	...	...	...	...
" (78) .....dep	5 40	7 25	10 5	2 10	4 30	7 16	...	...	...	...	...	...
Eyne	5 46	7 31	10 10	2 16	4 36	7 22	...	...	...	...	...	...
Synghem	5 51	7 39	10 18	2 21	4 41	7 30	...	...	...	...	...	...
Gavre Asper	5 59	7 41	10 23	2 29	4 49	7 35	...	...	...	...	...	...
Becko-Nazareth ...	6 5	7 50	10 29	2 35	4 55	7 41	...	...	...	...	...	...
La Pinte	6 13	7 58	10 37	2 43	5 3	7 49	...	...	...	...	...	...
St. Denis Westrem ...	6 18	8 3	...	2 48	5 8	7 54	...	...	...	...	...	...
Ghent (80, 83, 90) a	6 30	8 15	10 51	3 0	5 20	8 6	...	...	...	...	...	...

MONS, DOUR, and QUIEVRAIN.

Stations.	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Mons .....dep.	7 41	10 30	12 54	3 27	5 47	9 13	...	...	...	...	...	...
Cuesmes	7 46	10 35	12 59	3 32	5 52	9 18	...	...	...	...	...	...
Cuesmes-Produits ...	7 50	10 39	1 3	3 36	5 56	9 22	...	...	...	...	...	...
Flenu	7 55	10 44	1 8	3 41	6 1	9 27	...	...	...	...	...	...
Wasmes	8 0	10 49	1 13	3 46	6 6	9 32	...	...	...	...	...	...
Dour	8 6	10 55	1 19	3 52	6 12	9 38	...	...	...	...	...	...
Elouges	8 11	11 0	1 24	3 57	6 17	9 43	...	...	...	...	...	...
Quievrain .....arr	8 24	11 15	1 37	4 10	6 30	9 56	...	...	...	...	...	...

QUIEVRAIN, DOUR, and MONS.

Stations.	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Quievrain .....dep.	6 0	9 11	11 38	2 11	4 31	7 7	...	...	...	...	...	...
Elouges	6 13	9 24	11 51	2 24	4 44	7 20	...	...	...	...	...	...
Dour	6 18	9 29	11 56	2 29	4 49	7 25	...	...	...	...	...	...
Wasmes	6 24	9 35	12 2	2 35	4 55	7 31	...	...	...	...	...	...
Flenu	6 29	9 40	12 7	2 40	5 0	7 36	...	...	...	...	...	...
Cuesmes-Produits ...	6 34	9 45	12 12	2 45	5 5	7 41	...	...	...	...	...	...
Cuesmes	6 38	9 49	12 16	2 49	5 9	7 45	...	...	...	...	...	...
Mons .....arr.	6 44	9 55	12 22	2 55	5 15	7 51	...	...	...	...	...	...

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Mann Boudoir Sleeping Cars on this Railway.

Observations.—The times given between Verviers and Cologne are Rhenish times. Rhenish time is ten minutes in advance of Belgian time. Travellers for Cologne and beyond should insist on having through carriages. The following stations, viz., Brussels (north), Malines, Antwerp, Ghent, Bruges, Ostend, Mouscron, Louvain, Liege, Chaudfontaine, Verviers, Aix-la-Chapelle, and Cologne, issue tickets for Passengers and book Luggage to Spa and *vice versa*. N.B.—At the Rhenish and Ruhrort Railway Stations direct tickets are issued for the principal cities of Germany. **Note.**—From Aix to Aix-la-Chapelle the Railway passes through most beautiful scenery.

BELGIAN STATE RAILWAY.

AND COLOGNE.

| Miles. | Miles. | Stations. | 1 Cl. Express. | 1, 2 Cl. Express. | 1, 2, 3 Cl. Express. | 1, 2, 3 Cl. Express. | 1, 2, 3

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BRUSSELS, BRAINE, MANAGE, CHARLEROI, and NAMUR.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	E. 3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.	STATION DU MIDI.	a.m.	a.m.				a.m.	a.m.	a.m.	p.m		p.m.	p.m.	p.m.	p.m.
				Brussels .....dep.	...	...	6 56	Sundays & Mondays.		7 35	9 3	9 57	12 13	...	...	4 7	5 37	8 17
8½	1 10	0 80	0 55	Hal.....	...	...	7 28			...	...	10 29	12 45	...	...	4 39	5 57	8 36
18½	2 15	1 60	1 10	**Braine-le-Comte**a	...	...	7 58			8 13	9 37	10 59	1 15	...	...	5 9	6 18	9 6
				„ (90) dep	...	...	4 47	8 3		8 20	9 40	11 8	1 21	...	...	5 15	6 23	9 0
26½	2 50	1 90	1 25	Ecaussinnes	...	...	4 56	8 12		...	...	11 17	1 30	...	...	5 24	...	9 15
28	3 25	2 45	1 60	**Manage (90, 92)** ar	...	...	5 12	8 28	a.m.	8 37	9 55	11 33	1 46	...	...	5 40	6 40	9 25
				„ .....dep	...	...	5 18		8 31	8 41	9 57	11 38	1 51	...	...	5 45	6 45	9 23
35½	3 95	2 95	2 0	Luttre	...	...	5 49	a.m.	8 59	9 9	...	12 6	2 19	...	p.m.	6 13	...	9 56
40½	4 70	3 50	2 35	Roux	...	1,2,3	6 5	7 31	9 14	9 24	10 25	12 22	2 35	...	5 48	6 29	7 17	10 12
	4 70	3 50	2 35	Marchiennes	1 & 2	a.m.	6 12	7 38	9 21	9 31	10 29	12 29	2 42	...	5 56	6 36	7 24	10 17
45	4 70	3 5..	2 35	**Charleroi** ..... arr.	Ex. 6	6 19	7 45	9 28	9 34	9 38	10 36	12 36	2 49	p.m.	6 3	6 43	7 31	10 24
				„ (94) .....dep.	2 37	6 17	6 24		9 33	9 46	10 41	1 10	2 54	3 30	6 8		7 36	10 31
49½	5 40	4 5	2 70	Chatelineau	2 38	6 35	6 42		9 51	10 4	10 55	1 24	3 12	3 48	6 26		7 54	10 51
51½	5 40	4 5	2 70	Farciennes	...	6 44	6 54		10 3	10 16	...	Ex1	3 24	4 0	6 38		8 6	Ex3
54½	5 75	4 30	2 90	Tamines	...	6 54	7 4		10 12	10 26	11 7	...	3 34	4 10	6 48		8 16	11 2
...	6 50	4 85	3 25	Moustier	...	7 12	7 25		10 34	10 47	...	...	3 52	4 31	7 9		8 37	...
62½	6 85	5 15	3 40	Floreffe	...	7 23	7 39		10 48	11 1	...	...	4 3	4 45	7 23		8 51	...
68	6 58	5 15	3 40	**Namur (94, 106)** arr.	3 14	7 37	7 56		11 5	11 18	11 32	2 0	4 17	5 2	7 40		9 8	11 28

OSTEND to GHENT, BRAINE, CHARLEROI, NAMUR, and ERQUELINNES.

Stations.	1,2 3.	Ex.3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Ex.3
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Brussels .....dep	6 0	7 20	7 47	10 45	1 20	4 9	7 25	7 45	8 32	6 8				
Forest Stalle	6 8		7 55	10 53	1 28	4 17	7 34	7 53						
Uccle	6 12		7 59	10 57	1 32	4 21	7 39	7 57						
Calevoet.....	6 16		8 3	11 1	1 36	4 25	7 44	8 1	8 42					
Rhode St. Genese.....	6 23		8 13	11 11	1 46	4 35	7 57	8 11						
Waterloo.....	6 33		8 20	11 18	1 53	4 48	8 6	8 18	8 56					
Braine-l'Alleud.....	6 39		8 26	11 24	1 59	4 57	8 13	8 24	9 2					
Lillois	6 46		8 35	11 31	2 8	5 5		8 33						
Baulers	6 59		8 46	11 44	2 19	5 18		8 41	9 16					
Nivelles	7 4		8 51	11 49	2 24	5 18			9 19	6 47				
Obaix-Buzet	7 15		9 2	12 0	2 35	5 21			9 24					
Luttre ..... arr	7 22		9 9	12 7	2 42	5 36		p. m.	9 35					
Ghent .....dep			5 52	8 12	8 53	11 18	2 20	5 37		6 59				
Melle.....			6 4	Ex3	9 10	11 30	2 32	5 49		7 11				
Landscauter			6 10		9 16	11 36	2 38	5 55		7 17				
Moortzeele.....			6 16		9 22	11 42	2 44	6 1		7 23				
Scheide-Windeke.....	Frid.		6 21		9 27	11 47	2 49	6 6		7 28				
Baeleghem	a.m.		6 29		9 35	11 55	2 57	6 14		7 36				
Sotteghem	4 37		6 39	8 40	9 45	12 4	3 7	6 23		7 47				
Lierde St. Marie.....	4 50		6 52		9 58	12 17	3 20	6 36		8 0				
Grammont	5 0	7	7 2	8 50	10 8	12 27	3 30	6 46		8 10				
(Geeraardsbergen) dep		7	7 6	8 58	10 11	12 29	3 35	6 53		8 12				
Gammerages.....			7 21	...	10 26	12 44	3 50	7 8		8 27				
Enghien(p. 80)arr			7 34	9 15	10 39	12 57	4 3	7 21		8 40				
(Edinghen).....dep			7 38	9 18	10 42	12 58	4 6	7 23		8 43				
Rebecq-Rognon [88			7 48	...	10 52	1 8	4 16	7 33		8 53				
Braine-le-Comte	a.m.		7 57	9 33	11 1	1 17	4 25	7 42		9 2				
Braine-le-Comte	4 47	a.m.	8 3	9 40	11 8	1 21	4 30	7 49		9 6				
Manage.....	5 18	8 25	8 35	9 57	11 38	1 51	4 59	8 19		9 34				
Luttre..... arr	5 48	8 52	9 2	...	12 5	2 18	5 26	8 46		10 1				
Marchiennes	6 12	9 23	9 33	10 31	12 33	2 42	5 58	9 10	10 8	10 23				
Charleroi.....arr	6 19	9 30	9 40	10 38	12 40	2 49	6 5	9 17	10 15	10 30				
„ .....dep	6 21	9 36	9 46	10 43	1 10	2 54	6 10			10 34				
Chatelineau	6 42	9 54	10 4	10 57	1 24	3 12	6 27	...		10 51				
Tamines	7 4	10 16	10 26	11 9	...	3 31	6 48	...		11 3				
Namur ..... arr	7 56	11 8	11 18	11 34	2 0	4 17	7 40	...		11 28				
Braine-le-Comtedep	...	...	8 8	...	...	1 10	5 50	...	...	9 14				
Ecaussinnes..... arr	...	...	8 16	...	...	1 58	5 58	...	...	9 22				
„ .....dep	...	...	8 17	...	...	1 59	5 59	...	...	9 24				
Baume .....arr	a.m.	a.m.	8 40	a.m.	p.m.	2 20	6 20	p.m.	...	9 47				
„ .....dep	5 55	6 30	8 46	9 25	4 10	2 22	6 25	8 15	...	9 55				
Binche.....	6 39	6 46	9 10	9 47	4 26	2 38	6 41	8 31	...	10 6				
Bonne Esperance	6 45	6 54	9 10	10 49	4 34	2 45	6 49	8 39	...	10 14				
„ .....dep	6 46		9 11			2 16	6 50		...	10 15				
Erquelinnes ....arr	7 16		9 29	...	...	3 4	7 8	...	...	10 33				

MAESTRICHT and LIEGE.

Mls.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.		a.m	a.m	p.m.	p.m.	p.m.	p.m.
—	**Maestricht** .....dep	...	8 5	12 10	6 25	9 35	...
6½	Eysen (Dutch Customs)	...	8 22	12 27	6 42	9 52	...
9½	Visé	5 5	8 38	12 43	6 58	10 0	...
10½	Argenteau	5 13	8 46	12 51	7 6	...	...
15½	Jupille	5 32	9 5	1 10	7 25	...	...
18½	**Liege** (LONGDOS) 80... arr.	5 42	9 15	1 20	7 35	...	...

Fr. c.	Fr. c.	Fr. c.	[All 1, 2, 3 Class.]	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
			Pepinster .....dep.	7 40	9 55	11 34	1 48	3 17	6 25	6 50	10 10
			Theux	7 49	10 3	11 43	1 57	3 26	6 34	6 59	10 19
			La Reid	7 55	10 10	11 49	2 3	3 32	6 40	7 5	10 26
			Spa ..... arr	8 0	10 15	11 54	2 8	3 37	6 45	7 10	10 31
			„ ..... dep	8 23	10 40	...	2 30	4 0	7 8	7 33	10 54
			Hockal	8 31	10 48	...	2 38	4 8	7 16	7 41	11 2
1 10	0 80	0 55	Francorchamps	8 43	11 0	...	2 50	4 20	7 28	7 53	11 14
1 80	1 35	0 90	**Stavelot** ..... arr	8 49	11 6	...	2 56	4 26	7 34	7 59	11 20
			„ ..... dep	8 55	11 12	...	3 2	4 32	7 40	8 5	11 26
			Trois-Ponts	9 9	11 26	...	3 16	4 46	7 54	8 19	11 40
2 15	1 60	1 10	Grand-Halleux	9 20	11 37	...	3 27	4 57	8 5	8 30	11 51
2 80	2 10	1 45	Vielsalm	9 30	11 47	...	3 37	5 7	8 15	8 40	12 1
3 60	2 70	2 40	Bovigny	9 41	11 58	...	3 48	5 18	8 26	8 51	12 12
3 95	2 95	2 60	Gouvy	9 44	12 1	...	3 51	5 21	8 29	8 54	12 15
4 70	3 50	3 10	Troisvierges ..... arr	9 56	12 13	...	4 3	5 33	8 41	9 6	12 27
			„ ..... dep	10 28	...	...	...	...	...	...	...
9 10	6 85	4 90	Ettelbruck	11 0	...	...	...	...	...	...	...
			Luxembourg (78, 106)a	11 45	...	...	...	...	...	...	...

Mann Boudoir Sleeping Cars on this Railway.

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NAMUR, to CHARLEROI, MANAGE, BRAINE, and BRUSSELS.

fr.	2nd fr. c.	3rd fr. c.	Stations.	Ex	1,2,3		1,2,3	1,2,3		1,2,3		1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
					a.m.			a.m.		a.m.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
			Namur ..... dep	2 35		...	4 30	5 43		5 51		7 55	11 5	1 0	2 9	3 19	4 40	5 35	...	8 45
0	3 55	6 35	Floreffe	...		...	4 47	6 0		6 10		8 12	11 22	1 17	...	...	4 57	5 49	...	9 2
0	0 33	0 55	Moustier	...		...	5 1	6 14		6 24		8 26	11 36	1 31	...	...	5 11	6 0	...	9 16
1	1 15	0 70	Tamines	...		...	5 24	6 37		6 47		8 49	11 55	1 53	2 35	3 45	5 34	6 19	...	9 39
1	1 33	0 90	Farciennes	...		...	5 32	6 45		6 55		8 57	12 3	2 1	...	...	5 42	6 27	...	9 47
1	1 60	1 10	Chatelineau	4 12		...	5 46	6 59		7 9		9 11	12 16	2 14	2 47	3 57	5 56	6 37	...	10 1
1	1 95	1 25	**Charleroi** ..... arr	4 25	a.m.		6 2	7 15		7 25		9 27	12 32	2 30	3 0	4 10	6 12	6 53	p.m.	10 17
			(103) ...dep.		4 50		6 7	7 20		7 30		9 35	12 36	2 35	...	4 14	6 17	...	7 22	10 22
1	2 15	1 45	Marchienne	...	4 57		6 13	7 26		7 36		9 44	12 44	2 44	...	4 22	6 27	...	7 41	10 30
1	2 15	1 60	Roux	...	4 58		6 23	7 36		7 46		9 51	12 51	2 52	...	4 27	6 34	...	7 48	10 35
1	2 70	1 80	Lutre	...	5 3		7 44	7 51		8 1		10 6	1 6	3 6	...	...	6 52	...	8 2	
1	3 25	2 15	**Manage**	...	5 4		...	8 18		8 28		10 23	1 33	3 33	...	...	6 53	7 21	...	8 30	
			(91) ..... dep	...	5 6		...	...		...		6 33	8 45	10 39	1 38	3 37	...	4 55	7 28	...	8 35	
1	3 60	2 50	Examines	...	...		...	...		...		9	2 10	10 56	1 55	3 54	...	...	7 42	...	8 53	
1	3 80	2 70	**Braine-le-Comte** ar	...	...		...	...		...		8 50	9 10	11 4	2 3	4 2	...	5 10	7 50	...	9 0	
			Braine-le-Comte dp	5 9	...		...	...		...		8 55	9 20	11 11	2 9	4 8	...	5 16	7 58	...	9 8	
2	4 60	3 25	**Hal**	...	...		...	...		...		...	9 52	11 36	2 41	4 40	...	...	8 30	...	9 31	
2	5 15	3 40	**Brussels** (S. Sta.) arr.	...	5 17		...	...		...		9 33	10 22	11 57	3 11	5 10	...	5 56	8 48	...	9 55	

Sundays. Mondays.

ERQUELINNES to NAMUR, CHARLEROI, BRAINE, GHENT, and OSTEND.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Erquelinnes ....dep	4 0	...	6 20	...	9 42	...	...	...	3 41	7 31	...	...	
Bonne Espera. ar	4 24	...	6 39	...	10 0	...	...	...	3 59	7 49	...	...	
,, ...dep	4 25	...	6 40	8 21	10 1	2 4	6 4	4 0	7	7 50	10 4		
Binche	4 37	...	6 50	8 29	10 9	2 13	6 14	4 8	7	7 58	10 12		
Buisse ..... arr	5 15	...	7 7	8 45	10 25	2 28	6 30	4 24	8	8 14	10 28		
,, ...dep			7 10		10 27			4 27	8	8 16			
Examines ..... arr	Sun-days.		7 36		10 50			4 50	8	8 39			
,, ...dep			7 39		10 51			4 52	8	8 41			
Braine ..... arr			7 56		10 59	a.m.	p.m.	5 0	8	8 49	p.m.		
Namur .....dep	1 cl.	3 35	...	5 45	7 55	11 5	1 0	3 19	...		4 40		
Tamines		...	...	6 39	8 48	11 55	1 53	3 45	...		5 34		
Chatelineau		...	...	7 1	9 9	12 16	2 14	3 57	...		5 56		
Charleroi ..... arr	Ex.	4 25	...	7 17	9 25	12 32	2 30	4 10	...		6 12		
,, ...dep		4 50	7 30	7 29	9 40	12 38	2 35	4 14	...		6 17		
Marchienne		4 58	7 39	7 31	9 49	12 47	2 44	4 22	...		6 27		
Lutre ..... arr		5 17	8 0	...	10 8	1 6	3 5	...	...		6 50		
Manage ..... arr		5 45	8 28	...	10 36	1 35	3 33	4 53	...		7 18		
Braine-le-Comte ...	...	6 15	8 57	...	11 4	2 2	4 2	5 10	...		7 47		
Braine-le-C. dep	Fridays.	6 23	9 2	...	11 9	2 6	4 6	5 15	...		7 56		
Ribbeck-Regnon ...		6 34	9 11	...	11 18	2 15	4 15	5. 3	...		8 5		
Enghien (98) arr		6 44	9 21	...	11 28	2 25	4 25	5 30	...		8 15		
(Enghien) ..dep		6 49	9 24	...	11 29	2 28	4 27	5 31	...		8 16		
Grammerages		7 2	9 37	...	11 42	2 41	4 40	...	...		8 33		
Grammont (93) ...	a.m.	7 17	9 52	...	11 57	2 56	4 55	5 48	...		8 48		
Geeraardsbergen dep	5 18	7 34	9 54	...	11 59	2 59	5 0	5 50	...		8 51		
Lierde-Ste-Marie...	5 25	7 34	10 4	...	12 9	3 9	5 10	...	...		9 1		
Serughem	5 41	7 52	10 18	...	12 25	3 25	5 27	6 7	...		9 18		
Boisghem	5 48	7 59	10 25	...	12 32	3 32	5 34	...	...		9 25		
Sotte-Windake...	5 56	8 7	10 33	...	12 38	3 40	5 42	...	...		9 31		
Heurnele	6 7	8 12	10 38	...	12 48	3 45	5 47	...	...		9 36		
Leuderlaster	6 7	8 18	10 44	...	12 49	3 51	5 53	...	...		9 43		
Melle	6 13	8 24	10 50	...	12 55	3 57	5 59	...	...		9 48		
Ghent ..... arr	6 25	8 36	11 2	...	1 7	4 9	6 11	6 34	...		10 0		

LUXEMBOURG and PERUWELZ.

| Stations. | 1,2,3 | | | | |

BRUGES, COURTRAI, POPERINGHE, HAZEBROUCK, CALAIS.

Mls.	1 Cl.	2 Cl.	3 Cl.	All 1,2,3 class.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	fr. c.	fr. c.	fr. c.	**Bruges**.....dep	...	8 25	...	12 59	...	5 13	6 42
...	0 50	0 40	0 25	Lophem.....	...	8 34	...	12 59	...	...	6 52
...	0 60	0 60	0 40	Zedelghem	...	8 40	...	1 5	...	5 26	6 58
11	1 50	1 10	0 70	**Thourout(96)**	...	8 52	12 0	1 17	...	5 37	7 11
14½	2 0	1 40	0 90	**Lichtervelde**	5 25	9 1	12 10	1 30	...	5 45	7 21
...	1 0	1 50	1 5	Gits.....	5 31	9 7	...	1 36	...	...	7 27
...	2 50	1 90	1 15	Roeselare	5 36	9 12	...	1 41	...	...	7 32
19½	2 50	2 0	1 25	**Roulers**	5 43	9 19	...	1 49	...	5 57	7 39
...	2 70	2 0	1 35	Rumbeke	5 48	9 24	...	1 54	...	...	7 44
...	3 0	2 30	1 50	Iseghem.....	5 57	9 34	...	2 4	...	6 8	7 51
26½	3 50	2 50	1 70	**Ingelmunster 96**	6 4	9 43	...	2 14	...	6 14	7 59
...	3 50	2 70	1 85	Lendelede.....	6 10	9 49	...	2 20	...	...	8 5
...	4 0	2 80	1 95	Houle	6 18	9 58	...	2 30	...	...	8 15
33	4 20	3 20	2 10	**Courtrai (96)** ...arr	6 25	10 5	...	2 38	...	6 30	8 25
—	—	—	—	.....dep	...	11 2	6 8	2 55	5 40	...	8 49
...	0 60	0 40	0 70	Wevelghem	...	11 12	6 18	3 6	5 50	...	8 59
7½	1 0	0 70	0 80	Menin.....	...	11 21	6 27	3 16	6 2	...	9 9
...	1 50	1 10	0 70	Werviq	...	11 30	6 35	3 24	6 13	...	9 17
...	...	...	...	**Comines**..... arr	...	11 39	6 40	3 30	6 19	...	9 30
...	...	...	...	**Comines**.....dep	6 —	12 0	6 40	...	6 40	...	...
9½	...	...	...	**Armentieres**	6 30	12 30	...	...	7 10	...	...
...	...	...	...	**Berquette** ...arr	6 35	3 10	...	...	8 43	...	...
13	1 80	1 30	0 85	**Comines**... (96) dep	a.m.	11 39	6 42	3 32	6 22	p.m.	9 25
21½	2 70	2 0	1 35	**Ypres**	6 50	12 5	9 7	3 57	6 50	6 45	9 50
23½	3 0	2 30	1 50	Vlamertinghe	6 57	12 12	9 14	4 4	6 58	6 52	9 56
27½	3 50	2 70	1 75	**Poperinghe**..... arr	7 8	12 20	9 22	4 12	7 8	9 10	10 5
...	...	...	...	..... dep	7 13	12 25	...	4 17	7 13	p.m.	...
31½	4 0	3 0	2 0	Abeele	7 38	12 40	...	4 30	7 30	...	...
35	4 65	3 50	2 35	Godewaersvelde	7 39	12 01	...	4 41	7 41	...	...
39	5 0	3 75	2 55	Caestre	7 50	1 1	...	4 51	7 51	...	...
39½	5 70	4 25	2 90	**Hazebrouck 12** arr	8 0	1 10	...	5 0	8 0	...	...

MONS, MANAGE, OTTIGNIES, and WAVRE.

Mls.	1 Cl.	2 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.					p.m.	p.m.
—	—	—	**Mons** .....dep	4 22	7 40	...	10 38	12 44	...	...	...	5 32	6 10
13	0 35	0 25	Nimy	4 29	7 48	...	10 44	12 50	...	...	...	5 38	6 16
6½	0 70	0 55	Havre-Ville	4 34	7 53	...	10 58	1 4	...	...	...	5 52	6 32
8½	1 15	0 90	Bois-du-Luc	4 55	8 12	...	11 16	1 22	...	...	...	6 4	6 50
1 2	1 45	1 10	**La Louviere** ...	5 2	8 19	...	11 17	1 23	...	...	...	6 11	6 56
...	...	...	..... dep	5 4	8 20	...	11 20	1 26	...	...	...	6 14	6 58
15½	1 80	1 35	**Manage** ...arr	5 14	8 30	a.m.	11 30	1 35	p.m.	p.m.	...	6 24	9 9
...	...	...	..... dep	5 48	8 42	11 38	...	1 50	3 40	5 12	...	7 25	9 33
19½	1 80	1 35	**Seneffe**	5 56	8 50	11 54	...	1 58	3 48	5 21	...	7 33	9 46
21½	2 50	1 90	**Nivelles** ...arr	6 12	9 6	12 25	...	2 14	4 4	5 37	p.m.	7 49	10 2
...	...	...	..... dep	6 14	9 11	...	...	2 18	...	5 40	4 45	7 12	...
27½	3 35	2 45	**Genappe**	6 30	...	...	...	2 31	...	5 53	4 59	8 8	...
33	3 96	2 96	**Court-St. Etienne**	6 46	...	...	...	2 47	...	...	5 9	8 24	...
35½	4 20	3 25	**Ottignies** ... arr	6 51	...	a.m.	p.m.	2 52	...	...	5 22	8 29	p.m.
...	...	...	..... dep	7 0	8 15	10 15	1 15	3 0	...	...	6 40	8 50	4 45
36½	4 30	3 25	**Limal**	7 6	8 20	10 20	1 20	3 4	...	...	6 45	8 54	4 55
39½	4 70	3 50	**Wavre** ..... arr	7 12	8 30	10 30	1 30	3 9	...	...	6 55	9 2	5 0

MONS, M.-L'ESPERANCE, BAUME, and CHARLEROI.

Mls.	1 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
			a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	**Mons** .....dep	...	...	1 30	...	...	...	...	9 30	...	...
—	—	Casernes Trieu	...	...	7 50	...	...	...	5 35	...	...	...
—	—	Hyon-Obly	...	...	7 56	...	1 39	...	5 41	...	9 36	...
—	—	Haumigniée	...	...	8 4	...	1 47	...	5 49	...	9 47	...
—	—	Estinnes-Haulchin ...	...	...	8 13	...	1 56	...	5 58	...	9 56	...
—	—	**M.-Esperance** ar	a.m.	a.m.	8 20	...	2 3	...	6 5	...	10 3	...
—	—	..(95-90) dp	4 25	6 46	8 21	10 1	2 4	4 0	6 6	7 50	10 4	...
—	—	**Binche**	4 37	6 50	8 29	10 9	2 12	4 8	6 14	7 58	10 12	...
—	—	Cronfosts.....	5 0	7 0	8 39	10 22	2 22	4 18	6 24	8 8	10 22	...
—	—	**Baume** .....arr	5 14	7 7	8 45	10 25	2 28	4 24	6 30	8 14	10 28	...
—	—	**Baume** .....dep	...	7 53	8 49	10 35	1 0	...	...	8 19	...	...
—	—	**La Louviere** arr	...	8 0	8 56	10 46	1 10	p.m.	...	8 28	...	...
—	—	..... dep	...	...	9 5	...	2 5	10 12	6 13	...	...	...
—	—	**Baume** .....arr	...	...	9 12	...	2 12	10 21	6 20	...	...	...
—	—	**Baume**.....dep	5 20	...	3 49	...	2 32	10 25	6 34	...	10 30	...
—	—	Morlanwels.....	5 27	...	9 56	...	3 39	...	6 41	...	10 37	...
—	—	Carrières-Nord	5 32	...	9 1	...	2 44	...	6 46	...	10 42	...
—	—	**Pièton** .....arr	5 38	...	9 7	...	2 50	...	6 57	...	10 48	...
—	—	..... (96)...dep	5 45	...	9 10	...	2 51	...	6 56	...	10 49	...
—	—	Fontaine-l'Evêque.....	5 55	...	9 20	...	3 1	...	7 6	...	10 59	...
—	—	**Marchiennes** ...arr	6 7	...	9 32	...	3 13	...	7 18	...	11 11	...
—	—	..... (90) ...dep	6 9	...	9 35	...	3 16	...	7 19	...	11 12	...
—	—	**Charleroi (90)** arr	6 16	...	9 43	...	3 22	...	7 26	...	11 19	...

ANTWERP TO GHENT (through the Pays de Waes).—Chemin de fer d'Anvers a Gand. [1 June.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Ghent .....dep	4 26	5 45	6 30	7 15	8 15	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30
Loochristi	4 40	5 59	6 44	7 29	8 29	9 44	10 44	11 44	12 44	1 44	2 44	3 44	4 44	5 44	6 44
Beirvelde	4 46	6 7	6 52	7 37	8 37	9 52	10 52	11 52	12 52	1 52	2 52	3 52	4 52	5 52	6 52
Lokeren (96).....	4 56	6 16	7 1	7 46	8 46	10 1	11 1	12 1	1 1	2 1	3 1	4 1	5 1	6 1	7 1
Ville Pommes	5 6	6 26	7 11	7 56	8 56	10 11	11 11	12 11	1 11	2 11	3 11	4 11	5 11	6 11	7 11
St. Nicholas	5 11	6 31	7 16	8 1	9 1	10 16	11 16	12 16	1 16	2 16	3 16	4 16	5 16	6 16	7 16
Hamme (96).....	5 20	6 40	7 25	8 10	9 10	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25
Moerzeke	5 26	6 46	7 31	8 16	9 16	10 31	11 31	12 31	1 31	2 31	3 31	4 31	5 31	6 31	7 31
Tamise	5 32	6 52	7 37	8 22	9 22	10 37	11 37	12 37	1 37	2 37	3 37	4 37	5 37	6 37	7 37
Belsele	5 38	6 58	7 43	8 28	9 28	10 43	11 43	12 43	1 43	2 43	3 43	4 43	5 43	6 43	7 43
Termonde	5 45	7 5	7 50	8 35	9 35	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50
Wetteren	5 52	7 12	7 57	8 42	9 42	10 57	11 57	12 57	1 57	2 57	3 57	4 57	5 57	6 57	7 57
Melle	5 58	7 18	8 3	8 48	9 48	11 3	12 3	1 3	2 3	3 3	4 3	5 3	6 3	7 3	8 3
Gand .....arr	6 6	7 26	8 11	8 56	9 56	11 11	12 11	1 11	2 11	3 11	4 11	5 11	6 11	7 11	8 11

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Antwerp .....dep	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30
Eeckeren	5 40	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40
Beveren	5 50	6 50	7 50	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50
Zwyndrecht	5 55	6 55	7 55	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55
Burcht	6 0	7 0	8 0	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0
St. Nicholas	6 10	7 10	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	7 10	8 10
Lokeren (96).....	6 15	7 15	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15
Wetteren	6 25	7 25	8 25	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25
Melle	6 31	7 31	8 31	9 31	10 31	11 31	12 31	1 31	2 31	3 31	4 31	5 31	6 31	7 31	8 31
Gand .....arr	6 39	7 39	8 39	9 39	10 39	11 39	12 39	1 39	2 39	3 39	4 39	5 39	6 39	7 39	8 39

Stations.	1st	2nd	3rd
	fr. c.	fr. c.	fr. c.
Antwerp .....dep	1 90	1 35	0 95
Eeckeren	1 80	1 30	0 90
Beveren	1 70	1 25	0 85
Zwyndrecht	1 65	1 20	0 80
Burcht	1 55	1 15	0 75
St. Nicholas	1 45	1 05	0 70
Lokeren (96).....	1 35	1 00	0 65
Wetteren	1 25	0 90	0 60
Melle	1 15	0 85	0 55
Gand .....arr	1 05	0 75	0 50

Stations.	1st	2nd	3rd
	fr. c.	fr. c.	fr. c.
Ghent .....dep	1 90	1 35	0 95
Loochristi	1 80	1 30	0 90
Beirvelde	1 70	1 25	0 85
Lokeren (96).....	1 60	1 20	0 80
Ville Pommes	1 50	1 10	0 75
St. Nicholas	1 40	1 05	0 70
Hamme (96).....	1 30	1 00	0 65
Moerzeke	1 25	0 90	0 60
Tamise	1 20	0 85	0 55
Belsele	1 15	0 80	0 50
Termonde	1 10	0 75	0 45
Wetteren	1 05	0 70	0 40
Melle	1 00	0 65	0 35
Gand .....arr	0 90	0 60	0 30

Mons, Brussels, Ghent, Bruges to Antwerp (West), 1st class, 6fr. 40c.; 2nd class, 4fr. 30c.; 3rd class, 2fr. 70c. * Except Fridays.

Mons, Brussels, Ghent, Bruges to Antwerp (West), 1st class, 6fr. 40c.; 2nd class, 4fr. 30c.; 3rd class, 2fr. 70c. * Except Fridays.

Many Bradshaw Planning Tours are also Published

CALAIS, HAZEBROUCK, POPERINGHE, COURTRAI, and BRUGES.

1 Cl.	2 Cl.	3 Cl.	All 1, 2, & 3 Classes.	a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.
6 30	8 05	9 10	**Hazebrouck** ..... dep	...	...	6 25	10 0	...	...	4 10	6 25
7 0	8 35	9 45	**Cassel**	...	...	6 45	10 10	...	...	4 20	6 35
7 20	9 05	9 55	**Godewaersvelde**	...	...	6 55	10 20	...	...	4 30	6 45
7 35	9 20	10 15	**Abeele**	...	...	7 20	10 45	...	...	4 55	9 10
...	...	...	**Poperinghe** ..... arr	...	...	7 27	10 52	...	...	5 2	9 17
...	...	...	..... dep	7 35	5 15	8 29	10 58	...	2 15	5 5	9 20
6 40	8 45	9 30	**Vlamertinghe**	7 50	5 30	8 39	11 8	...	2 25	5 15	9 30
7 0	8 70	9 45	**Ypres**	7 41	5 34	9 40	11 16	...	2 35	5 23	9 35
...	...	...	**Berquette**	5 52	...	...	9 32	...	...	1 55	7 32
...	...	...	**Armentieres**	7 25	...	...	10 50	...	...	4 55	8 40
7 0	8 40	9 30	**Comines** ..... arr	8 10	5 52	10 7	11 35	...	2 54	5 43	9 20
...	...	...	**Comines** ..... dep	...	5 54	10 9	11 40	...	2 56	5 45	...
7 30	9 0	10 0	**Werwicq**	...	6 1	10 16	11 47	...	3 3	5 52	...
7 50	9 20	10 20	**Menin**	...	6 11	10 26	11 57	...	3 16	6 2	...
8 0	9 30	10 30	**Wervelghem**	...	6 21	10 36	12 6	...	3 26	6 13	...
8 25	9 55	10 55	**Courtrai (90)** ..... arr	...	6 36	10 45	12 15	...	3 35	6 25	p.m.
...	...	...	..... dep	...	...	8 11	0 12	5 15	...	6 55	9 0
8 34	9 59	10 39	**Landelede**	...	6 18	11 10	12 46	5 25	...	7 8	...
8 50	9 50	10 50	**Ingelmunster (97**	...	6 25	11 15	12 54	5 32	...	7 15	9 30
9 0	10 0	11 0	**Izeghem**	...	6 33	11 22	1 0	5 40	...	7 22	9 30
9 15	10 15	11 15	**Rambeke**	...	6 39	11 29	1 7	...	...	7 29	9 30
9 25	10 25	11 25	**Roulers**	...	6 45	11 34	1 13	5 56	...	7 36	9 55
9 35	10 35	11 35	**Byvere**	...	6 50	...	1 18	...	...	7 41	...
9 50	10 50	11 50	**Gits**	a.m.	6 55	11 42	1 24	...	...	7 46	...
9 57	10 57	11 57	**Lichtervelde**	4 25	9 4	11 49	1 32	6 8	...	7 54	10 10
10 10	11 10	12 10	**Thourout (90)**	4 35	9 12	11 56	1 43	6 15	...	8 2	...
10 17	11 17	12 17	**Zedelghem**	...	9 24	12 8	1 56	...	...	8 13	...
10 30	11 30	12 30	**Lophem**	...	9 30	...	2 3	...	...	8 19	...
10 40	11 40	12 40	**Bruges** ..... arr	...	9 38	12 20	2 15	6 37	...	8 30	...

WAVRE, OTTIGNIES, MANAGE and MONS.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Wavre ..... dep	...	6 26	8 40	9 41	10 40	...	4 23	6 8	2 25	6 28	2 28	
Limal	...	6 45	8 45	...	10 45	...	...	6 10	2 30	6 35	2 30	
Ottignies ..... arr	...	6 50	8 50	9 50	10 55	...	...	6 20	2 40	6 40	2 40	
..... dep	...	7 8	...	10 4	...	11 40	4 38	...	...	6 50	...	
Court St. Etienne	...	7 13	...	10 9	...	11 50	4 42	6 52	...	6 55	...	
Ecaussines	...	7 20	...	10 25	...	12 25	4 50	7 8	p.m.	9 11	...	
Virelles ..... arr	a.m.	7 48	...	10 41	...	12 52	5 17	7 25	5 43	9 28	...	
..... dep	4 45	7 50	...	10 44	...	1 0	5 18	7 27	5 48	9 30	...	
Senefle	5 1	8 6	...	11 0	...	1 20	5 34	7 43	9 4	9 46	...	
Manage ..... arr	5 9	8 14	a.m.	11 8	...	1 39	5 42	7 51	9 12	9 55	...	
..... (90) ...dep	6 5	8 43	10 40	...	...	1 50	5 47	8 17	...	...	...	
La Louviere ...arr	6 15	8 53	10 50	...	...	2 0	5 55	8 27	...	...	...	
...dep	6 18	8 58	10 52	...	...	2 3	5 57	8 29	...	...	...	
Bois du Luc	6 26	9 5	11 0	...	...	2 10	6 4	8 36	...	...	...	
Havre-Ville	6 37	9 17	11 12	...	...	2 22	6 16	8 48	...	...	...	
Mons	6 51	9 31	11 26	...	...	2 36	6 30	9 2	...	...	...	
Mons (90, 96 ...arr	6 57	9 37	11 32	...	...	2 42	6 36	9 7	...	...	...	

GHENT, ECLOO, and BRUGES.—Chemin de fer de Gand a Bruges par Eecloo.

Wls. 1 cl.	2 cl.	3 cl.	To ANTWERP (West)	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Dis. fr. c.			Arrive in GHENT	6 45	8 30	5	5	...	...	2 30	...	6 30	...
				1, 2, 3	1, 2, 3	1, 2, 3	Cl.	1 & 2	1, 2, 3				
				a.m.	a.m.	p.m.	p.m.	p.m.	p.m.				
			Ghent (92) ..... dep.	7 0	9 15	12 55	3 50	5 25	7 30	7 30	9 30	...	...
			Heyding	7 20	9 35	1 15	4 5	...	7 50	7 50	9 50	...	...
			Eecloo	7 40	9 55	1 35	4 30	5 50	8 10	8 10	10 10	...	...
			Maldegem	8 0	10 10	1 55	4 55	6 6	8 30	8 30	10 30	...	...
			Bruges (90) ...arr.	8 25	10 35	2 25	5 30	6 35	8 30	30	8 70	1 60	1 35
			For OSTEND	9 28	10 39	4 40	7 27	7 35	8 43				
			COURTRAI	...	11 4	2 50	...	...	...				
				...	12 50	5 13	...	...	...				

Wls. 1 cl.	2 cl.	3 cl.	From ANTWERP (West)	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Dis. fr. c.			Arrive in GHENT	6 45	8 30	8 45	10 30	2 30	5	5	...	...	...
				1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Cl.	1 & 2	1, 2, 3		
				a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		
			Bruges (90) ...dep.	7 0	9 15	9 30	11 15	3 15	5 50	5 50	7 50	...	...
			Maldegem	7 20	9 35	9 50	11 35	3 35	6 10	6 10	8 10	...	...
			Eecloo	7 40	9 55	10 10	11 55	3 55	6 30	6 30	8 30	...	...
			Heyding	8 0	10 10	10 30	12 15	4 15	6 50	6 50	8 50	...	...
			Ghent (92) ...arr.	8 25	10 35	10 45	12 30	4 30	7 0	7 0	9 0	...	...
			For ANTWERP (West)	9 28	10 39	10 49	12 34	4 34	7 4	7 4	9 4	...	...
			For OSTEND	...	11 4	11 40	1 30	5 30	7 55	7 55	9 55	...	...
			COURTRAI	...	12 50	1 13	...	...	...	...	...	...	...

Extra Trains: Ghent to Eecloo, 2.40 p.m. market days, and 9.0 p.m. daily; Eecloo to Bruges, 5.45 p.m.

CHARLEROI, HUME, L'ESPERANCE and MONS.

1 Cl.	2 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
		Charleroi ..... arr	8 34	7 35	9 39	...	3 14	...	7 20	...	
9 20	9 25	**Marchienne-au-Pont** ..... arr	8 41	7 42	9 27	...	3 21	...	7 27	...	
		..... dep	8 43	7 44	9 40	...	3 23	...	7 29	...	
6 70	6 85	**Fontaine l'Evêque**	8 55	7 56	9 53	...	3 35	...	7 40	...	
1 10	9 90	**Piéton** ..... arr	6 5	8 6	10 2	...	3 45	...	7 50	...	
		..... dep	6 8	8 8	10 3	...	3 48	...	7 54	...	
1 40	1 10	**Carnières-Nord**	6 14	...	10 9	...	3 54	...	8 0	...	
1 10	1 10	**Morlanwelz**	6 19	...	10 14	...	3 59	...	8 5	...	
1 80	1 25	**Haume** ..... arr	6 26	a.m.	10 21	a.m.	4 6	p.m.	17	p.m.	
		Haume ..... dep	7 35	8 40	...	10 35	1 0	...	8 19	9 50	
		La Louviere arr	8 6	8 56	...	10 45	1 10	p.m.	8 28	1 0	
		..... d p	...	...	9 5	2 5	...	6 12	...	1 10	
		Haume ..... arr	a.m.	...	9 12	2 12	p.m.	6 23	p.m.	1 20	
1 90	1 35	**Haume** ..... dep	5 56	6 36	8 46	10 25	2 22	4 10	6 25	8 15	9 50
2 10	1 45	**Croachies**	6 10	6 36	8 52	10 31	2 28	4 16	6 31	8 21	9 56
2 15	1 50	**Manche**	6 20	6 46	8 58	10 41	2 38	4 26	6 41	8 31	10 6
2 60	1 80	**L'Espérance** ..... arr	6 45	6 54	9 6	10 49	2 45	4 34	6 49	8 39	10 14
		..... dep	...	6 55	...	10 50	...	4 35	...	8 40	
2 80	1 90	**Estinnes-Heuchin**	...	7 9	...	10 57	...	4 42	...	8 47	
2 90	2 15	**Harmignies**	...	7 11	...	11 6	...	4 51	...	8 56	
3 10	2 45	**Hyon-Ciply**	...	7 19	...	11 14	...	4 59	...	9 4	
3 20	2 45	**Casteau-Trieu**	...	7 26	...	11 21	...	5 6	...	9 11	
3 30	2 55	**Mons (92)** ..... arr	...	7 30	...	11 25	...	5 10	...	9 16	

Many Readers Choosing Cars on this Railway

PARIS, ERQUELINNES, CHARLEROI, NAMUR, LIEGE, and COLOGNE.—GIVET TO NAMUR.

Mls	Express. 1 Cl.	Express. 2 Cl.	Ordinary. 1 Cl.	Ordinary. 2 Cl.	Ordinary. 3 Cl.	Stations.	Ex 1	1 & 2	1, 2, 3	1, 2, 3	Trains	Ex	1, & 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.		p.m.	a. m.	a. m.	a.m.	p.m.	a. m.	a. m.	a. m.	a. m.	p.m.	p.m.
—	—	—	—	—	—	**Paris (Nord)** ...dep	8 0	—	9 45	—	11 20	7 20	—	—	8 55	12 25	—
84½	—	—	—	—	—	Tergnier	11 7	—	1 28	—	3 41	9 51	7 18	11 20	4 46	—	—
112½	—	—	—	—	—	Busigny	12 1	—	2 50	—	5 37	10 46	9 45	1 12	6 27	—	—
125½	—	—	—	—	—	Aulnoye	12 37	—	3 50	—	6 48	11 22	11 24	2 25	7 31	—	—
135½	—	—	—	—	—	Maubeuge	12 58	—	4 14	—	7 19	11 41	12 19	2 50	8 15	—	—
145	—	—	—	—	—	Jeumont (Customs) d	—	—	—	—	—	—	—	—	—	—	—
149½	—	—	—	—	—	Erquelinnes.do. ar	1 24	—	4 47	—	7 56	12 5	12 58	3 20	8 50	—	—
149½	—	—	—	—	—	**Erquelinnes**....dep	1 44	—	5 21	6 10	8 15	12 25	1 19	3 37	9 19	—	—
153½	—	—	—	—	—	Solre-sur-Sambre	—	—	—	6 17	8 26	Ex1	1 17	3 43	9 17	—	—
158½	—	—	—	—	—	La Buissière	—	—	—	6 23	8 32	—	1 23	3 49	9 23	—	—
161½	—	—	—	—	—	Lobbes	—	—	—	6 36	8 45	—	1 37	4 0	9 36	—	—
169	—	—	80 90	20 15	16 90	Thuin	—	—	5 42	6 42	8 51	—	1 45	4 9	9 42	—	—
163½	—	—	—	—	—	Landelies	—	—	—	6 55	9 4	—	1 59	4 19	9 57	—	—
166	—	—	—	—	—	Marchienne-Zône.....	—	—	—	7 5	9 16	—	2 10	4 27	10 10	—	—
168½	32 70	24 55	32 10	24 5	17 50	**Charleroi** ..... arr	2 18	—	6 7	7 20	9 25	1 0	2 20	4 35	10 20	—	—
168½	—	—	—	—	—	**Charleroi** ..... dep	2 21	Ex1	6 17	—	9 46	1 10	2 34	6 10	10 34	—	—
172½	33 15	24 85	32 45	24 30	17 70	**Chatelineau** ...arr	2 28	—	6 25	—	10 4	1 24	2 12	6 27	10 51	—	—
177	34 10	25 55	33 35	24 95	18 15	**Tilleur**s .....dep.	—	—	6 54	—	10 24	—	3 34	6 44	11 3	—	—
191½	35 85	26 95	34 60	25 90	18 75	**Namur** ..... arr	3 14	—	7 37	—	11 18	2 0	4 17	7 40	11 28	—	—
—	—	Fro	m Ol	ver.	...	**Givet** (Customs) dep.	—	—	5 46	—	8 48	11 45	2 8	5 35	—	—	—
2½	—	—	0 40	0 30	0 20	Heer-Agimont (do.) ...	—	—	6 17	—	9 14	12 16	2 39	6 6	—	—	—
5½	—	—	0 70	0 55	0 35	**Mariefere**	—	—	6 36	—	9 30	12 30	2 48	6 16	—	—	—
—	—	—	—	—	—	**Waulsort**	—	—	6 36	—	9 10	12 20	2 54	6 56	—	—	—
14½	—	—	1 85	1 40	0 95	**Dinant**	—	—	6 59	—	9 35	12 45	3 15	6 40	—	—	—
18½	—	—	2 40	1 80	1 20	**Evoir**	—	—	7 2	—	9 38	1 1	3 28	6 53	—	—	—
21½	—	—	2 70	2 5	1 35	**Godinne**	—	—	7 11	—	10 16	1 16	3 36	7 1	—	—	—
24½	—	—	2 95	2 20	1 50	**Lustin**	—	—	7 18	—	10 23	1 23	3 43	7 8	—	—	—
26½	—	—	3 45	2 60	1 70	**Dave**	—	—	7 28	—	10 33	1 33	3 53	7 18	—	—	—
30	—	—	3 85	2 90	1 90	**Jambes**	—	—	7 37	—	10 42	1 43	4 2	7 27	—	—	—
31½	—	—	4 0	3 0	2 0	**Namur** .....arr.	Ex1	—	7 45	—	10 50	1 50	4 10	7 35	Ex1	—	—
—	—	Fro	m P	aris.	...	... .dep.	3 19	5 35	7 55	8 5	11 25	2 8	4 22	7 50	11 35	—	—
197	—	—	—	—	—	Marche-les-Dames	—	—	Ex1	8 17	11 37	Ex1	4 34	8 7	—	—	—
198½	—	—	—	—	—	Namèche.....	—	5 52	—	8 23	11 44	—	4 41	8 14	—	—	—
200	—	—	—	—	—	Selaigneaux	—	5 59	—	8 30	11 51	—	4 48	8 21	—	—	—
203½	37 80	26 45	36 20	27 15	19 55	Andennes	—	6 10	8 23	8 40	12 5	—	4 57	8 31	11 56	—	—
205½	—	—	—	—	—	Bas-Oha	—	6 22	8 36	—	12 14	—	5 10	8 44	—	—	—
210½	38 85	29 25	37 10	27 15	20 5	**Huy**.....	3 54	6 35	8 47	9 0	12 26	2 45	5 23	8 57	12 20	—	—
213½	—	—	—	—	—	Ampsin	—	6 45	—	—	12 36	—	5 33	9 7	—	—	—
215½	—	—	—	—	—	Amay	—	6 51	—	9 13	12 44	—	5 39	9 13	—	—	—
217½	—	—	—	—	—	Hermalle	—	6 59	—	—	12 52	—	5 47	9 21	—	—	—
219½	—	—	—	—	—	Jemeppe	—	7	—	9 25	1 0	—	5 55	9 29	—	—	—
221½	40 85	30 65	38 60	28 60	20 70	**Flémalle-Haute** a ...	—	7 14	9 14	9 39	1 8	3 4	6 9	9 37	—	—	—
221½	—	—	—	—	—	**Flémalle-Haute** d	—	7 17	9 35	10 50	1 11	3 7	6 8	9 40	—	—	—
222	—	—	—	—	—	Val-Saint-Lambert	—	7 22	9 40	10 55	1 17	—	6 10	9 45	—	—	—
224½	41 25	31 0	39 0	29 25	20 95	Seraing	—	7 28	9 46	11 1	1 23	3 15	6 16	9 51	—	—	—
228½	—	—	—	—	—	Ougrée	—	7 33	9 51	11 6	1 28	3 20	6 21	9 56	—	—	—
230	42 5	31 65	39 80	29 75	21 25	**Liege** (Longdoz) ar.	—	7 45	10 3	11 18	1 40	3 32	6 33	10 8	—	—	—
221½	—	—	—	—	—	**Flémalle-Haute** d	—	7 17	9 50	9 37	1 13	3 5	6 8	9 40	—	—	—
221	—	—	—	—	—	Flémalle-Grande	—	7 22	—	9 42	1 18	—	6 10	9 45	—	—	—
224½	—	—	—	—	—	Jemeppe	—	7 27	—	9 47	1 23	—	6 15	9 50	—	—	—
225	—	—	—	—	—	Tilleur	—	7 32	—	9 52	1 28	—	6 20	9 55	—	—	—
230	42 5	31 65	39 80	29 75	21 25	**Liege** (Guillem) arr.	4 34	7 42	9 45	10 5	1 36	3 23	6 30	10 5	1 0	—	—
228½	42 60	32 5	40 10	30 5	21 50	**Liege** ..... dep.	4 39	8 45	10 11	10 11	2 8	3 30	8 10	10 24	1 15	—	—
241	—	—	—	—	—	**Pepinster** .....arr.	5 9	9 27	11 3	11 3	3 0	4 0	8 40	11 18	1 45	—	—
243	44 30	33 35	41 40	31 10	22 15	**Verviers**	5 30	9 56	11 32	11 32	3 19	4 14	8 56	11 31	1 58	—	—
262½	47 70	35 55	—	—	—	Aix-la-Chapelle	6 45	—	12 52	12 52	4 50	5 40	10 16	—	3 23	—	—
307	58 95	43 85	—	—	—	**Cologne** .....arr.	8 5	—	2 50	2 50	6 45	7 10	11 35	—	5 0	—	—

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.
Pepinster.....dep.	7 46	12 55	4 7	7 17	9 27
Pierres-Produits	7 52	1 7	4 27	7 27	9 37
Saint-Ghislain (60) arr.	8 11	1 30	4 50	7 50	9 57

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.
Saint-Ghislain ..... dep.	6 34	12 30	7 23	7 40	—
Pierres-Produits	6 52	12 56	7 41	7 58	—
Pepinster.....arr.	6 59	1 3	7 48	8 5	—

COMINES, WARNETON, and ARMENTIERES.—(Société Générale d'Exploitation.)

	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Ypres .....dep	5 34	5 52	9 49	11 18	5 25	—
Comines .....arr	5 52	7 25	10 7	11 34	5 43	—
Berguette .....dep	—	7 30	—	9 32	1 59	—
Armentières .....dep	—	7 50	—	10 50	4 10	7 32
Houplines	—	8 0	—	10 58	4 15	8 40
Le Touquesville	—	8 10	—	11 15	4 35	8 45
Warneton	—	—	9 50	11 25	4 45	9 2
Comines (93) .....arr	5 40	—	10 0	11 20	4 55	9 12
Comines .....dep	5 54	—	10 9	11 40	5 45	9 20
Courtrai .....arr	6 20	—	10 45	12 15	6 28	—

	a.m.	a.m.	a.m.	p.m.	p.m.
Courtrai ..... dep	—	8 8	—	11 2	5 40
Comines ..... ,,	—	6 40	—	11 35	6 19
Comines .....dep	6 0	8 45	10 15	12 0	6 39
Warneton ..... ,,	6 10	8 56	10 25	12 10	6 50
Le Touquesville	6 25	—	10 40	12 25	7 5
Houplines ..... ,,	6 35	—	10 45	12 35	7 15
Armentières .....arr	6 35	—	10 45	12 35	7 10
Berguette ..... ,,	6 35	—	12 12	3 10	8 43
Comines	—	6 43	—	11 36	6 20
Ypres	—	9 2	—	12 0	6 43

Mann Boudoir Sleeping Cars on this Railway.

COLOGNE, LIEGE, NAMUR, CHARLEROI, ERQUELINNES, PARIS, NAMUR, and GIVET.

Express.			Ordinary.			Stations.	Trains.											
No.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	3 Cl.		No.	1—3.	1—3.	1—3.	1—3.	1—3.	1—3.	Ex 1	Ex 1	1—3.	1—3.	1—3.	
Sa.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.			p.m.				a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
—	—	—	—	—	—	**Cologne** .....dep		10 30	...	...	...	5 45	6 55	9 5	11 40	...	1 25	2 57	...
44	9 30	6 60	9 35	6 20	4 75	Aix-la-Chapelle		12 16	...	...	...	7 17	9 0	10 50	1 20	...	2 30	4 50	...
62	14 65	10 30	14 35	10 30	7 5	**Verviers** .....arv.		1 25	...	...	...	8 14	10 8	11 43	2 25	...	4 39	6 12	...
—	—	—	—	—	—	**Pepinster** .....dep.		1 35	...	...	...	8 31	10 26	12 7	2 39	...	4 58	6 26	...
72	16 20	12 20	16 15	11 65	7 95	**Liege** (Guillem)arr.	2	2 7	...	a.m.	...	9 20	11 17	12 59	3 11	...	5 50	7 6	...
—	—	—	—	—	—	**Liege** (Guillem)dep.	2	1 5	4 30	...	...	9 22	11 25	1 15	3 15	...	...	8 15	
—	—	—	—	—	—	Tilleur		...	4 39	...	...	9 31	11 34	Ex.	3 25	...	...	8 25	
—	—	—	—	—	—	Jemeppe		...	4 44	...	...	9 36	11 39	1 Cl.	3 30	...	...	8 30	
—	—	—	—	—	—	Flémalle-Grande		...	4 50	...	...	...	11 45	...	3 36	...	...	8 36	Sundays only
—	—	—	—	—	—	**Flemalle-Haute** a		a.m.	4 55	a.m.	...	9 45	11 50	1 3	3 41	...	...	8 41	
—	—	—	—	—	—	**Liege** (Longdos)dep		...	6 0	6 33	6 5	9 50	11 25	12 30	3 18	5 20	6 30	8 16	11 15
—	—	—	—	—	—	Ougrée		...	6 11	6 44	6 16	9 20	11 36	12 41	3 21	5 31	6 41	8 26	11 27
—	—	—	—	—	—	Seraing		...	6 16	6 50	6 21	9 25	11 41	12 46	3 26	5 36	6 46	8 31	11 33
—	—	—	—	—	—	Val-Saint-Lambert...		...	...	6 56	6 26	...	11 46	12 51	3 32	5 42	6 51	8 37	11 38
—	—	—	—	—	—	**Flemalle-Haute** a		6 28	7 2	6 32	9 43	11 51	12 56	3 38	5 48	6 56	8 43	11 45	
—	—	—	—	—	—	**Flemalle-Haute** d		...	6 27	7 5	...	9 47	11 54	1 4	3 40	5 50	6 58	8 45	...
—	—	—	—	—	—	Engis		...	6 34	7 12	...	9 54	12 1	...	3 54	5 57	7 5	8 52	...
—	—	—	—	—	—	Hermalle.....		...	...	7 20	...	...	12 9	Ex 1	4 2	6 5	7 13	...	...
—	—	—	—	—	—	Amay		...	6 46	7 28	...	10 5	12 17	...	4 10	6 13	7 21	9 6	...
—	—	—	—	—	—	Ampsin		...	...	7 34	...	...	12 23	...	4 16	6 19	7 27	9 12	...
97	20 10	14 60	18 75	13 65	9 25	**Huy**		2 55	7 1	7 45	...	10 18	12 36	1 28	4 28	6 30	7 35	9 22	...
—	—	—	—	—	—	Bas-Oha		...	...	7 56	...	...	12 46	...	4 37	6 41	...	...	...
109	—	—	—	—	—	Andenne		...	7 16	8 9	...	10 33	12 59	...	4 50	6 55	...	9 40	...
—	—	—	—	—	—	Seilsingeaux		...	...	8 19	...	...	1 9	...	5 0	7 5	...	...	...
—	—	—	—	—	—	Namèche.....		...	7 28	8 27	...	10 45	1 17	...	5 8	7 13	...	...	...
—	—	—	—	—	—	Marche-les-Dames ...		...	...	8 34	...	...	1 24	...	5 15	7 20	...	...	...
113	22 10	16 90	21 15	15 45	10 45	**Namur** .....arr.		3 30	7 45	8 50	...	11 0	1 40	2 5	5 30	7 35	...	10 5	...
			Fm		Na	mur.													
1	—	—	0 40	0 30	0 20	.. ..dep.		...	8 5	...	...	11 10	...	2 20	5 40	8 0	...	...	...
3	—	—	0 65	0 50	0 30	Jambes		...	8 12	...	...	11 17	...	2 27	5 47	...	...	...	...
5	—	—	1 10	0 85	0 55	Dave		...	8 22	...	...	11 27	...	2 37	5 57	8 13	...	...	...
8	—	—	1 35	1 0	0 70	Lustin		...	8 32	...	...	11 37	...	2 47	6 7	8 23	...	...	...
10	—	—	1 60	1 20	0 80	Godinne		...	8 39	...	...	11 44	...	2 54	6 14	8 30	...	...	...
13	—	—	2 25	1 70	1 10	Yvoir		...	8 48	...	...	11 53	...	3 3	6 23	8 39	...	...	...
17	—	—	...	...	...	**Dinant**		...	9 2	...	...	12 7	...	3 17	6 38	8 53	...	...	...
	—	—	...	...	...	Waulsort		...	9 14	...	...	12 20	...	3 29	6 50	...	...	...	...
35	—	—	3 35	2 50	1 70	**Hastiere** .....dep.		...	...	9 27	...	12 32	...	3 43	7 2	9 13	...	...	...
38	—	—	3 70	2 75	1 85	Heer-Agimont Custs.		...	...	9 40	...	12 45	...	3 56	7 15	9 26	...	...	...
39	—	—	4 0	3 0	2 0	**Givet** (Customs)arr.		...	a.m.	9 34	...	12 39	...	3 50	7 9	9 20	...	...	...
			Fro	m C	olog	ne.													
—	—	—	23 30	17 5	11 55	**Namur** .....dep.		3 35	4 30	7 55	...	11 1	...	2 9	5 35	8 45	...	...	...
15	15 80	18 90	23 30	17 5	11 55	**Tamines**		...	5 24	8 48	...	11 55	...	2 35	6 19	8 39	...	...	...
15	26 25	19 30	23 65	17 35	11 70	**Charleroi** .....arr		4 25	6 2	9 25	...	12 32	...	3 0	6 53	...	...	...	...
13	—	—	—	—	—	**Charleroi** .....dep.		4 20	6 30	5 45	...	2 16	...	3 8	7 0	8 0	...	...	...
—	—	—	—	—	—	Marchienne-Zône		...	6 39	9 54	...	2 19	...	...	...	8 10	...	...	...
—	—	—	—	—	—	Landelies.....		...	6 48	10 3	...	2 28	...	...	7 16	8 21	...	...	...
18	—	—	—	—	—	Thuin		...	7 1	10 16	...	2 41	...	...	7 29	8 35	...	...	...
—	—	—	—	—	—	Lobbes.....		...	7 7	10 22	•	2 47	...	...	7 34	8 41	...	...	...
—	—	—	—	—	—	La Buissière		...	7 19	10 34	...	2 59	...	...	...	8 53	...	...	...
—	—	—	—	—	—	Solre-sur-Sambre.....		...	7 25	10 40	1 & 2	3 6	...	...	7 51	8 59	...	...	...
24	29 25	21 60	26 5	19 15	...	**Erquelinn**es.Custs. ar		5 14	7 31	10 46	Cl.	3 12	...	3 50	7 58	9 5	...	...	...
24	—	—	—	—	—	**Erquelinnes**....dep		5 17	7 33	10 18	...	3 13	...	3 52	8 2	...	...	...	...
—	—	—	—	—	—	Jeumont (Customs)...		5 35	7 50	11 10	...	3 35	...	4 22	8 25	...	...	...	...
—	—	—	—	—	—	Maubeuge .....arr.		5 49	8 15	11 24	...	3 50	...	4 35	8 40	...	...	...	...
—	—	—	—	—	—	Hautmont		...	8 12	11 38	...	4 3	...	...	9 51	...	...	...	...
194	—	—	—	—	—	Busigny		6 44	9 35	12 46	...	5 18	...	5 34	10 28	...	...	...	...
208	—	—	—	—	—	St. Quentin.....		7 14	10 32	1 25	...	6 26	...	6 3	11 23	...	...	...	...
307	38 95	41 85	...	...	...	**Paris** (Nord).....arr.		10 15	3 15	5 5	...	11 0	...	9 5	4 45	...	...	...	...

Mann Boudoir Sleeping Cars on this Railway.

DUNKIRK, FURNES, DIXMUDE, NIEUPORT, LICHTERVELDE, COURTRAI, and BRUSSELS.—Société Générale d'Exploitation

Mls.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.		a.m.	a.m.	p.m.	p.m.	p.m.
—	**Dunkirk**.....dep.	6 35	11 15	...	3 45	5 5
13½	Tente Verte	6 50	11 25	...	3 55	5 15
...	**Furnes**.....	7 40	12 11	...	4 40	6 4
23	**Dixmude**.....arr.	8 9	12 35	...	4 59	6 28
...	**Nieuport** (Baths) dep.	7 30	11 50	9 20	4 15	5 50
...	,, (Town) ... ,,	7 40	12 0	9 25	4 25	5 56
9½	**Dixmude** .....arr.	8 5	12 25	...	4 50	6 20
...	**Dixmude**.....dep	8 14	12 40	...	5 4	6 32
35	**Lichtervelde** .....arr.	8 52	1 15	...	5 37	7 10
...	LICHTERVELDE...dep.	9 4	1 53	...	...	7 54
53½	BRUGES .....arr.	9 38	2 15	...	...	8 30
60	LICHTERVELDE...dep.	9 1	1 30	...	5 45	7 21
90	INGELMUNSTER ...arr.	9 38	2 9	...	6 12	7 56

Mls.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.		a.m.	a.m.		p.m.	p.m.
—	**Bruges**.....dep.	...	8 25	...	12 50	6 15
...	**Lichtervelde** .....arr.	...	8 58	...	1 25	6 50
...	**Courtrai (W)**.....dep.	...	8 5	...	12 35	6 55
...	**Lichtervelde** .....arr.	...	9 0	...	1 29	7 51
11½	**Lichtervelde** .....dep.	6 30	9 8	...	1 35	7 55
...	**Dixmude**.....arr.	7 5	9 41	p.m.	2 8	8 28
...	**Dixmude** .....dep.	...	9 55	5 10	2 20	8 46
9½	**Nieuport** (Town)...arr.	...	10 21	5 36	2 46	9 4
...	,, (Baths) ... ,,	...	10 25	5 40	2 50	9 10
11½	**Dixmude**.....dep.	7 10	9 46	...	2 13	8 33
21½	**Furnes** ..... ,,	7 48	10 15	...	2 39	9 1
...	Tente Verte	8 14	10 50	...	3 11	9 36
35	**Dunkirk (E)**	8 28	11 5	...	3 20	9 50

OSTEND THOUROUT and YPRES.—Société Générale d'Exploitation.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Ostend .....dep	7 55	10 10	12 20	2 45	6 20	9 15
Saeckette	...	10 16	12 26	2 51	6 26	9 20
Ghistelles	...	10 19	12 29	2 54	6 29	9 23
Moere	...	10 25	12 35	3 0	6 35	9 29
Ichteghem (W)	...	10 31	12 41	3 6	6 41	9 35
Thourout (W)	8 27	11 23	1 33	3 58	7 33	10 27
,, ,, ... dep	9 40	11 25	1 35	4 0	7 40	10 30
Roulers	9 58	a.m.	1 53	4 18	7 58	10 48
Poelcapelle	10 7	0 40	2 2	4 27	8 7	10 57
Langhemarck	10 30	0 54	2 25	4 50	8 30	11 20
Ypres	W'ds	1 23	1,2,3	1,2,3	1,2,3	1,2,3
			p.m.	p.m.	p.m.	p.m.
Ypres .....dep	a.m.	4 30	12 30	3 45	5 30	8 30
Langhemarck	5 10	4 54	12 54	4 9	5 54	8 54
Poelcapelle	5 30	5 7	1 7	4 22	6 7	9 7
Roulers	5 39	5 16	1 16	4 31	6 16	9 16
Thourout .....arr	6 0	5 37	1 37	4 52	6 37	9 37
,, ,, ... dep	6 6	5 40	1 40	4 55	6 40	9 40
Ichteghem	6 41	6 15	2 15	5 30	7 15	10 15
Moere	6 47	6 21	2 21	5 36	7 21	10 21
Ghistelles	6 53	6 27	2 27	5 42	7 27	10 27
Snaeskerke	6 56	6 30	2 30	5 45	7 30	10 30
Ostend .....arr	7 0	6 35	2 35	5 50	7 35	10 35

Stations.	3 cl.	2 cl.	3 cl.	2 cl.	3 cl.	2 cl.	3 cl.	2 cl.	3 cl.
	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.
Ostend .....dep	...	0 45	0 30	0 60	0 40	0 75	0 50	0 90	0 60
Saeckette	...	0 55	0 35	0 70	0 45	0 90	0 60	1 10	0 70
Ghistelles	...	0 60	0 40	0 80	0 50	1 0	0 65	1 20	0 80
Moere	...	0 65	0 45	0 85	0 55	1 10	0 70	1 30	0 85
Ichteghem (W)	...	0 75	0 50	1 0	0 65	1 30	0 85	1 60	1 0
Thourout (W)	0 95	1 25	0 80	1 65	1 0	2 0	1 30	2 40	1 60
,, ,, ... dep	1 0	1 30	0 85	1 70	1 10	2 10	1 40	2 50	1 70
Roulers	1 20	1 60	1 0	2 0	1 30	2 50	1 70	3 0	2 0
Poelcapelle	1 30	1 70	1 10	2 10	1 40	2 70	1 80	3 20	2 10
Langhemarck	1 40	1 80	1 20	2 30	1 50	2 90	1 90	3 40	2 30
Ypres	1 60	2 0	1 30	2 50	1 70	3 20	2 10	3 80	2 50

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Ypres .....dep	5 30	8 30	11 30	3 0	5 30	8 30
Langhemarck	5 54	8 54	11 54	3 24	5 54	8 54
Poelcapelle	6 7	9 7	12 7	3 37	6 7	9 7
Roulers	6 16	9 16	12 16	3 46	6 16	9 16
Thourout .....arr	6 37	9 37	12 37	4 7	6 37	9 37
,, ,, ... dep	6 40	9 40	12 40	4 10	6 40	9 40
Ichteghem	7 15	10 15	1 15	4 45	7 15	10 15
Moere	7 21	10 21	1 21	4 51	7 21	10 21
Ghistelles	7 27	10 27	1 27	4 57	7 27	10 27
Snaeskerke	7 30	10 30	1 30	5 0	7 30	10 30
Ostend .....arr	7 35	10 35	1 35	5 5	7 35	10 35

Stations.	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.
	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.
Ostend .....dep	1 25	0 90	0 60	2 50	1 80	1 20
Saeckette	1 35	0 95	0 65	2 70	1 90	1 30
Ghistelles	1 40	1 0	0 70	2 80	2 0	1 40
Moere	1 45	1 0	0 75	2 90	2 0	1 50
Ichteghem (W)	1 60	1 10	0 80	3 20	2 20	1 60
Thourout (W)	2 0	1 40	1 0	4 0	2 80	2 0
,, ,, ... dep	2 10	1 50	1 0	4 20	3 0	2 10
Roulers	2 30	1 60	1 20	4 60	3 20	2 30
Poelcapelle	2 40	1 70	1 20	4 80	3 40	2 40
Langhemarck	2 50	1 80	1 30	5 0	3 60	2 50
Ypres	2 70	1 90	1 40	5 40	3 80	2 70

ANSEGHEM and INGELMUNSTER.—Société Générale d'Exploitation.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.
—	—	—	—	**Anseghem**.....dep	7 42	2 20	7 45
...	...	...	...	**Heirweg**	7 50	2 30	7 55
6½	1 0	0 70	0 45	**Waereghem** .....dp	7 58	2 50	8 20
...	...	...	...	**Wielebeke**	8 5	3 0	8 28
11½	1 50	1 20	0 75	**Oosterzeebeke**.....	8 10	3 15	8 35
13½	2 0	1 50	1 0	**Ingelmunster** .....a	8 18	3 25	8 45

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.
3½	0 50	0 40	0 25	**Ingelmunster** dep	6 5	12 10	6
...	...	...	...	**Wielebeke**.....	6 23	12 36	6
9½	1 20	1 0	0 60	**Waereghem** .....dp	6 40	1 0	6
...	...	...	...	**Heirweg**	6 48	1 8	6
13½	2 0	1 50	1 0	**Anseghem**..... arr	6 58	1 18	6

LANDEN, RAMILLIES, FLEURUS, and TAMINES.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Landen**.....dep	5 0	8 55	10 35	12 44	7 20	...
11½	1 45	1 10	0 70	**Ramillies**.....arr	5 31	9 26	11 22	1 15	7 51	...
...	...	...	...	(84)...dep	5 38	9 29	...	1 20	7 52	...
23	2 50	1 90	1 25	**Gembloux (84)**.arr	5 55	9 52	...	1 43	8 15	...
...	...	...	...	GEMBLOUX ...dep	6 26	11 47	...	2 38	8 17	...
...	...	...	...	BRUSSELS .....arr	7 45	12 45	...	3 25	9 15	...
...	...	...	...	GEMBLOUX ...dep	7 25	10 26	...	...	9 11	...
...	...	...	...	NAMUR .....arr	7 53	10 50	...	...	9 35	...
...	...	...	...	BRUSSELS .....dep	...	6 25	...	12 25	5 55	...
...	...	...	...	GEMBLOUX .. arr	...	7 24	...	1 26	7 1	...
22½	...	...	...	**Gembloux** .....dep	5 58	9 55	...	1 46	8 18	...
32½	...	...	...	**Fleurus**.....dep	6 22	10 23	...	2 13	8 46	...
37½	4 20	2 25	2 15	**Tamines (84,90)**a	6 36	10 37	...	2 27	9 0	...
...	...	...	...	TAMINES .....dep	6 39	11 55	...	2 35	9 29	...
...	...	...	...	CHARLEROI ... ,,	7 17	12 33	...	3 0	10 17	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
CHARLEROI ...dep	6 17	...	9 46	3 30	7	7
CHATELINEAU ... ,,	6 35	...	10 4	3 48	7	7
TAMINES .....arr	6 50	...	10 24	4 6	8	8
Tamines ..... dep	6 56	...	10 45	4 30	9	9
Fleurus.....dp	7 12	...	11 2	4 47	9	9
Gembloux .....arr	7 37	...	11 27	5 3	9	9
GEMBLOUX ...dep	9 37	...	11 47	6	9	9
BRUSSELS .....arr	10 25	...	12 45	7 24	10	10
GEMBLOUX ...dep	10 10	...	1 20	6 6	9	9
NAMUR .....arr	10 40	...	1 50	5 32	9	9
BRUSSELS ...dep	6 30	...	9 20	4 3	7	7
GEMBLOUX ...arr	7 24	...	10 25	5 4	9	9
Gembloux .....dep	7 30	...	11 30	5 7	10	10
Ramillies.....arr	8 2	...	11 53	5 30	10	10
,, (84) dep	8 4	10 30	11 54	5 32	10	10
Landen .....arr	8 35	11 0	12 27	6 3	10	10

STATTE and MODAVE.—Chemin de fer de la Hesbaye et Condroz.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations	1,2 3	1,2 3	Sum	1,2,3	
Dist.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.	p.m.	
—	...	...	...	**Statte** .....dep	7 2	12 41	2 50	6 36	...
1½	0 40	0 30	0 20	Huy-Tilleul	7 15	12 50	3 0	6 45	...
5½	0 80	0 55	0 35	Barse	7 30	1 5	3 15	7 0	...
8	1 5	0 80	0 50	**Modave** .....arr	7 40	1 15	3 25	7 10	...

Stations.	1 2 3	1,2 3	Sum	1 2 3	
	a.m.	p.m.	p.m.	p.m.	
Modave.....dep	7 55	1 45	3 35	7 40	...
Barse	8 8	1 58	3 45	7 55	...
Huy-Tilleul	8 41	2 20	3 50	8 20	...
Statte	8 45	2 25	3 55	8 25	...

Dis.	fr. c.	fr. c.	fr. c.	Stations.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	
—	0 70	0 35	0 20	Mons ..... dep	5 14	7 58	12 8	...	1 20	5 16	9 10	...	
8	1 80	1 20	0 90	St. Ghislain	5 35	8 7	12 28	...	1 40	5 36	9 30	...	
16½	...	...	...	Blaton ..... arr	5 54	8 26	12 47	...	2 39	5 55	9 59	...	
...	...	...	...	..... dep	6 4	8 37	12 53	2 0	2 48	6 0	10 0	...	
29½	3 15	1 60	1 10	Péruwelz	6 19	8 39	1 8	2 13	2 55	6 14	10 14	...	
31½	3 30	1 90	1 25	Calleneile	6 26	8 46	1 15	...	3 5	6 22	10 21	...	
36½	3 90	2 15	1 45	Antoing	6 37	8 57	1 26	...	3 16	6 33	10 33	...	
35	3 21	2 45	1 60	Vaulx	6 43	9 3	1 33	...	3 22	6 39	10 36	...	
36½	3 60	2 70	1 80	Tournai (90) ....arr	6 57	9 17	1 44	...	3 36	6 53	10 53	...	

fr. c.	fr. c.	fr. c.	Tournai ..... dep	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	
0 90	0 35	0 90	Vaulx	5 22	8 15	12 6	...	4 10	7 56	...	
0 25	0 25	0 20	Antoing	5 28	8 21	12 12	...	4 16	8 5	...	
1 10	0 80	0 55	Calleneile	5 39	8 32	12 23	...	4 27	8 16	...	
1 45	1 10	0 70	Péruwelz	5 47	8 41	12 31	3 20	4 35	8 26	...	
1 80	1 35	0 90	Blaton ..... arr	6 0	8 54	12 44	3 33	4 48	8 39	...	
...	...	...	..... dep	6 9	9 0	12 48	...	4 50	8 48	...	
2 90	2 15	1 45	St. Ghislain ..... arr	6 28	9 19	1 7	...	5 9	9 2	...	
...	...	...	Mons (92)	6 49	9 40	1 26	...	5 28	9 22	...	

TURNHOUT and LIERRE to ANTWERP.—Chemin de fer de Turnhout.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
TILBOURG ...dep	...	5 32	...	...	1 35	6 15	...	
Turnhout .....dep	4 49	6 57	8 26	2 22	2 55	7 17	...	
Thielen	4 58	7 10	8 44	2 45	3 12	7 31	...	
Lichtaert	5 5	7 16	8 51	2 50	3 16	7 36	...	
Heremthals .....arr	5 11	7 25	8 57	3 0	3 27	7 45	...	
,, ...dep	5 13	7 30	9 0	3 3	3 32	7 48	...	
Bouwel	5 25	...	9 9	3 13	...	...	...	
Nylen	5 35	...	9 18	3 21	...	...	...	
Lierre ..... arr	5 48	...	9 31	3 35	...	...	...	
,, ...dep	5 58	...	9 36	3 40	...	...	...	
Bouchout	6 10	...	9 46	3 49	...	...	...	
Antwerp ..... arr	6 10	...	9 57	4 0	...	...	...	

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	
	a.m.		a.m.		p.m.			
Antwerp .....dep	6 55	...	11 0	...	5 36	...	...	
Bouchout	7 7	...	11 13	...	5 47	...	...	
Lierre ..... arr	7 15	...	11 20	...	5 55	...	...	
,, ...dep	7 20	...	11 26	...	6 4	...	...	
Nylen	7 32	...	11 36	...	6 15	...	...	
Bouwel	7 40	...	11 42	...	6 23	...	...	
Heremthals .....arr	7 59	a.m.	11 53	p.m.	6 36	p.m.	...	
,, ...dep	7 57	9 14	11 56	3 37	6 40	7 48	...	
Lichtaert	8 7	...	12 6	...	6 51	8 0	...	
Thielen	8 12	9 29	12 11	3 53	6 57	8 6	...	
Turnhout .....arr	8 25	9 46	12 24	4 10	7 10	8 23	...	
TILBOURG ,, ...	...	11 6	...	5 25	...	9 43	...	

BRUGES, BLANKENBERGHE, HEYST. (Societe Générale d'Exploitation)

...	...	...	...	BRUSSELS for .....dep	...	8 14	11 53	4 59	...	...	...
...	...	...	...	GHENT	6 0	9 41	1 23	6 17	...	...	...
...	...	...	...	BRUGES .....arr	7 15	10 34	2 20	7 22	...	...	...
...	...	...	...	ECCLOO for .....dep	...	...	...	...	...	...	...
...	...	...	...	BRUGES .....arr	...	...	...	...	...	...	...
Mls.	1 cl.	2 cl.	3 cl.	Stations.	a.m.	a.m.	p.m.	p.m.			
—	—	—	—	Bruges .....dep	7 25	11 4	2 58	7 35	...	...	...
1½	...	...	...	Bruges (Bass.)	7 31	11 10	3 16	7 41	...	...	...
6	...	...	...	Dudzeele	7 40	11 20	3 6	7 51	...	...	...
8	...	...	...	Lisseweghe	7 46	11 26	3 12	7 56	...	...	...
9½	...	...	...	Blankenberghe .....arr	7 52	11 32	3 18	8 3	...	...	...
...	...	...	...	,, ...dep	8 2	11 45	3 30	8 15	...	...	...
15	...	...	...	Heyst ..... arr	8 17	12 0	3 45	8 30	...	...	...

Mls.	1 cl.	2 cl.	3 cl.	Stations.	a.m.	a.m.	a.m.	p.m.			
—	—	—	—	Heyst ..... dep	5 45	8 25	11 25	5 30	...	...	
6½	...	...	...	Blankenberghe	6 0	8 40	11 40	5 45	...	...	
...	...	...	...	,, ...dep	6 10	8 50	11 55	6 0	...	...	
8	...	...	...	Lisseweghe	6 17	8 57	12 2	6 8	...	...	
9½	...	...	...	Dudzeele	6 22	9 2	12 7	6 13	...	...	
13½	...	...	...	Bruges (Bass.)	6 32	9 12	12 17	6 23	...	...	
15	...	...	...	Bruges (79) .....arr	6 38	9 18	12 23	6 30	...	...	
...	...	...	...	BRUGES for .....dep	6 49	9 39	12 34	6 43	...	...	
...	...	...	...	GHENT .....arr	7 34	10 54	1 49	7 58	...	...	
...	...	...	...	BRUSSELS ,,	8 50	12 39	4 0	9 31	...	...	
...	...	...	...	ECCLOO for .....dep	...	...	...	...	...	...	
...	...	...	...	ECCLOO .....arr	...	...	...	...	...	...	

MAESEYCK and MASSELT.

Mls. Dist.	Stations.	1, 2, 3 a.m.	1, 2, 3 p.m.	3 Sun. p.m.
—	Maeseyck ...dep	6 10	5 30	1 30
3	Eelen	6 26	5 46	1 40
10½	Asch	6 54	6 14	2 2
18½	Genck	7 17	6 37	2 19
23½	Hasselt .....arr	7 45	7 5	2 45

Mls. Dist.	Stations.	1, 2, 3 a.m.	1, 2, 3 p.m.	3 Sun. p.m.
—	Hasselt .....dep	10 15	8 15	8 30
5	Genck	10 48	8 42	8 47
13½	Asch	11 11	8 59	8 59
18½	Eelen	11 39	9 20	9 20
23½	Maeseyck ...arr	11 50	9 30	9 30

MARBEHAN and VIRTON.

Mls. Dist.	Stations.	1, 2, 3 a.m.	1 & 2 p.m.	1, 2, 3 p.m.	Mls.	Stations.	1, 2, 3 a.m.	1 & 2 p.m.	1, 2, 3 p.m.
—	Marbehan ...dep	8 20	11 45	6 25	—	Virton .....dep	7 0	9 30	3 0
4½	Poncelle	8 30	11 55	6 35	3	Ethe	7 12	9 40	3 12
7½	Croix Rouge	8 40	12 7	6 50	6	Croix-Rouge	7 35	10 0	3 34
12½	Ethe	9 0	12 32	7 15	11	Poncelle	7 47	10 10	3 46
15½	Virton .....arr	9 10	12 45	7 25	15½	Marbehan ...arr	8 0	10 20	4 0

ERQUELINNES, BRAINE-LE-COMTE, and BRUSSELS.

Mls.	1st	2nd	3rd	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3		
Dis	fr. c.	fr. c	fr. c.		a. m.	a. m.	a.m.	a. m.	a. m.	a. m.	p. m.	p. m.	p.m.	p.m.		
—	...	...	...	**Ghent** ..... dep.	...	...	...	6 26	8 40	10 35	...	2 28	4 55	6 27	...	...
16½	1 80	1 35	0 90	**Audenarde** ..... arr.	...	...	...	7 16	10 0	11 25	...	3 18	5 45	7 14	...	...
...	...	...	...	AUDENARDE ..... dep.	...	...	...	7 19	...	11 34	...	4 32	...	7 17	...	...
...	...	...	...	BRUSSELS ..... ,,	...	...	...	9 20	...	1 35	...	6 14	...	9 16	...	...
...	...	...	...	BRUSSELS ..... dep.	...	...	...	5 22	...	8 28	...	12 21	...	5 35	...	...
...	...	...	...	AUDENARDE ..... ,,	...	...	...	7 18	...	10 3	...	1 58	...	7 12	...	...
...	...	...	...	**Audenarde** ..... dep.	...	...	...	7 22	...	11 35	...	3 25	5 50	7 19	...	...
...	2 90	2 15	1 45	**Renaix(90)**	...	...	5 5	7 50	...	11 59	...	3 53	7 1	7 45	...	...
36½	4 30	3 25	2 15	**Leuze** ..... arr.	...	...	5 31	8 16	...	12 25	...	4 19	7 27	8 11	...	...
...	...	...	...	**Leuze** ..... dep.	...	...	5 38	8 21	...	12 27	...	4 23	...	8 14	...	...
44½	5 5	3 80	8 10	**Blaton** ..... dep.	...	...	6 9	9 0	...	12 48	...	4 50	...	8 43	...	...
53	6 10	4 60	3 5	**Saint-Ghislain** ..... arr.	...	...	6 28	9 19	...	1 7	...	5 9	...	9 2	...	...
...	...	...	...	**Saint-Ghislain** ..... dep.	...	...	6 15	9 22	...	1 8	...	5 10	...	9 4	...	...
57½	...	...	...	JEMMAPES ..... arr.	...	...	...	9 33	...	1 19	...	5 21	...	9 15	...	...
62½	...	...	...	**Mons** ..... arr.	...	...	6 49	9 40	...	1 26	...	5 28	...	9 22	...	...
62½	...	...	...	**Mons** ..... dep.	...	...	7 45	...	...	1 30	...	5 30	Sun	9 30	...	...
													p.m.			
72	6 85	5 15	3 40	**Bonne-Espérance** ..... dep.	4 25	6 40	8 21	10 1	...	2 4	4 0	6 6	7 50	10 4	...	...
74	6 50	4 85	1 25	**Binche**	4 37	6 50	8 29	10 9	...	2 12	4 8	6 14	7 58	10 12	...	...
79½	6 10	4 60	3 5	**Baume** ..... arr.	5 20	7 7	8 49	10 25	...	2 32	4 21	6 31	8 14	10 30	...	...
81½	6 60	4 85	3 25	**Pieton** ..... ,,	5 38	...	9 7	...	...	2 50	...	6 52	...	10 48	...	...
81½	...	...	...	**Piéton** ..... dep	5 45	...	9 10	...	...	2 51	...	6 58	...	10 49	...	...
88½	7 20	5 40	3 60	**Marchiennes** ..... arr	6 7	...	9 32	...	...	3 13	...	7 7	...	11 10	...	...
84	...	...	...	**Marchiennes** ..... dep.	6 9	...	9 35	...	...	3 15	...	7 19	...	11 12	...	...
...	7 55	5 65	3 80	**Charleroi (90. 98)** ..... arr.	6 18	...	9 42	...	...	3 22	...	7 26	...	11 19	...	...

INGELMUNSTER, DEYNZE, and GHENT.—(Société Générale d'Exploitation.)

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	2 Cl.	1,2,3
Dis	fr. c.	fr. c.	fr. c.		a. m.	a. m.	p. m.	p. m.	p. m.
—	—	—	—	**Ingelmunster** dep	5 0	9 41	2 15	4 50	7 15
3½	0 50	0 40	0 25	**Meulebeke**	5 11	9 51	2 25	5 10	7 25
7½	1 0	0 70	0 45	**Thielt**	5 20	10 0	2 35	5 45	7 35
11	1 50	1 10	0 70	**Aerseele**	5 32	10 11	2 49	6 0	7 47
13½	1 80	1 30	0 90	**Grammene**	5 39	10 17	2 57	6 8	7 54
16½	2 0	1 50	1 5	**Deynze** ..... arr	5 48	10 26	3 5	6 15	8 2
—	2 0	1 50	1 5	,, ... dep	5 49	10 27	3 7	7 37	...
26½	3 10	2 30	1 60	**Ghent** ..... arr	6 23	10 56	3 39	7 56	...

Stations.	1,2,3	2 cl.	1,2,3	1,2,3	1,2,3
	a. m.	a. m.	a. m.	p. m.	p. m.
Ghent ..... dep	6 58	...	11 20	4 41	7 2
Deynze ..... arr	7 30	...	11 52	5 14	7 3
,, ... dep	7 31	9 10	11 54	5 18	8 2
Grammene	7 38	9 17	12 2	5 21	8 2
Aerseele	7 45	9 30	12 9	5 27	8 3
Thielt	7 57	10 5	12 24	5 44	8 4
Meulebeke	8 7	10 25	12 34	5 39	8 5
Ingelmunast(96) a	8 15	10 35	12 42	6 0	9

CHARLEROI, PIÉTON, NIVELLES, and WAVRE.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3			
Dis.	fr. c.	fr. c.	fr. c.		a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.				
—	—	—	—	**Charleroi** ..... dep	5 34	7 35	...	9 30	...	3 14	7 29	...	...	...	...	...
5	0 35	0 25	0 20	**Marchiennes**	5 43	7 44	...	9 40	...	3 23	7 38	...	...	...	...	...
7½	1 10	0 80	0 55	**Piéton** ..... arr	6 5	8 6	...	10 2	...	3 45	7 58	...	...	...	...	...
...	...	...	...	**Gosselies** ..... dep	...	...	...	...	...	...	4 35	...	...	...	...	...
...	...	...	...	**Courcelles** ..... ,,	...	7 48	...	9 45	...	3 0	4 47	7 33	...	...	...	...
...	...	...	...	**Trazegnies** ..... ,,	...	7 55	...	9 52	...	3 11	4 58	7 39	...	...	...	...
...	...	...	...	**Piéton** ..... arr	...	8 7	...	10 1	...	3 24	5 11	7 48	...	...	...	...
...	...	...	...	PIETON for Baume ..... dep	6 8	...	...	10 3	...	...	7 54	7 54	...	...	...	...
...	...	...	...	MONS for	...	...	...	7 45	...	1 30	5 30	...	...	...	...	...
...	...	...	...	BAUME	...	...	...	8 49	...	2 32	6 34	...	...	...	...	...
...	...	...	...	PIETON ..... arr	...	...	...	9 7	...	2 50	6 52	...	...	...	...	...
7½	...	...	...	**Piéton** ..... dep	...	8 10	...	10 6	...	4 10	7 6	8 0	...	...	...	...
13	1 80	1 35	0 90	**Manage** ..... arr	...	8 30	...	10 25	...	4 30	7 20	8 30	...	...	...	...
13	...	...	...	**Manage** ..... dep.	5 48	8 42	11 10	1 50	5 13	...	7 25	9 38	...	...	...	...
21½	2 50	1 90	1 25	**Nivelles** ..... arr	6 12	9 12	12 7	2 14	5 37	...	7 49	10 2	...	...	...	...
...	...	...	...	,, ... dep	6 14	9 12	...	2 15	5 40	5 45	7 52	...	...	...	...	...
...	...	...	...	**Baulers** ..... arr	6 17	9 15	...	2 18	5 43	5 48	7 55	...	...	...	...	...
...	...	...	...	,, ... dep	6 18	9 16	...	2 19	...	5 49	7 56	...	...	...	...	...
35½	4 30	3 25	2 15	**Ottignies** ..... arr.	6 51	9 49	...	2 52	...	6 22	8 29	...	...	...	...	...
35½	...	...	...	**Ottignies** ..... dep	7 0	10 15	1 15	3 0	4 45	6 40	8 50	...	...	...	...	...
39½	4 70	3 50	2 35	**Wavre** ..... arr.	7 12	10 30	1 30	3 9	5 0	6 55	9 2	...	...	...	...	...
...	...	...	...	WAVRE for Louvain ..... dep.	7 14	11 24	...	3 10	...	...	9 4	...	...	...	...	...
...	...	...	...	LOUVAIN ..... arr.	7 54	11 59	...	3 45	...	...	9 45	...	...	...	...	...

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BRUSSELS, BRAINE-LE-COMTE, and ERQUELINNES.

Kils.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3		1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
Dis.	fr. c.	fr. c.	fr. c.			a. m.	a. m.		a. m.	a. m.	p.m.	p. m.	p. m.	p. m.	p. m.	
—	—	—	—	NAMUR for Charleroi ....dep.	...	...	3 35	...	5 55	7 55	...	2 9	...	5 35	...	...
—	—	—	—	CHARLEROI ....arr	...	...	4 25	...	7 17	9 25	...	3 0	...	6 53	..	...
—	—	—	—	**Charleroi** .....dep	...	...	5 31	...	...	...	...	...	...	7 20	...	...
—	—	—	—	**Marchiennes**.....arr.	...	...	...	...	...	...	...	...	...	...	...	...
—	0 35	0 25	0 20	**Marchiennes**.....dep.	...	...	5 43	...	7 44	9 40	...	3 23	...	7 28	...	...
7½	1 10	0 80	0 55	**Piéton**.....arr	...	...	6 5	...	8 6	10 2	...	3 45	...	7 50	...	...
—	—	—	—	**Piéton** .....dep.	...	...	6 8	7 34	...	10 3	...	3 48	...	7 54	...	...
11½	—	—	—	**Baume** .....arr.	a.m.	...	6 26	7 52	...	10 21	...	4 6	..	8 12	...	...
13½	1 85	1 35	0 90	**Baume** .....dep.	5 55	...	6 30	...	8 46	10 25	2 22	4 10	5 25	8 15	9 50	...
13	1 80	1 35	0 90	**Binche**..... ,,	6 30	...	6 46	...	9 2	10 41	2 38	4 26	6 41	8 31	10 8	...
15½	...	...	...	**Bonne-Espérance**.....arr	6 45	...	6 54	...	9 10	10 49	2 45	4 34	6 49	8 39	10 14	...
15½	2 15	1 60	1 10	**Bonne-Espérance** .....dep.	...	...	6 55	...	...	10 59	...	4 35	...	8 40	...	...
27½	3 25	2 45	1 60	**Mons**.....arr.	...	...	7 30	...	...	11 25	...	5 10	...	9 15	...	...
27½	—	—	—	**Mons** .....dep.	...	5 14	7 52	...	...	12 8	2 0	5 15	...	9 10	...	...
28	—	—	—	JEMMAPES .....arr.	...	...	...	...	...	...	...	...	...	...	...	...
30	—	—	—	JEMMAPES .....dep.	...	5 21	...	...	...	12 15	2 7	5 22	...	9 17	...	...
33	—	—	—	**Saint-Ghislain** .....arr.	...	5 32	8 6	...	...	12 26	2 18	5 33	...	9 26	...	...
33	—	—	—	**Saint-Ghislain** .....dep.	...	5 35	8 7	...	...	12 28	2 20	5 36	...	9 40	...	...
38½	—	—	—	**Blaton**.....arr.	...	...	...	...	...	...	...	...	...	9 50	...	...
41½	3 5	3 80	2 50	**Blaton** .....dep	...	6 6	8 40	...	...	12 51	2 48	5 57	...	...	8 13	...
49	5 75	4 30	2 90	**Leuze** .....arr.	...	6 24	8 59	...	...	1 10	3 7	6 16	...	...	..	...
49	—	—	—	**Leuze** .....dep.	...	6 27	9 4	...	...	1 12	3 26	8 18	...	...	8 13	...
61½	7 20	5 40	3 60	**Renaix (99)** ..... ,,	...	6 55	9 34	...	...	1 39	3 56	6 47	...	...	8 32	...
68½	8 65	5 15	3 40	**Audenarde** .....arr.	...	7 18	9 57	...	...	2 2	4 19	7 10	...	...	...	...
—	—	—	—	AUDENARDE for Courtrai dep.	...	7 20	10 6	...	...	2 4	...	7 16	...	...	...	...
—	—	—	—	COURTRAI .....arr	...	8 0	10 45	...	...	2 44	...	7 56	...	...	...	...
—	—	—	—	COURTRAI for Audenarde dep.	...	6 37	...	..	...	12 32	3 47	6 35	...	...	...	...
—	—	—	—	AUDENARDE .....arr.	a.m.	7 17	.	...	...	1 4	4 27	7 15	...	...	...	...
6½	—	—	—	**Audenarde** .....dep.	5 40	7 25	10 4	...	...	2 10	4 30	7 16	...	...	...	...
8	55	5 65	3 80	**Ghent** ..... arr	6 30	8 15	10 51	...	...	3 0	5 20	8 6	...	...	...	...

ROULERS to YPRES.—(Societe Generale d'Exploitation.

Kil	1st	2nd	3rd	Stations.	1,2,3	1,2,2,1	2,3		Kil	1st	2nd	3rd	Stations.	1,2,3	1,2,3	1,2,3	
Dis.	fr. c	fr. c.	fr. c.		a. m	p.m.	p. m.		Dis.					a. m.	p.m.	p. m.	
—	—	—	—	**Roulers** ...dep	9 25	1 50	7 5	...	—	—	—	—	**Ypres** .....dep	7 50	12 25	6 45	...
6½	0 80	0 60	0 40	Moorslede.....	9 43	2 8	8 8	...	9	0 75	0 60	0 35	Zonnebeke	8 2	12 37	6 57	...
9½	1 20	0 90	0 55	Zonnebeke	9 52	2 17	8 17	...	14	1 20	0 90	0 55	Moorslede.....	8 12	12 47	7 7	...
14½	2 0	1 40	0 90	**Ypres** .....arr	10 5	2 30	8 30	...	23	2 0	1 40	0 90	**Roulers** ...arr	8 35	1 5	7 25	...

WAVRE, NIVELLES, PIETON, and CHARLEROI.

Kil.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
Dis.	fr. c	fr. c.	fr. c		a. m.	a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	
—	—	—	—	LOUVAIN ... .dep.	...	5 54	...	9 1	...	...	3 4	...	...	...	7 4	...
—	—	—	—	WAVRE .....arr	...	6 35	...	9 36	...	...	4 21	...	...	...	8 26	...
—	—	—	—	**Wavre** .....dep.	...	6 38	8 0	9 41	10 40	2 25	4 23	6 5	...	...	8 28	...
3½	0 35	0 25	0 20	**Ottignies** .....arr.	...	6 50	8 15	9 50	10 55	2 40	4 32	6 20	...	...	8 40	...
3½	—	—	—	**Ottignies** .....dep.	...	7 8	...	10 4	11 40	...	4 38	6 47	...	...	8 50	...
—	—	—	—	**Baulers**.....arr.	...	7 41	.	10 37	12 45	...	5 11	7 20	...	...	9 22	...
—	—	—	—	,, ...dep.	...	7 45	...	10 38	12 47	...	5 14	7 22	...	...	9 25	...
—	—	—	—	**Nivelles**.....arr.	...	7 4*	...	10 41	12 52	...	5 17	7 25	...	...	9 28	...
17½	2 15	1 60	1 10	,, ...dep.	4 45	7 5*	...	10 44	1 0	...	5 18	7 31	8 43	8 48	9 30	...
26½	2 90	2 15	1 45	**Manage** .....arr.	5 9	8 14	...	11 8	1 30	...	5 42	7 55	8 46	9 12	9 54	...
—	—	—	—	**Manage** .....dep	5 20	8 48	...	...	3 20	3 20	6 28	...	...	...	...	...
32½	3 60	2 70	1 80	**Piéton**.....arr.	5 40	9 0	..	...	3 46	3 46	6 48	...	...	...	...	...
—	—	—	—	PIETON for Mons .....dep	6 8	10 3	..	...	...	3 43	7 54	...	...	...	...	...
—	—	—	—	BAUME for Piéton .....dep.	5 20	8 48	...	...	...	...	...	...	...	...	...	...
—	—	—	—	PIETON .....arr.	5 38	9 7	...	...	...	...	...	...	...	...	...	...
—	—	—	—	**Piéton** ....dep.	6 31	9 9	...	1 50	...	3 47	6 53	...	...	...	...	...
—	0 35	0 25	0 20	**Trazegnies**..... ,,	6 52	9 19	...	2 11	...	4 5	7 3	...	...	...	...	...
—	0 70	0 55	0 35	**Courcelles** .... arr	6 5*	9 25	...	2 17	...	4 1*	7 8	...	...	...	...	...
—	—	—	—	**Gosselies**..... ..... ,,	...	...	...	...	...	4 23	...	...	...	...	...	...
23½	4 30	3 25	2 15	**Piéton** .....dep	8 45	9 10	..	2 51	...	...	6 36	10 42	...	...	...	...
34	4 20	3 25	2 15	**Marchiennes**.....	6 9	9 3.	..	3 15	...	...	7 19	11 12	...	...	...	...
35½	4 70	3 50	2 35	**Charleroi**..... .....arr.	6 16	9 42	...	3 22	...	...	7 26	11 19	...	...	...	...

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BRUSSELS, AUDENARDE, COURTRAI, ARMENTIERES, HAZEBROUCK, and LILLE.

Mls.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.		a. m.	a.m.	p.m.	p.m.	p.m.
—	Brussels .....dep	5 27	8 28	12 21	5 25	6 47
15	Denderleeuw arr	6 14	8 59	12 52	6 6	7 15
...	,, dep	6 17	9 1	12 55	6 9	7 20
28	Sotteghem .....arr	6 49	9 34	1 27	6 41	7 45
...	CHARLEROI...dep	...	4 50	9 40	4 14	...
...	BRAINE ..... ,,	...	4 25	11 9	5 16	...
...	SOTTEGHEM...arr	...	7 47	12 22	6 6	...
...	Sotteghem .....dep	6 50	9 34	1 39	6 44	7 49
38½	Audenarde .....arr	7 18	10 3	1 58	7 12	8 9
...	,, ...dep	7 20	10 6	2 4	7 18	8 13
54½	Courtrai .....arr	8 0	10 46	2 44	7 56	8 54
...	COURTRAI ...dep	...	10 56	2 54	...	8 47
...	MOUSCRON ...arr	...	11 14	3 12	...	9 5
...	LILLE..... ,,	...	12 5	4 0	...	9 55
...	COURTRAI ...dep	8 8	11 2	2 56	...	8 49
...	COMINES..... arr	8 40	11 35	3 30	...	9 23
...	ARMENTIERES ,,	10 45	12 30	7 10	...	...
...	YPRES ..... ,,	9 2	12 0	3 52	...	9 45
...	POPERINGHE ,,	9 22	12 20	4 12	...	10 5
...	HAZEBROUCK ,,	...	1 10	5 0	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
	a.m.	a.m.	p.m.	p.m.	p.m.	
LILLE.....dep	5 2	8 26	11 5	2 18	5 20	...
MOUSCRON ... ,,	6 16	9 29	12 8	3 20	6 16	...
COURTRAI.... arr	6 34	9 47	12 26	3 38	6 33	...
HAZEBROUCK dep	...	8 35	10 0	...	4 10	...
POPERINGHE ,,	5 15	9 30	10 56	2 15	5 5	...
YPRES ..... ,,	5 31	9 49	11 18	2 36	5 23	...
ARMENTIERES ,,	...	7 25	10 40	...	4 10	...
COMINES ..... ,,	5 54	10 9	11 40	2 56	5 45	...
COURTRAI.....arr	6 30	10 45	12 18	3 35	6 25	...
Courtrai .....dep	6 37	10 53	12 38	3 47	6 35	...
Audenarde .....arr	7 17	11 33	1 4	4 27	7 15	...
,, ...dep	7 19	11 34	1 5	4 32	7 17	...
Sotteghem .....arr	7 48	12 3	1 36	5 1	7 46	...
SOTTEGHEM dep	10 40	12 4	3 7	6 23	7 47	...
BRAINE .....arr	9 41	1 17	4 25	7 42	9 2	...
CHARLEROI ...arr	10 39	2 49	5 57	9 17	10 33	...
Sotteghem	7 49	12 6	1 38	5 5	7 48	...
Denderleeuw	8 21	12 38	1 59	5 37	8 20	...
,, ...	8 23	12 43	1 54	5 43	8 21	...
Brussels .....arr	9 0	1 35	2 25	6 14	8 54	...

GHENT, AUDENARDE, COURTRAI, POPERINGHE, HAZEBROUCK, FURNES, NIEUPORT, and DUNKERQUE.

Mls.	1 cl.	2 cl.	3 cl.	Stations.								Stations.						
Dis.	fr. c.	fr. c.	fr. c.			a.m.	a.m.	p.m.	p.m.	p.m.				a.m.	a.m.	p.m.	p.m.	
—	—	—	—	Ghent.....dep	...	6 35	9 50	12 47	6 25	...		Dunkirk .....dep	...	6 45	10 35	3 45	5 0	
16½	...	...	...	Audenarde ...arr	...	7 30	9 47	1 28	7 10	...		Furnes .....arr	...	7 45	11 35	4 35	5 57	
...	...	...	...	Audenarde..dep	...	7 38	10 3	1 55	7 15	7 47		,, ...dep	...	7 47	11 40	4 37	5 58	
33	...	...	...	Courtrai .....arr	...	8 0	10 36	2 30	7 50	8 20		Dixmude .....arr	...	8 15	12 8	5 55	6 27	
...	...	...	...	COURTRAI...dep	...	...	10 41	2 35	...	8 33		Vleupt.(Rains) dp	...	...	10 40	4 15	...	
...	...	...	...	MOUSCRON	...	...	10 58	2 55	...	9 5		,, (Ville) ,,	...	7 45	11 35	4 25	...	
...	...	...	...	TOURNAI ...arr	...	...	11 37	3 33	...	9 34		Dixmude .....arr	...	8 10	12 0	4 50	...	
...	...	...	...	Courtrai .....dep	...	8 5	10 43	2 36	5 20	8 35		Dixmude.....dep	a.m.	8 30	12 13	5 0	6 32	
33½	...	...	...	Ypres .....arr	...	9 0	11 40	3 35	6 27	9 28		Lichtervelde arr	...	8 57	12 50	5 39	7 10	
...	...	...	...									,, dep	5 45	9 6	...	5 43	7 17	
...	...	...	...	YPRES for Roulers	a.m.	...	12 29	6 19	...	...		Roulers.....arr	6 1	9 21	...	5 58	7 32	
...	...	...	...	Ypres .....dep	6 58	9 5	11 46	3 39	6 32	9 34								
61	...	...	...	Poperinghe dep	7 8	9 20	12 0	3 56	6 47	9 57		ROULERS.....dep	...	9 30	...	...	7 40	
...	From	Courtrai.	...	,, dep	7 12	9 22	12 5	4 0	6 53	...		YPRES .....arr	10 10	...	...	...	8 20	
44½	...	...	...	Hazebrouck arr	8 0	10 10	1 0	4 48	7 40	...		Roulers .....dep	6 3	9 24	...	5 56	7 35	
33	...	...	...	Courtrai .....dep	8 10	10 44	12 43	6 58	8 45	...		Ingelmunster..	6 24	9 46	...	6 13	7 55	
37½	...	...	...	Ingelmunster,,	8 30	11 0	1 4	7 14	9 5	...		Courtrai .....arr	6 43	10 19	3 10	6 30	8 15	
43½	...	...	...	Roulers ..... ,,	8 50	11 19	1 24	7 33	9 40	...		Hazebrouck dep	6 30	10 30	...	4 8	...	
60	...	...	...	Lichtervelde arr	9 6	11 32	1 41	7 49	9 55	a.m.		Poperinghe dep	9 17	11 15	...	5 54	a.m.	
...	...	...	...	Lichtervelde dep	9 14	...	1 50	7 54	...	6 32		,, dep	9 20	11 20	2 16	5 57	5 32	
69½	...	...	...	Dixmude .....arr	9 51	...	2 34	8 37	...	7 6		Ypres .....arr	9 30	11 40	2 36	6 20	5 52	
...	...	...	...	Dixmude .....dep	10 0	...	2 34	8 37	...	...		Courtrai .....arr	10 36	12 25	3 25	6 57	6 40	
103	...	...	...	Nieuport (Ville)	10 32	...	3 0	9 0	...	...		TOURNAI ...dep	9 3	...	11 34	...	6 6	
79	...	...	...	,, (Rains) arr	10 36	...	3 5	...	...	...		MOUSCRON	9 20	...	11 52	...	6 23	
...	...	...	...	Dixmude .....dep	9 56	...	2 39	8 38	...	7 11		COURTRAI ...arr	9 37	...	12 9	3 44	6 41	
70½	...	...	...	Furnes .....arr	10 25	...	3 58	8 55	...	7 40		Courtrai .....dep	10 43	...	1 44	4 46	6 57	
...	...	...	...	,, ...dep	10 30	...	2 49	8 58	...	7 45		Audenarde ..arr	11 18	...	2 15	5 16	7 34	
84	...	...	...	Dunkirk (St) arr	11 10	...	3 40	9 40	...	8 30		Audenarde .dep	11 30	1 35	4 20	7 26	7 36	

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GHENT, SELZAETE, and TERNEUZEN.—(Societe Generale d'Exploitation.)

1 cl.	2 cl.	3 cl.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	Mls. Dis.
fr. c.	fr. c.	fr. c.					
—	—	—	Brussels .....dep	...	...	...	—
—	—	—	**Ghent (Etst)** ...dep	8 17	12 25	7 35	—
			,, (Porte d'Any)„	8 30	12 40	7 45	
0 60	0 40	0 30	**Wondelghem** ...dep	8 38	12 48	7 55	3
0 80	0 60	0 40	Langerbrugge	8 43	12 55	7 59	5½
1 30	1 0	0 90	Cluysen Terdone	8 51	1 5	8 8	
1 50	1 10	0 70	Ertvelde	8 56	1 13	8 15	8½
1 80	1 30	0 90	**Selzaete (100)** arr	9 0	1 20	8 22	
1 80	1 30	0 90	.....dep	9 10	1 35	8 32	10½
							12½
2 0	1 50	1 0	**Sas-de-Gand** ...arr	9 19	1 44	8 41	14½
2 0	1 50	1 0	,, (Dutch Customs)dp	9 29	1 55	8 51	
2 30	1 80	1 20	Philippine	9 38	2 5	9 0	...
2 70	2 0	1 30	Sluyskill	9 46	2 13	9 8	...
3 0	2 3	1 0	**Terneuzen** .....arr	10 0	2 25	9 20	...

1 cl.	2 cl.	3 cl.	Stations.	1 cl.	3 cl.	3 cl.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.
							Flushing .....dep	...	...	...
				—	—	—	**Terneuzen** .....dep	6 0	10 30	4 40
0 40	0 30	0 20	Sluyskil!	6	8	10	,, ...	6 8	10 38	4 48
0 75	0 60	0 35	Philippine	3	0 75	0 60	0 35	6 15	10 45	4 55
1 20	0 90	0 55	**Sas-de-Gand** ...arr	5½	1 20	0 90	0 55	6 22	10 52	4 58
...	...	...	,, ...		...	...	...	6 25	10 55	5 1
1 50	1 20	0 80	Ertvelde	8½	1 50	1 20	0 80	6 46	11 15	5 21
2 0	1 40	0 90	Cluysen Terdone	12½	2 0	1 40	0 90	6 51	11 23	5 32
2 20	2 20	1 10	Langenbrugge	14½	2 20	2 20	1 10	6 59	11 30	5 42
...	...	...	**Wondelghem** ...dep		...	...	...	7 5	11 6	5 48
...	...	...	**Ghent (78, 80)** arr		...	...	...	7 13	11 45	5 58
...	...	...	Sas-de-Gand ...arr		...	...	...	7 28	12 0	6 13

LOKEREN, MOERBEKE, ST.-GILLES-WAES, SELZAETE, ASSENEDE, and EECLOO.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.
fr. c.	fr. c.	fr. c.						
—	—	—	**Lokeren** .....dep	6 0	.....	10 25	4 45	9 30
0 40	0 30	0 20	Daknam	...	.....	10 30	4 49	...
0 50	0 40	0 25	Exaerde	6 9	.....	10 35	4 54	9 39
0 80	0 60	0 40	**Moerbeke** .....arr	6 16	.....	10 42	4 59	9 46
			,, ...dep	6 55	9 30	2 0	5 15	.....
			Stekene	7 55	9 50	2 20	5 35	.....
			St. Gilles Waes ar	7 25	10 0	2 30	5 45	.....
			,, ...dep	.....	.....	8 25	4 15	8 16
			Stekene	.....	.....	8 41	4 31	8 39
			Moerbeke .....arr	.....	.....	8 55	4 45	8 45
			,, ...dep	6 17	.....	10 43	5 0	9 47
1 20	0 90	0 35	Wachtebeke	6 25	.....	10 52	5 8	9 55
1 60	1 20	0 80	**Selzaete** .....arr	6 35	.....	11 0	5 15	10 5
			,, ...dep	9 5	.....	1 25	8 25	.....
			Assenede	9 14	.....	1 37	8 35	.....
			Bouchaute	9 22	.....	1 49	8 45	.....
			Bassevelde	9 29	.....	1 59	8 52	.....
			Caprycke	9 37	.....	2 9	9 0	.....
			Lembeke	9 44	.....	2 19	9 10	.....
			Eecloo .....arr	9 53	.....	2 28	9 20	.....

Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	Days.
Eecloo .....dep	...	5 35	10 15	...	4 2
Lembeke ..... ,,	...	5 45	10 23	...	4 3
Caprycke ..... ,,	...	5 55	10 29	...	4 4
Basseve'de ..... ,,	...	6 3	10 36	...	4 5
Bouchaute ..... ,,	...	6 10	10 42	...	4 5
Assenede ..... ,,	...	6 20	10 50	...	5
Selzaete.....arr	...	6 30	11 0	...	5 1
.....dep	5 10	9 4	1 40	...	8 3
Wachtebeke..... ,,	5 19	9 13	1 39	...	8 3
Moerbeke .....arr	5 27	9 21	1 47	...	8 4
.....dep	6 55	9 30	2 0	5 15	...
Stekene ..... ,,	7 15	9 50	2 20	5 35	...
St. Gilles-Waes ar	7 25	10 0	2 30	5 45	...
.....dep	...	8 25	12 0	4 15	8 1
Stekene ..... ,,	...	8 41	12 16	4 31	8 3
Moerbeke .....arr	...	8 55	12 0	4 45	8 4
.....dep	5 28	9 22	1 48	...	8 4
Exaerde ..... ,,	5 35	9 29	1 55	...	8 5
Daknam ..... ,,	5 40	...	...	...	...
Lokeren .....arr	5 45	9 40	2 5	...	9

Wednesdays only. Tuesdays only.

NAMUR, CHARLEROI, PIÉTON, BAUME, ECAUSSINES, BRAINE-LE-COMTE, BRUSSELS.

1 cl.	2 cl.	3 cl.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3
fr. c.	fr. c.	fr. c.						
			Namur .....dep	...	8 17	11 17	5 7	...
			Charleroi ..... ,,	...	9 36	12 36	6 21	...
—	—	—	**Charleroi** .....dep	5 55	9 46	3 10	7 15	...
—	—	—	**Marchiennes**... ,,	6 1	9 46	3 16	7 21	...
—	—	—	**Piéton**.....arr	6 20	10 5	3 35	7 40	...
			,, ...dep	6 25	10 7	3 40	7 45	...
—	—	—	**Baume** .....arr	6 35	10 28	3 55	8 0	...
			,, ...dep	7 15	10 28	4 30	8 5	...
—	—	—	**Ecaussines**..... ,,	7 40	10 47	4 51	8 31	...
—	—	—	**Braine-le-Co.** arr	7 50	10 56	5 0	8 40	...
			Braine-le C.dep	8 3	11 7	5 27	8 52	...
			Brussels .....arr	8 53	11 50	6 4	9 38	...

Stations.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3
Brussels.....dep	7 0	12 15	4 20	8 15	...
Braine-le-C. arr	8 0	1 18	5 20	8 56	...
Braine-le-Co. dep	8 8	1 25	5 35	8 58	...
Ecaussines..... ,,	8 16	1 33	5 43	9 8	...
Baume ..... arr	8 35	1 55	6 5	9 25	...
,, ...dep	8 37	1 59	6 18	10 5	...
Piéton .....arr	8 53	2 12	6 25	10 20	...
,, ...dep	8 55	2 14	6 26	10 25	...
Marchiennes... ,,	9 17	2 37	6 48	10 45	...
Charleroi.....arr	9 24	2 42	6 54	10 50	...
Charleroi ...dep	9 42	2 45	7 18	...	10 3
Namur .....arr	10 1	4 4	8 37	...	11 1

TURNHOUT, TILBOURG, Eindhoven, Venlo.

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Aerschot .....dep	...	6 30	11 0	2 53	...	7 4
Herenthals.....arr	...	9 9	11 39	3 32	...	7 43
Herenthals .....dep	7 57	9 14	11 56	3 37	6 40	7 48
Turnhout .....arr	8 25	9 46	12 24	4 10	7 40	8 23
Turnhout.....dep	...	9 51	...	4 15	...	8 28
Weelde-Merxplas ...	...	10 10	...	4 33	...	8 47
Baarle-Nassau	...	10 34	...	4 56	...	9 11
Alphen	...	10 44	...	5 5	...	9 21
Tilbourg.....arr	...	11 6	...	5 28	...	9 43
Tilbourg.....dep	...	12 56	...	5 44	...	...
Eindhoven ...arr	...	...	...	...	...	...
Venlo ..... ,,	...	...	...	...	...	...

Stations.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Venlo .....dep	...	...	...	...	...	...
Eindhoven... ,,	...	...	...	...	...	...
Tilbourg .....arr	...	...	...	...	...	...
Tilbourg .....dep	...	5 32	...	1 35	6 15	...
Alphen	...	5 55	...	1 58	6 35	...
Baarle-Nassau	...	6 9	...	2 12	6 47	...
Weelde-Merxplas ...	...	6 33	...	2 36	7 4	...
Turnhout .....arr	...	6 47	a.m.	2 50	7 14	...
Turnhout.....dep	4 40	6 52	8 26	2 32	2 55	7 17
Herenthals .....arr	5 11	7 25	8 57	3 0	3 27	7 45
Herenthals .....dep	...	7 30	12 10	...	3 32	7 46
Aerschot.....arr	...	8 10	12 50	...	4 6	8 20

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BRUSSELS, BRAINE-LA-COMTE, and ERQUELINNES.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p.m.	p. m.						
...	...	...	...	BRUSSELS for Braine ....dep	...	...	6 56	9 57	1 3	...	4 45	...	8 17	...	...	...	...	...	...	...
...	...	...	...	BRAINE ....arr	...	...	7 58	10 59	1 47	...	5 47	...	9 3	...	...	...	...	...	...	...
...	...	...	...	**Braine-le-Comte**....dep	...	...	8 8	11 8	1 50	...	5 56	...	9 14	...	...	...	...	...	...	...
...	...	...	...	**Ecaussines** (Etat)....arr	...	...	8 16	11 16	1 58	...	5 58	...	9 22	...	...	...	...	...	...	...
...	...	...	...	MANAGE for Ecaussines....dep	...	...	...	...	1 37	...	...	...	8 35	...	...	...	...	...	...	...
...	...	...	...	ECAUSSINES....arr	...	...	...	...	1 53	...	...	...	8 51	...	...	...	...	...	...	...
—	...	...	...	**Ecaussines**....dep	...	...	8 17	...	1 59	...	5 59	...	9 24	...	...	...	...	...	...	...
8	1 10	0 80	0 55	**Baume**....arr	...	...	8 40	...	2 20	...	6 20	...	9 47	...	...	...	...	...	...	...
...	...	...	...	BAUME for Pléton & Charleroi dp	...	...	8 49	...	2 32	...	6 34	...	10 30	...	...	...	...	...	...	...
...	...	...	...	CHARLEROI ....arr	...	...	9 42	...	3 22	...	7 26	...	11 19	...	...	...	...	...	...	...
8	...	...	...	**Baume** ....dep	5 55	6 30	8 46	10 25	2 22	4 10	6 25	8 15	9 50	...	...	...	...	...	...	...
13½	1 45	1 10	0 70	**Binche** ....,,	6 30	6 46	9 2	10 41	2 38	4 26	6 41	8 31	10 6	...	...	...	...	...	...	...
15½	1 80	1 35	0 90	**Bonne-Espérance** ....arr	6 45	6 54	9 10	10 49	2 45	4 34	6 49	8 39	10 14	...	...	...	...	...	...	...
...	...	...	...	BONNE-ESPERANCE for Mons dp	...	6 55	...	10 50	...	4 35	...	8 40	...	...	...	...	...	...	...	...
...	...	...	...	MONS ....arr	...	7 30	...	11 25	...	5 10	...	9 15	...	...	...	...	...	...	...	...
15½	...	...	...	**Bonne-Espérance**....dep	6 46	...	9 11	...	2 46	...	6 50	...	10 15	...	...	...	...	...	...	...
18½	2 15	1 60	1 10	Peissant ....,,	6 56	...	9 19	...	2 54	...	6 58	...	10 23	...	...	...	...	...	...	...
22½	2 50	1 90	1 25	**Erquelinnes**....arr	7 16	...	9 29	...	3 4	...	7 8	...	10 33	...	...	...	...	...	...	...
...	...	...	...	ERQUELINNES for Charleroi dep	8 18	...	...	...	3 37	...	9 10	...	...	...	...	...	...	...	...	...
...	...	...	...	CHARLEROI ....arr	9 25	...	...	...	4 35	...	10 20	...	...	...	...	...	...	...	...	...
...	...	...	...	ERQUELINNES for Maubeug dep	7 33	...	10 47	...	3 12	...	8 2	...	...	...	...	...	...	...	...	...
...	...	...	...	MAUBEUGE ....arr	8 5	...	11 21	...	3 49	...	8 40	...	...	...	...	...	...	...	...	...

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.					a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.						
...	...	...	...	MAUBEUGE for Erquelinnes dep	...	4 14	...	7 19	...	2 50	...	...	...	...	...	...	...	...	...	...
...	...	...	...	ERQUELINNES....arr	...	4 46	...	7 56	...	3 20	...	...	...	...	...	...	...	...	...	...
...	...	...	...	CHARLEROI for Erquelinnes dep	...	4 30	...	6 30	...	2 10	...	...	...	...	...	...	...	...	...	...
...	...	...	...	ERQUELINNES....arr	...	5 14	...	7 31	...	3 11	...	...	...	...	...	...	...	...	...	...
—	...	...	...	**Erquelinnes**....dep	4 0	6 20	...	9 42	...	3 41	...	7 21	...	...	...	...	...	...	...	...
6½	0 70	0 35	0 35	**Bonne-Espérance**....arr	4 24	6 39	...	10 0	...	3 59	...	7 49	...	...	...	...	...	...	...	...
...	...	...	...	BONNE-ESPERANCE for Mons d.	...	6 55	...	10 50	...	4 35	...	8 40	...	...	...	...	...	...	...	...
...	...	...	...	MONS ....arr	...	7 30	...	11 25	...	5 10	...	9 15	...	...	...	...	...	...	...	...
6½	...	...	...	**Bonne-Espérance**....dep	4 25	6 40	8 21	10 1	2 4	4 0	6 6	7 50	10 4	...	...	...	...	...	...	...
9½	1 10	0 80	0 55	**Binche** ....,,	4 37	6 50	8 29	10 9	2 12	4 8	6 14	7 58	10 12	...	...	...	...	...	...	...
14½	1 80	1 35	0 90	**Baume**....arr	5 15	7 7	8 45	10 25	2 28	4 24	6 30	8 14	10 28	...	...	...	...	...	...	...
...	...	...	...	BAUME for Pléton & Charleroi d	5 20	...	8 49	...	2 32	...	6 34	...	10 30	...	...	...	...	...	...	...
...	...	...	...	CHARLEROI ....arr	6 16	...	9 42	...	3 22	...	7 26	...	11 19	...	...	...	...	...	...	...
14½	...	...	...	**Baume** ....dep	...	7 10	...	10 27	...	4 27	...	8 16	...	...	...	...	...	...	...	...
21½	2 50	1 90	1 25	**Ecaussines** ....arr	...	7 36	...	10 50	...	4 50	...	8 39	...	...	...	...	...	...	...	...
...	...	...	...	ECAUSSINES for Manage....dep	...	8 12	...	11 17	...	...	...	9 15	...	...	...	...	...	...	...	...
...	...	...	...	MANAGE....arr	...	8 28	...	11 33	...	...	...	9 31	...	...	...	...	...	...	...	...
22½	...	...	...	**Ecaussines**....dep	...	7 39	...	10 51	...	4 52	...	8 41	...	...	...	...	...	...	...	...
...	2 90	2 15	1 45	**Braine-le-Comte**....arr	...	7 50	...	10 59	...	5 0	...	8 49	...	...	...	...	...	...	...	...
...	...	...	...	BRAINE for Brussels ....dep	...	8 6	...	11 11	...	5 17	...	9 8	...	...	...	...	...	...	...	...
...	5 5	3 80	2 50	BRUSSELS ....arr	...	8 59	...	12 6	...	6 0	...	9 55	...	...	...	...	...	...	...	...

LODELINSART, CHATELINEAU-CHATELET, & GIVET.—Chemin de fer Grand Central Belg

Fares.			Stations.	Trains.							Stations.	Trains.						
1 cl.	2 cl.	3 cl.		1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3			1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
				a. m.	a. m.	p.m.	p. m.	p. m				a. m.	a.m.	a. m	a. m	p.m		
...	...	...	**Lodelinsart** .....dep.	6 15	10 58	...	6 0	9 59			**Givet** (Fr. Frontier) dep	...	...	6 53	11 16	4 4		
3 60	2 45	1 80	Charleroi (Ville-Haute)	6 20	11 3	...	6 5	10 4			**Doische** (Bel. Front'r)	...	...	7 13	11 36	5 4		
3 80	2 55	1 90	Montigny-sur-Sambre ...	6 27	11 10	...	6 12	10 11			,, ,, dep	...	...	7 28	11 46	5 11		
3 80	2 55	1 90	**Chatelineau-Chatel**	6 34	11 17	...	6 19	10 18			**Romedenne**	...	...	7 38	11 56	5 20		
...	...	...	,, ...dep	6 42	11 22	6 5	6 27				Merlemont	...	...	7 48	12 6	5 31		
4 20	2 85	2 10	Boufflioulx	6 47	11 27	6 10	6 32	...			Villers-le-Gambon	...	...	7 55	12 13	5 41		
4 40	3 5	2 20	Acoz	6 58	11 38	6 21	6 43	...			Florennes	...	...	8 7	12 25	5 53		
4 60	3 15	2 30	Gerpinnes	7 6	11 46	6 29	6 51	...			Pavillons (Stave)	...	...	5 35	8 17	12 35	6 1	
4 80	3 35	2 40	Hensinnes	7 12	11 52	6 35	6 57	...			Oret (Morialmé)	...	...	5 55	8 25	12 43	6 11	
5 20	3 65	2 60	Oret (Morialmé)	7 25	12 5	6 48	7 10	...			Hensinnes ,, ...	...	...	6 15	8 36	12 55	6 23	
5 60	3 85	2 80	Pavillons (Stave)	7 38	12 18	6 56	7 53	...			Gerpinnes	...	...	6 30	8 42	1 1	6 29	
5 80	4 5	2 90	Florennes	7 44	12 24	...	7 29	...			Acoz	...	...	6 45	8 49	1 8	6 36	
6 40	4 45	3 20	Villers-le-Gambon	7 56	12 34	...	7 40	...			Boufflioulx	...	...	7 15	8 59	1 18	6 46	
6 60	4 65	3 30	Merlemont	8 3	12 40	...	7 46	...			**Chatelineau-Chat.** a ...	...	...	7 25	9 3	1 22	6 51	
7 0	4 95	3 50	**Romedenne**	8 13	12 48	...	7 55	...			,, ...dep	5 21	...	9 12	1 33	7 0		
7 40	5 25	3 70	**Doische** (Bel. Frontier)	8 22	12 55	...	8 3	...			Montigny-sur-Sambre ...	5 30	...	9 22	1 41	7 9		
			..... dep	8 27	12 56		8 4				Charleroi (Ville-Haute)	5 37	...	9 30	1 48	7 16		

PARIS, CHARLEROI to ANTWERP, ROTTERDAM, HAGUE, and AMSTERDAM.—

Chemin de fer Grand Central Belge.

SINGLE. 1 Cl.	2 Cl.	3 Cl.	RETURN. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.																	
						PARIS Est.) ..... dep.	...	...	...	...	...	...	p.m. 7 50	...	...	...	p.m. 12 25	...	...	...	a.m. 8 25	...
						,, (Nord.)	...	...	...	...	...	...	7 50	...	...	...	12 25	...	...	...	8 30	...
						RHEIMS	...	...	...	...	...	...	12 30	...	...	...	6 15	...	...	...	12 23	...
						MEZIERES-CHARLEVILLE	...	...	...	...	...	...	3 35	...	...	...	9 10	...	...	...	2 30	...
						VIREUX ..... arr.	...	...	...	...	...	...	5 4	...	...	...	10 41	...	...	...	4 1	...
—	—	—	—	—	—																	
From Vireux						**Vireux** (douane fr.) ..... dep.	...	...	...	...	...	...	6 39	...	...	...	11 18	...	...	...	4 20	...
0 60	0 50	0 30	0 91	0 75	0 45	Yierves (id. belge)	...	...	...	...	...	...	7 12	...	...	...	11 41	...	...	...	4 53	...
1 0	0 70	0 50	1 30	1 5	0 75	Olloy	...	...	...	...	...	...	7 24	...	...	...	11 47	...	...	...	4 59	...
1 50	0 90	0 60	1 80	1 35	0 90	Nismes	...	...	...	...	...	...	7 24	...	...	...	...	...	...	...	5 5	...
1 80	1 0	0 70	2 10	1 50	1 5	**Mariembourg** ..... arr.	...	...	...	...	...	...	7 30	...	...	...	11 56	...	...	...	5 11	...
						,, (105) ..... dep.	...	...	...	...	...	...	7 37	...	...	...	12 1	...	...	...	5 16	...
2 25	1 90	1 30	3 90	2 85	1 95	Cerfontaine	...	...	...	...	...	...	7 58	...	...	...	12 21	...	...	...	5 36	...
3 0	2 30	1 50	4 50	3 45	2 25	Silenrieux	...	...	1,2,3	...	...	...	8 11	...	...	...	12 33	...	...	...	5 48	...
3 60	2 60	1 70	5 10	3 90	2 55	**Walcourt** ..... arr.	...	...	a.m.	...	...	...	8 19	...	...	...	12 40	p.m.	...	...	5 55	...
—	—	—	—	—	—	,, (105) ..... dep.	...	...	4 45	...	...	...	8 27	...	...	...	12 45	4 7	6 3	...	...	...
3 80	2 80	1 90	5 70	4 20	2 8	**Berzee** ..... arr.	...	...	4 50	...	...	...	8 33	...	...	...	12 50	4 12	6 8	...	...	...
—	—	—	—	—	—	,, (105) ..... dep.	...	...	4 51	...	...	...	8 34	...	...	...	12 51	4 13	6 9	...	...	...
4 20	3 10	2 10	6 30	4 65	3 15	Hameau	...	...	4 59	...	...	...	8 43	...	...	...	12 59	4 21	6 17	...	...	...
4 60	3 40	2 30	6 90	5 10	3 45	Jamiouix	...	...	5 7	...	...	...	8 52	...	...	...	1 7	4 29	6 25	...	...	...
4 60	3 50	2 30	6 90	5 25	3 45	Somerée	...	...	5 12	...	...	...	8 58	...	...	...	1 12	4 34	6 30	...	...	...
5	3 70	2 50	7 50	5 55	3 75	La Sambre	...	...	5 21	...	...	...	9 8	...	...	...	1 21	4 43	6 39	...	...	...
5 10	3 90	2 60	7 80	5 85	3 90	**Charleroi** (Etat) ..... arr.	...	...	...	...	...	...	9 16	...	...	...	1 28	4 50	6 46	...	...	...
From C			harleroi		—	,, ... dep.	...	...	...	...	...	...	9 42	...	...	...	1 38	Sat.	7 15	...	...	...
—	—	—	—	—	—	Charleroi (ville B.)	...	...	5 31	...	...	...	9 53	3 el.	1 48	4 38	7 26	...	...	...	...	...
0 60	0 40	0 30	0 90	0 60	0 45	**Lodelinsart** ..... arr.	...	...	5 38	...	...	...	10 0	p.m.	1 55	4 42	7 33	...	...	...	...	...
						,, (102) ..... dep.	...	...	5 45	...	...	...	10 3	1 18	1 58	4 45	7 36	...	...	...	...	...
0 80	0 60	0 40	1 20	0 90	0 60	Ransart	...	...	5 54	...	...	...	10 12	1 26	...	5 4	7 45	...	...	...	...	...
1 20	0 90	0 60	1 80	1 35	0 90	**Fleurus**	...	...	6 4	...	...	...	10 22	1 36	2 13	5 10	7 55	...	...	...	...	...
1 40	1 10	0 70	2 10	1 65	1 5	Ligny	...	...	6 10	...	...	...	...	1 46	...	5 15	8 1	...	...	...	...	...
1 60	1 20	0 80	2 40	1 80	1 20	Marbais	...	...	6 15	...	...	...	10 32	1 52	2 23	5 21	8 6	...	...	...	...	...
1 80	1 40	0 90	2 70	2 10	1 35	Tilly	...	...	6 21	...	...	...	...	1 57	...	5 29	8 12	...	...	...	...	...
2 10	1 50	1 10	3 30	2 40	1 65	Villiers-la-Ville	...	...	6 29	...	...	...	10 43	2 3	2 34	5 36	8 20	...	...	...	...	...
2 40	1 80	1 20	3 60	2 70	1 80	Laroche	...	...	6 36	...	...	...	...	2 12	...	5 43	8 27	...	...	...	...	...
2 90	2 10	1 40	4 20	3 15	2 10	Court-St.-Etienne	...	...	6 44	...	...	...	10 55	2 19	2 46	...	8 35	...	...	...	...	...
3 0	2 30	1 50	4 50	3 45	2 25	**Ottignies** ..... arr.	...	...	6 49	...	...	...	11 0	2 27	2 51	...	8 40	...	...	...	...	...
—	—	—	—	—	—	,, ... dep.	...	...	7 0	...	...	...	11 10	—	3 0	...	8 50	...	...	...	...	...
3 20	2 40	1 60	4 80	3 60	2 40	Limal	...	...	7 6	...	...	...	...	...	3 4	...	8 56	...	...	...	...	...
3 40	2 60	1 70	5 10	3 90	2 55	Wavre	...	...	7 14	...	...	...	11 24	...	3 10	...	9 4	...	...	...	...	...
3 80	2 80	1 90	5 70	4 20	2 85	Graz Dorsu Gastuche	...	...	7 21	...	...	...	11 31	...	3 17	...	9 11	...	...	...	...	...
4 40	3 30	2 20	6 60	4 95	3 30	Weert-St.-Georges	...	...	7 35	...	...	...	11 42	...	3 28	...	9 25	...	...	...	...	...
5 0	3 80	2 50	7 50	5 70	3 75	Héverlé	...	...	7 49	...	...	...	11 53	1,2,3	3 39	...	9 39	...	...	...	...	...
5 40	4 0	2 70	8 10	6 0	4 5	**Louvain** ..... arr.	a.m.	a.m.	7 54	a.m.	11 59	p.m.	3 45	...	9 45	...	...	...	...	...	...	...
From L			ouvain		—	,, ... dep.	8 7	5 50	8 51	10 20	12 45	6 20	3 58	...	10 35	...	...	...	...	...	...	...
0 60	0 40	0 30	0 90	0 60	0 45	Rotselaer	8 17	6 0	...	...	12 55	6 30	4 8	...	10 55	...	...	...	...	...	...	...
1 40	1 0	0 70	2 10	1 50	1 5	**Aerschot** ..... arr.	8 27	6 10	9 9	10 38	1 5	6 40	4 18	...	11 15	...	...	...	...	...	...	...
—	—	—	—	—	—	,, (105) ..... dep.	...	...	9 12	...	1 10	—	4 24	8 35	...	...	...	...	...	...	...	...
2 0	1 50	1 0	3 0	2 25	1 50	Boisschot	...	...	9 23	...	1 21	...	4 36	8 47	...	...	...	...	...	...	...	...
2 40	1 80	1 20	3 60	2 70	1 80	Heyst-op-den-Berg	...	...	9 32	...	1 30	...	4 45	8 56	...	...	...	...	...	...	...	...
3 0	2 25	1 50	4 50	3 30	2 25	Berlaer	...	...	9 42	...	1 40	...	4 55	9 6	...	...	...	...	...	...	...	...
3 30	2 25	1 55	5 10	3 75	2 55	**Lierre** ..... arr.	a.m.	...	9 52	...	1 50	p.m.	5 6	9 17	a.m.	...	...	...	...	...	...	...
—	—	—	—	—	—	,, ... dep.	5 50	6 31	9 55	1 42	1 54	3 40	5 10	9 21	8 33	...	...	...	...	...	...	...
3 25	2 25	1 55	5 10	3 75	2 55	Bouchout	5 59	6 58	...	class	2 3	3 49	5 19	9 30	8 56	...	...	...	...	...	...	...
3 25	2 25	1 55	5 10	3 75	2 55	**Antwerp** ..... arr.	6 10	7 10	10 12	p.m.	2 14	4 0	5 30	9 41	9 17	...	...	...	...	...	...	...
From A			ntwerp		—	,, (82) ..... dep.	...	7 38	10 25	3 41	2 25	...	6 45	...	...	...	...	...	...	...	...	...
1 0	0 70	0 50	1 50	1 5	0 75	Eeckeren	...	7 59	10 46	...	2 48	...	7 7	...	...	...	...	...	...	...	...	...
1 40	1 0	0 70	2 10	1 50	1 5	Cappellen	...	8 6	10 53	...	2 55	...	7 14	...	...	...	...	...	...	...	...	...
2 6	1 50	1 0	3 0	2 25	1 50	Calmpthout	...	8 18	11 5	...	3 7	...	7 26	...	...	...	...	...	...	...	...	...
2 60	2 0	1 30	3 90	3 0	1 95	Esschen (Frontier)	...	8 33	11 20	4 24	3 22	...	7 41	...	...	...	...	...	...	...	...	...
3 60	2 80	1 80	5 40	4 20	2 65	**Roosendaal** ..... arr.	...	8 43	11 30	4 33	3 32	...	7 51	...	...	...	...	...	...	...	...	...
						,, ... dep.	...	8 59	11 48	4 48	3 57	...	8 11	...	...	...	...	...	...	...	...	...
3 15	3 90	2 50	7 60	6 0	3 75	Etten Leur	...	9 19	...	...	4 25	...	8 28	...	...	...	...	...	...	...	...	...
6 15	4 80	3 0	9 20	7 50	4 55	**Breda** ..... arr.	...	9 35	12 15	5 13	4 40	...	8 39	...	...	...	...	...	...	...	...	...
						,, ... dep.	...	9 43	12 21	5 18	...	...	8 50	...	...	...	...	...	...	...	...	...
9 30	7 30	4 70	14 40	11 30	7 30	**Dordrecht** ..... arr.	...	10 24	12 59	5 53	...	...	9 31	...	...	...	...	...	...	...	...	...
11 70	9 10	5 80	18 30	14 10	9 10	**Rotterdam** ..... arr.	...	11 30	1 55	6 55	...	...	a.m. 10 30	...	...	...	...	...	...	...	...	...
—	—	—	—	—	—	ROTTERDAM (Dut. Rh.) dep.	...	12 10	2 25	7 30	...	...	8 25	11 0	7 7	8 30	0 50	...	...	...	...	...
—	—	—	—	—	—	LA HAYE	...	12 54	3 0	8 10	...	...	9 4	11 30	7 54	9 5	1 29	...	...	...	...	...
—	—	—	—	—	—	AMSTERDAM ..... arr.	...	2 52	4 20	...	...	...	10 35	...	9 55	10 2	5 10	...	...	...	...	...
—	—	—	—	—	—	ROTTERDAM ..... dep.	...	11 45	3 5	8 15	...	...	...	...	6 25	8 5	...	...	...	...	...	...
—	—	—	—	—	—	HAGUE	...	12 55	4 45	10 25	...	...	...	...	...	9 13	...	...	...	...	...	...
—	—	—	—	—	—	AMSTERDAM ..... arr.	...	1 5	4 35	10 10	...	...	...	...	8 35	9 35	...	...	...	...	...	...

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AMSTERDAM, HAGUE, ROTTERDAM to ANTWERP, CHARLEROI, and PARIS.—Chemin de fer Grand Central Belge.

Single. 1 Cl.	2 Cl.	3 Cl.	Return. 1 Cl.	3 Cl.	Stations.	Trains. 1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 3, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2,
Flor.	Flor	Flor	Flor.	Flor.				p.m.	p.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
...	...	...	...	...	AMSTERDAM ....dep.	...	...	6 50	8 45	7 0	8 25	9 55	...	12 25	2 55
...	...	...	...	...	HAGUE	...	6 8	...	8 10	8 0	...	9 20	11 40	...	3 0
...	...	...	...	...	ROTTERDAM ....arr.	...	7 45	9 15	10 20	9 10	9 50	11 25	12 45	2 40	4 32
—	—	—	—	—	AMSTERDAM (Dut. R.) dep.	...	4 0	7 0	8 50	...	8 0	9 30	...	11 20	2 35
...	...	...	...	...	HAGUE	...	6 1	9 1	10 21	6 8	9 20	10 51	...	1 21	4 6
...	...	...	...	...	ROTTERDAM ....arr.	a.m.	6 45	9 45	11 0	8 55	9 55	11 35	...	2 15	4 44
—	—	—	—	—	Rotterdam (per Steamer) dp	6 15	...	...	...	9 30	...	12 30	...	3 10	6 20
...	...	...	...	...	Dordrecht	7 22	...	...	...	10 38	...	1 42	...	4 6	7 24
...	...	...	...	...	Breda	8 3	...	...	...	11 10	...	2 29	...	4 44	8 6
...	...	...	...	...	,, ...	6 15	...	...	...	11 30	...	2 38	...	6 45	8 16
3 10	2 45	1 50	5 5	3 30	Etten Leur	8 31	...	...	...	...	...	3 30	...	7 5	...
3 45	3 5	1 85	6 20	4 70	5 5	8 51	...	...	a.m.	11 48	...	3 6	...	7 28	9 39
...	...	...	...	...	Roosendaal ....arr.	9 1	...	...	7 10	11 48	...	3 11	...	...	9 44
...	...	...	...	...	,, ...dep.	9 25	...	...	7 40	12 16	...	3 40	...	...	9 9
4 25	3 35	2 5	6 80	5 20	Esschen, Customs examination	9 46	...	...	7 51	12 37	...	3 51	...	...	9 28
4 55	3 60	2 20	7 25	5 60	Calmpthout	10 58	...	1 2, 3	8 41	12 39	...	4 3	...	...	9 32
4 95	3 85	2 45	7 70	5 95	Cappellen	10 ...	...	clean	9 11	12 48	...	4 10	...	...	9 39
5 15	4 0	2 50	8 10	6 15	Eeckeren	10 30	a.m.	a.m.	9 23	1 0	a.m.	4 23	p.m.	...	9 50
5 55	4 30	2 70	8 65	6 65	Antwerp ....arr.	11 0	5 30	7 12	9 35	1 30	5 25	5 45	7 40	...	...
fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	,, ...dep.	11 12	5 42	7 24	9 43	2 2	5 47	5 57	7 52	...	...
0 80	0 60	0 45	1 20	0 90	Boucholt	11 20	5 50	7 32	9 53	2 10	5 55	6 5	8 0	...	...
1 10	0 80	0 55	1 75	1 30	Lierre ....arr.	...	...	7 40	9 58	2 13	...	6 7	...	...	...
...	...	...	...	...	,, ...dep.	...	...	7 52	10 10	2 24	...	6 18	...	...	...
1 70	1 20	0 85	2 65	1 90	Berlaer	...	...	8 2	10 26	2 34	...	6 32	...	...	...
2 20	1 70	1 10	3 30	2 35	Heyst-op-d-berg	...	...	8 11	10 39	2 43	...	6 37	...	...	...
2 70	2 0	1 35	4 15	2 90	Boisschot	...	...	8 20	10 52	2 52	...	6 46	...	...	...
3 20	2 25	1 55	5 5	3 55	Aerschot ....arr.	a.m.	a.m.	8 28	10 40	2 54	p.m.	6 48	p.m.	...	a.m.
...	...	...	...	...	[1CE] ....dep.	1 12	5 10	8 30	10 46	2 56	4 28	6 50	8 20	...	9 15
3 20	2 25	1 55	5 10	3 75	Rotselaer	...	5 21	8 41	10 57	3 9	4 33	7 ...	8 30	...	...
3 20	2 25	1 55	5 10	3 75	Louvain ....arr.	1 30	5 39	8 59	11 6	3 18	4 42	7 18	8 48	...	9 33
...	Fr	om Ca	ouva	n.	,, ...dep.	Mon	5 54	9 ...	12 14	3 45	...	7 46	...	...	...
0 10	0 80	0 30	0 20	0 45	Héverlé	Fair.	1	9	8	3 53	...	7 58	...	...	...
1 0	0 70	0 50	1 50	1 0	Weert-St.-Georges	2 Cl.	6 15	9 19	12 22	4 4	...	8 6	...	...	...
1 60	1 20	0 60	2 40	1 60	Gare-Deo-Gastuche	a.m.	6 26	9 30	12 43	4 15	...	8 20	...	...	...
1 80	1 40	0 90	2 70	1 10	Wavre	6 15	6 38	9 41	12 49	4 26	...	8 28	...	...	...
2 20	1 60	1 10	3 30	2 40	Limal	6 34	6 45	...	12 57	...	...	8 35	...	...	...
2 40	1 80	1 30	3 60	2 70	Ottignies ....arr.	6 30	6 50	9 50	1 0	4 32	...	8 40	...	...	...
...	...	...	...	...	,, ...dep.	6 35	7 3	10 4	...	4 45	...	8 52	...	...	...
1 60	1 20	1 30	2 90	2 25	Court-St.-Etienne	6 45	7 9	10 10	Mon	4 52	...	8 58	...	...	...
1 0	2 70	1 50	4 50	3 30	Laroche	7 3	7 17	...	a.m.	...	...	9 4	...	...	...
3 20	2 40	1 60	4 20	3 60	Villiers la Ville	7 19	7 34	10 22	9 55	5 6	...	9 11	...	...	...
3 60	2 70	1 90	5 40	4 5	Tilly	7 18	7 33	...	10 1	...	...	9 19	...	...	...
3 80	2 80	1 90	5 70	4 25	Marbais	7 24	7 39	10 32	10 7	5 18	...	9 25	...	...	...
4 0	3 0	2 0	6 0	4 50	Ligny	7 29	7 43	...	10 12	...	...	9 30	...	...	...
4 20	3 20	2 10	6 30	4 60	Fleurus	7 35	7 50	10 41	10 20	5 32	...	9 37	...	...	...
4 60	3 40	2 30	6 90	5 10	Ransart	7 46	8 ...	...	10 35	5 51	...	9 47	...	...	...
5 0	3 70	2 50	7 50	5 55	Lodelinsart ....arr.	7 53	8 7	10 53	10 42	5 59	...	9 54	...	...	...
...	...	...	...	...	[CE] ....dep.	7 56	8 10	10 56	10 45	5 41	...	...	...	...	...
5 20	3 90	2 60	7 80	5 85	Charleroi (ville B.)	8 2	8 19	11 4	10 57	5 50	...	...	...	...	...
5 20	3 90	2 60	7 80	5 85	Charleroi (Etat) ....arr.	...	8 28	11 13	Sun.	5 59	p.m.	...	...	...	...
...	Fr	om Ch	arle	roi	,, ...dep.	Monday.	8 40	11 25	2 40	6 15	7 36	...	...	...	...
0 40	0 30	0 20	0 60	0 45	La Sambre		8 48	11 43	2 60	6 24	7 44	...	...	...	...
0 60	0 50	0 30	0 90	0 75	Somerè		8 56	11 50	2 57	6 34	7 56	...	...	...	...
0 80	0 60	0 40	1 20	0 90	Jamioulx		9 2	11 57	3 2	6 40	7 58	...	...	...	...
1 20	0 90	0 60	1 80	1 35	Hameau		9 10	12 5	3 10	6 48	8 6	...	...	...	...
1 60	1 20	0 80	2 40	1 80	Bersee ....arr.		9 17	12 12	3 17	6 57	8 15	...	...	...	...
...	...	...	...	...	[1CE] ....dep.		9 19	12 12	3 18	6 58	8 16	...	...	...	...
1 80	1 30	0 90	2 70	1 95	Walcourt ....arr.		9 23	12 16	3 23	7 2	8 19	...	...	...	...
...	...	...	...	...	[1CE] ....dep.		9 24	12 20	...	7 12	...	...	...	...	...
2 20	1 60	1 10	3 30	2 40	Silenrieux		9 42	12 33	...	7 21	...	...	...	...	...
2 80	2 10	1 40	4 20	3 15	Cerfontaine		9 54	12 45	...	7 34	...	...	...	...	...
3 60	2 90	1 90	5 70	4 25	Mariembourg ....arr.		10 13	1 4	...	7 55	...	...	...	...	...
...	...	...	...	...	[1CE] ....dep.		10 18	1 9	...	8 2	...	...	...	...	...
5 30	3 10	2 10	6 30	4 65	Nismes		10 25	...	...	8 9	...	...	...	...	...
4 40	3 30	2 20	6 60	4 95	Olloy		10 31	1 12	...	8 15	...	...	...	...	...
4 60	3 40	2 30	6 90	5 10	Vierves (douane Belg.)		10 37	1 18	...	8 21	...	...	...	...	...
5 30	3 90	2 60	7 80	5 85	Vireux (id. fr.) ....arr.		10 36	1 19	...	8 22	...	...	...	...	...
							a.m.								
...	...	...	...	...	VIREUX ....dep.		10 36	...	...	...	...	...	...	...	...
...	...	...	...	...	MEZIERES-CHARLEVILLE ...		12 32	...	...	...	...	...	...	...	...
...	...	...	...	...	REIMS		4 58	...	...	...	...	...	...	...	...
...	...	...	...	...	PARIS (Nord.) ....arr.		8 20	...	...	...	...	...	...	...	...
					PARIS (Est.) ....arr.		9 10	...	...	...	...	...	...	...	...

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HERENTHALS to AERSCHOT.

Chemin de fer Grand Central Belge.

				a. m.	a.m.	p. m.	p. m.	p. m.
—	—	—	**Herenthals** dep.	7 10	9 40	12 10	5 50	8 20
0 60	0 40	0 30	Norderwyck-Mork.	7 22	9 52	12 22	6 2	8 32
1 20	0 90	0 55	Westmeerbeck	7 37	10 7	12 37	6 17	8 47
2 0	1 40	0 90	**Aerschot (103)** a	8 52	10 22	12 52	6 32	9 0

AERSCHOT to HERENTHALS.

				a.m.	a.m.	a. m.	p. m	p. m.
—	—	—	**Aerschot**.....dep	5 48	8 30	11 0	4 30	7 10
0 75	0 60	0 35	Westmeerbeck	6 4	8 46	11 15	4 46	7 26
1 30	1 0	0 65	Norderwyck-Morck	6 19	9 0	11 31	5 1	7 41
2 0	1 40	0 90	**Herenthals, 101**	6 30	9 12	11 42	5 12	7 52

BERZEE to LANEFFE.

				a.m.	p.m	p m.		
—	—	—	**Berzee** .....dep.	6 45	12 7	7 5	...	...
—	—	...	Thy-le-Château	7 0	12 45	7 15	...	...
0 60	0 30	0 20	**Laneffe** .....arr.	7 10	12 20	7 25	...	...

LANEFFE to BERZEE.

				a.m.	p.m.	p.m.		
—	—	—	**Laneffe** .....dep.	7 30	12 20	7 40	...	
—	—	...	Thy-le-Château	7 45	12 37	7 55	...	
0 60	0 30	0 20	**Berzee (104)** .....arr.	7 50	12 40	8 0	...	

WALCOURT to MORIALME.

Kils.				a. m	p. m.		
—	—	—	**Walcourt**.....dep	9 45	7 20	...	
4½	0 60	0 50	0 30	Fraire	10 15	7 50	...
7½	1 0	0 70	0 50	**Morialme** .....arr.	10 45	8 20	...

MORIALME to WALCOURT.

Kils.				a.m.	a. m.	p.m.	
—	—	—	**Morialme**.....dep.	7 0	7 15	11 35	
3	0 40	0 30	9 20	Fraire	7 35	7 50	12 10
7½	1 0	0 70	0 50	**Walcourt (103)**...arr.	8 0	8 15	12 35

WALCOURT to PHILIPPEVILLE.

Kils.					a.m.	p.m.	p. m.	p.m.
4½	—	—	0 30	**Walcourt**.....dep.	9 40	1 0	7 25	
6½	0 60	0 40	0 30	St-Lambert	10 0	1 25	7 45	
8½	1 20	0 90	0 60	Florennes	10 15	1 40	8 0	
9½	1 0	0 90	0 60	**Philippeville** .....arr.	10 30	1 55	8 15	

PHILIPPEVILLE to WALCOURT.

Kils.					a.m.	a. m.	p. m.	p. m.
—	—	—	0 30	**Philippeville** dp	7 5	7 20	11 5	4 55
3	0 60	0 40	0 30	Florennes	7 35	7 40	...	5 15
5	0 60	0 40	0 30	St-Lambert	7 40	7 55	11 30	5 30
9½	1 20	0 90	0 60	**Walcourt (104)**	7 55	8 10	11 50	5 48

MARIENBOURG to COUVIN.

				a. m.	a.m.	p. m.	p. m.
—	—	—	**Marienbourg**.....dep.	6 40	10 10	1 15	8 10
0 60	0 40	0 30	**Couvin**.....arr.	6 50	10 20	1 25	8 20

COUVIN to MARIENBOURG.

				a. m.	a. m.	p. m.	p. m.
—	—	—	**Couvin**.....dep.	7 0	10 40	1 45	8 40
0 60	0 40	0 30	**Marienbourg**.....arr.	7 10	10 50	1 55	8 50

AIX-LA-CHAPELLE, to MAASTRICHT, HASSELT, and ANTWERP.—Grand Central Belge.

1 Cl.	2 Cl.	3 Cl.	**Stations.** (All 1, 2, 3 clas)	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.
fr.	c.	fr.	c.	fr.	c.				
—	—	—	**Aix-la-Chap.**(Maesch.)d	5 54	9 55	1 58	5 5	8 99	...
—	—	—	(Templerbend) Buffet.	6 14	10 21	1 47	5 34	8 50	...
—	—	5	**Simpelveld** (Brus.time)	6 33	10 40	2 2	5 44	9 9	...
0	10	0	8	Vaelkenhuysen	6 43	10 49	2 10	5 54	9 18	...
0	23	0	18	Meerssen	6 56	11 2	2 23	6 7	9 31	...
0	28	0	20	**Maestricht** (Buff.) ...arr	6 50	10 56	2 17	6 7	9 26	...
				" Wyck 90, 106 dep	7 0	11 8	2 27	6 17		
0	7	0	29	**Lanaeken**	7 11	11 27	2 45	6 36	...	...
0	14	0	28	Massenhilsen	7 31	11 39	...	6 50	...	...
0	15	1	6	Beversi	7 38	...	...	6 57	...	...
0	22	1	11	**Hasselt** (Station) (105)	8 42	12 7	3 21	7 43	...	...
0	27	1	21	Diest	8 42	12 38	3 51	7 58	...	...
0	6	1	21	Arschot	9 19	1 10	4 18	8 35	...	...
0	17	1	29	**Aerschot**	9 19	1 10	4 18	8 35	...	...
0	13	2	19	**Antwerp (63, 104)** arr.	10 15	2 14	5 30	9 41	...	...

* Tuesdays, Wednesdays, & Fridays.

LANDEN, SAINT-TROND and HASSELT.—Grand Central Belge.

1 ct.	2 ct.	3 ct.	**Stations.**	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Mls.	1 Cl.	2 Cl.	3 Cl.	**Stations.**	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
				a.m.	a.m.	p.m.	p.m.	p.m.	Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	**Landen** ..... dep	6 40	9 20	1 0	3 40	7 25	...	—	—	—	**Hasselt**.....dep	8 0	10 10	1 30	4 0	8 15
0 80	0 40	0 30	Velm	6 51	9 29	1 11	3 55	7 34	...	0 60	0 40	0 30	Alken	8 10	10 30	1 40	4 20	8 25
1 0	0 70	0 50	**Saint-Trond**.....arr	7 1	9 37	1 21	4 5	7 42	...	0 80	1 0	0 70	Cortenbosch	8 20	10 50	1 50	4 40	8 35
			.....dep	7 11	9 40	2 20	6 30	7 44	...	1 40	1 10	0 70	**Saint-Trond**	8 30	11 5	1 59	4 55	8 44
1 40	1 0	0 70	Cortenbosch	7 21	9 50	2 32	6 40	7 54	...	...	...	...	"	8 31	12 5	2 1	6 30	8 46
1 80	1 40	0 90	Alken	7 31	10 0	2 44	7 0	8 4	...	1 40	1 90	0 90	Velm	8 40	12 20	2 10	6 45	8 55
2 20	1 70	1 10	**Hasselt (100)** ...arr	7 40	10 9	2 55	7 15	8 13	...	1 70	2 20	1 70	1 10 **Landen (96)** ...arr	8 47	12 30	2 10	6 55	9 3

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BRUSSELS to NAMUR and LUXEMBOURG.

ORDINARY. 1 Cl.	2 cl	3 cl.	Stations.	1,2,3 class	1,2,3 class	1 & 2 class	1,2,3 class	1,2,3 class	a.m.	1,2,3 Cl. class	ORDINARY. 1 Cl.	2 Cl.	3 Cl.	Stations.	1 Cl.	1 cl. class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class
e.	fr. c.	fr. c.		a. m.	a. m.	p. m.	p. m.	p. m.	a. m.		fr. c.	fr. c.	fr. c.		a.m.	a.m.	a. m.	p. m.		p.m.
	—	—	Brussels.....dep.	6 25	9 25	12 35	4 3	5 55	6 40	5 55	—	—	—	Luxembourg dep.	12 35	—	—	9 18	2 40	—	9 10
	—	—	Watermael, Berg. ...	—	—	—	—	—	—	—	—	—	—	Bertrange (Buffet)...	—	—	—	9 24	2 49	—	9 20
	—	—	Boitsfort.....	—	—	—	—	—	—	—	—	—	—	Mamer	—	—	—	9 30	2 55	—	9 26
70	0 35	0 35	Groenendael, Buffet	—	—	—	—	—	6 16	—	—	—	—	Cappellen	—	—	—	9 35	3 0	—	9 32
	—	—	La Hulpe	—	—	—	—	—	6 28	—	—	—	—	Bettingen	1 0	—	—	9 43	3 8	—	9 41
	—	—	Rixensart	—	—	—	—	—	6 34	—	—	—	—	Sterpenich, Belg. Cus.	1 13	—	—	9 55	3 20	—	9 53
10	1 35	0 90	Ottignies (10-5) a.	6 55	9 55	1 0	4 33	6 30	—	—	—	—	—	Autel (Branch).....	—	—	—	10 3	3 28	—	10 2
			,, Buffet .....dep.	6 59	10 0	1 5	4 37	6 34	—	—	—	—	—	Arlon (106)...arr.	1 27	—	—	10 10	3 35	p.m.	10 10
	—	—	Mont-St.-Guibert ...	7 8	10 9	1 14	4 47	6 44	—	—	—	—	—	,, (Buffet) dep.	1 32	—	5 0	10 25	3 45	5 50	
	—	—	Chastre	7 16	10 17	—	4 55	6 52	—	—	0 70	0 55	0 35	Fouches	—	—	5 11	—	3 57	6 2	—
	—	—	Gembloux	7 25	10 26	1 29	5 5	7 2	—	—	1 10	0 80	0 55	Habay.....	—	—	5 20	10 43	4 5	6 10	—
	—	—	St.-Denis-Boves	7 36	10 37	—	5 16	7 13	—	—	1 45	1 10	0 70	Marbehan	—	—	5 31	10 53	4 16	6 21	—
	—	—	Rhisne.....	7 47	10 48	—	5 22	7 19	—	—	2 15	1 60	1 10	Laveaux	—	—	5 56	11 15	4 41	6 46	—
85	2 95	2 0	Namur (94) ...arr.	7 53	10 50	1 50	5 33	7 30	7 50	—	2 50	1 90	1 25	Longlier.....	—	—	6 11	11 29	4 56	7 3	—
	—	—	,, Buffet .....dep.	8 10	11 20	2 9	5 48	—	7 58	—	3 25	2 45	1 80	Libramont.....	—	—	6 30	11 47	5 16	7 24	—
	—	—	Nanmine.....	8 20	11 51	—	6 4	—	—	—	4 30	3 25	2 15	Foix.....	—	—	6 44	12 2	5 31	7 39	—
	—	—	Assesse	8 45	12 27	2 80	6 30	—	—	—	5 5	3 80	2 50	Grupont.....	—	—	6 53	...	5 43	7 48	—
	—	—	Natoye	8 52	12 45	—	6 37	—	—	—	5 40	4 5	2 70	Fourrières.....	—	—	7 4	12 70	5 51	8 0	—
	—	—	Ciney	9	1 0	3 56	6 40	—	—	—	5 75	4 30	2 90	Jemelle	3 3	—	7	12 70	5 51	8 0	—
	—	—	Haversin	9 20	—	3 11	6 55	—	—	—	6 10	4 60	3 5	Marloie (Buffet) ...	—	—	7 14	13 34	6 5	8 10	—
	—	—	Aye	9 33	1 23	—	7 8	—	—	—	6 18	4 60	3 5	Aye (Marche)	—	—	7 24	...	6 11	—	—
55	3 65	2 80	Marloie, Buff.	9 43	6 20	3 31	7 18	—	—	—	6 85	5 15	3 40	Haversin	—	—	7 39	12 51	6 26	—	—
20	3 95	3 95	Jemelle	9 54	6 33	3 41	7 29	—	9 25	—	7 35	5 65	3 80	Ciney	—	—	7 58	1 8	6 45	—	—
	—	—	Fourrières.....	10 0	6 39	—	7 35	—	—	—	8 30	6 20	4 5	Natoye	—	—	8 8	...	6 55	—	—
	—	—	Grupont.....	10 9	6 48	3 54	7 44	—	—	—	8 30	6 20	4 15	Assesse	—	—	8 17	1 25	7 4	—	—
	—	—	Foix.....	10 28	7 8	4 11	8 3	—	—	—	9 0	6 75	4 50	Nanmine.....	—	—	8 31	—	7 18	—	—
45	7 85	5 30	Libramont.....	10 51	7 34	4 33	8 26	—	—	—	9 70	7 30	4 85	Namur (94) ... arr.	4 58	a.m.	9 43	1 50	7 30	p.m.	5 54
	—	—	Longlier.....	11 4	7 48	4 46	8 39	—	—	—	—	—	—	,, (Buffet) dep.	5 5	11 20	9 0	2 10	7 45	5 40	6 8
	—	—	Laveaux	11 18	8 2	—	8 53	—	—	—	10 10	7 55	5 5	Rhisne.....	—	11 30	9 10	—	7 58	5 50	6 14
25	9 20	6 10	Marbehan	11 29	8 14	5 6	9 4	—	—	—	10 45	7 95	5 30	St.-Denis-Boves	—	11 36	9 16	—	8 4	5 56	6 20
	—	—	Habay.....	11 44	8 25	5 17	9 15	—	—	—	11 20	8 35	5 60	Gembloux	—	11 47	9 27	2 32	8 17	6 7	6 36
	—	—	Fouches	11 48	8 39	—	9 23	1 2 3	—	—	11 50	8 65	5 75	Chastre	—	11 55	9 35	—	8 25	6 15	6 43
70	10 25	6 85	Arlon (106) ...arr.	12 0	8 45	5 35	9 30	a.m.	11 17	—	11 50	8 65	5 75	Mont-St.-Guibert ...	—	12 2	9 42	2 45	8 33	6 22	6 50
	—	—	,, Buffet ....dep.	12 10	—	5 45	—	5 40	11 22	—	11 90	8 90	5 93	Ottignies (10-5) ar	—	12 10	9 50	2 52	8 42	6 30	6 48
	—	—	Autel (Branch)	12 14	—	5 58	—	5 49	—	—	—	—	—	,, (Buffet) dep.	—	12 15	9 55	2 57	8 45	6 40	6 57
	—	—	Sterpenich, Belg. Cus.	12 26	—	6 1	3	5 59	11 34	—	12 25	9 20	6 10	Rixensart	—	—	—	—	—	6 50	7 7
	—	—	Bettingen, Berf. Cust.	12 37	—	6 12	class	6 8	11 51	—	12 60	9 40	6 30	La Hulpe	—	—	—	—	—	6 58	7 15
	—	—	Capellen ...[Gov. D.	12 45	—	6 20	—	6 16	—	—	12 95	9 70	6 50	Groenendael (Buffet)	—	—	—	—	—	7 7	7 24
	—	—	Mamer	12 30	—	6 25	—	6 22	—	—	13 30	10 0	6 55	Boitsfort.....	—	—	—	—	—	7 15	7 32
	—	—	Bertrange ...[73. 77	12 56	—	6 31	—	6 26	—	—	13 30	10 0	6 55	Watermael	—	—	—	—	—	—	7 32
10	11 70	7 70	Luxembourg Bui	1 5	—	6 40	—	6 40	12 15	—	13 70	10 25	6 85	Brussels (Luxb.)ar	6 12	12 45	10 35	3 25	9 15	7 25	7 45

Extra.—Brussels to Ottignies 8.55 a.m.; 2.5 p.m.; and vice versa, Ottignies to Brussels 2.25, 11.10 a.m.; 7.45 p.m.

LONGWY and ARLON.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	3 Cl.	1,2,3 class	1,2,3 class	1,2,3 class	Stations.	1,2,3 class	1,2,3 class	1,2,3 class
Dist.	fr. c.	fr. c.	fr. c.		a.m.	a. m.	p.m.	p.m.		a.m.	p.m.	p.m.
—	—	—	—	Longwy .....dep	—	—	8 55	2 25	3 10	—	—	—
—	—	—	—	Mont-Saint-Martin	—	9	1	2 30	6 15	—	—	—
—	1 5	0 80	0 55	Athus	7 20	9 26	2 56	3 40	—	—	—	—
—	1 5	0 80	0 55	Messancy	8 0	9 35	3 4	3 49	—	—	—	—
—	—	—	—	Autel	8 27	9 49	3 18	4 3	—	—	—	—
—	2 15	1 65	1 5	Arlon ..... arr.	8 47	9 58	3 25	4 10	—	—	—	—

Stations.	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class
	a.m.	p.m.	p.m.	
Arlon .....dep	7 20	12 20	5 52	—
Autel	7 28	12 28	5 59	—
Messancy	7 40	12 40	6 10	—
Athus	7 55	12 55	6 25	—
Mont-Saint-Martin	8 7	1 7	6 37	—
Longwy .....arr	8 10	1 10	6 40	—

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Through Service BRUSSELS (Midi.) to PARIS, (Via Maubeuge), and PARIS to BRUSSELS.

Stations.	1,2 3 Ex3	1,2,3	1,2 3 Ex2	1,2,3
	a.m. a.m.	p.m.	p.m. p.m.	
Brussels (M) dep	... 9 3	1 3	2 35 5 39	...
Mons arr	... 10 9	2 46	3 40 7 18	...
,, dep	7 15 10 15	2 55	3 43 7 30	...
Cuesmes ,,	7 22 Ex2	3 2	Ex1 7 37	...
Frameries ,,	7 30 10 27	3 10	... 7 47	...
Quévy (Bel Time) ,,	7 40 10 37	3 20	4 4 7 59	...
Feignies arr	7 40 10 39	3 21	4 4 8 1	...
,, (F. Time) dep	7 54 11 4	3 35	4 24 8 22	...
Maubeuge arr	8 5 11 15	3 46	4 35 8 33	...
,, dep	8 13 11 28	3 56	4 42 8 50	...
Hautmont ,,	8 22 11 37	4 4	... 9 0	...
Boigny ,,	9 45 12 51	5 42	5 37 10 35	...
Le-Quentin ,,	10 43 1 28	6 31	6 7 11 49	...
Tergnier ,,	11 33 2 2	7 13	6 50 12 45	...
Paris arr	3 15 5 11	0	9 5 4 45	...

Stations.	Ex1	1,2,3	1 & 2	Ex1	1,2,
	a.m.	a.m.	a.m.	p.m.	p.m.
Paris dep	7 20	...	8 55	3 45	11 2
Tergnier ,,	9 51	7 15	11 31	6 22	3 4
St-Quentin ,,	10 16	8 15	12 11	6 47	4 3
Busigny ,,	10 46	9 45	1 12	7 17	5 3
Hautmont ,,	...	11 54	2 38	...	7
Maubeuge ... arr	11 36	12 4	2 45	8 6	7
,, dep	11 48	12 45	5 5	8 11	8 1
Feignies F. Th. ,,	11 56	1 0	5 17	8 23	8 2
Quévy arr	2 Cl. 12 11	1 15	5 31	8 37	8 4
,, Bel Time ,,	12 26	1 30	5 50	8 57	9
Frameries ,,	6 40	12 37	1 45	6 2	9 8
Cuesmes ,,	6 50	...	1 56	6 16	...
Mons arr	7 0	12 48	2 5	6 20	9 20
,, dep	3 Cl. 7	Ex2 12 53	... 4 22	3 Cl. 6 49	Ex2 9 25
Brussels (M) arr	8 59.	1 58	6 0	8 43	10 30

LIEGE and MARLOIE (Ligne de l'Ourthe.)—Chemins de fer de l'Etat.

Cl. 2 Cl. 3 Cl.	Stations.	1,2,3	1,2 3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c. fr. c. fr. c.			a.m.	a.m.	p.m.		p.m.	p.m.
... ...	Liege dep	...	7 35	10 9	1 25	...	5 20	8 57
0 35 0 25 0 20	Angleur ,,	...	7 45	10 18	1 38	...	5 33	9 6
0 70 0 55 0 35	Tilf ,,	...	7 56	10 29	1 49	...	5 44	9 17
1 35 0 80 0 55	Esneux ,,	...	8 8	10 39	1 59	...	5 54	9 27
1 45 1 10 0 70	Poulseur ,,	...	8 13	10 46	2 6	...	6 1	9 31
1 80 1 35 0 90	Comblain-au-Pont ,,	...	8 21	10 54	2 14	...	6 9	9 42
1 80 1 35 0 90	Comblain-la-Tour ,,	a.m.	8 28	11 1	2 21	...	6 16	9 49
3 15 1 60 1 10	Hamoir ,,	5 30	8 40	11 14	2 33	p.m.	6 28	9 57
3 80 2 15 1 45	Bomal ,,	5 40	8 51	11 24	2 43	4 40	6 38	...
3 25 2 45 1 60	Barvaux ,,	5 46	8 57	11 30	2 49	4 43	6 44	...
3 60 2 70 1 80	Melreux ,,	5 58.	9 11	11 42	3 1	5 10	6 56	...
4 30 3 25 2 15	Marche ,,	6 13	9 27	11 56	3 15	5 33	7 10	...
4 70 3 50 2 35	Marloie (Buffet) ... arr	6 18	9 32	12 1	3 20	5 40	7 15	...

Cl. 2 Cl. 3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c. fr. c. fr. c.			a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
... ...	Marloie (Buffet) ... dep	...	7 25	10 20	12 35	3 35	6 10	8 15	
0 35 0 25 0 20	Marche ,,	...	7 31	10 26	12 41	3 42	6 16	8 21	
1 15 0 80 0 55	Melreux ,,	...	7 46	10 41	12 56	4 1	6 31	8 36	
1 40 1 10 0 70	Barvaux ,,	...	7 56	10 54	1 9	4 18	6 44	8 49	
1 75 1 35 0 90	Bomal ,,	a.m.	8 5	11 1	1 15	4 25	6 50	8 55	
2 15 1 60 1 10	Hamoir ,,	5 20	8 20	11 18	1 30	...	7 5	9 5	
2 80 1 90 1 25	Comblain-la-Tour ,,	5 58	8 27	11 27	1 38	...	7 13	...	
2 90 2 15 1 45	Comblain-au-Pont ,,	5 35	8 34	11 34	1 45	...	7 20	...	
3 25 2 45 1 60	Poulseur ,,	5 44	8 42	11 43	1 53	...	7 28	...	
3 60 2 70 1 80	Esneux ,,	5 51	8 48	11 50	2 0	...	7 35	...	
3 95 2 95 2 0	Tilf ,,	6 1	8 58	12 0	2 10	...	7 45	...	
4 30 3 25 2 15	Angleur ,,	6 14	9 12	12 15	2 25	...	7 58	...	
4 70 3 50 2 35	Liege arr	6 20	9 17	12 20	2 30	...	8 3	...	

BASTOGNE and LIBRAMONT.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Libramont dep	7 53	11 49	5 47	9 20
Bertrimont ,,	8 3	11 59	5 57	9 30
Wideumont ,,	8 8	12 4	6 2	9 35
Morhet ,,	8 14	12 10	6 8	9 41
Sibret ,,	8 23	12 19	6 17	9 50
Bastogne arr	8 33	12 29	6 27	10 0

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Bastogne dep	9 5	12 31	3 10	6 30
Sibret ,,	9 21	12 47	3 26	6 46
Morhet ,,	9 29	12 55	3 34	6 54
Wideumont ,,	9 35	1 1	3 40	7 0
Bertrimont ,,	9 41	1 7	3 46	7 6
Libramont arr	9 51	1 17	3 56	7 16

VENLO, WESEL, and HALTERN (HAMBURG).—Cologne-Mindener Eisenbahn. (May 15.

Kil.	Stations.	1—4	1—4	1—4	1—4	1—4	Kil.	Stations.	1—4	1—4	1—4	1—4
		a.m.	p.m.	p.m.	a.m.				p.m.	a.m.	a.m.	a.m.
...	PARIS dep	...	8 0	5	7 35	...	...	HAMBURG dep	10 30	...	...	11 35
...	MASTRICHT ,,	...	7 15	1 25	5 10	...	...	BREMEN ,,	1 0	...	6 45	2 0
...	ROTTERDAM ,,	...	a.m.	p.m.	3 10	...	...	OSNABRÜCK ,,	3 20	5 30	10 25	4 30
...	Venlo (Amst. Tl.) ,,	...	9 25	4 10	7 40	...	...	MÜNSTER ,,	4 21	6 45	12 0	5 35
...	Venlo (Local Tl.) ,,	...	9 30	4 15	7 35	...			a.m.	a.m.	p.m.	p.m.
0 70	0 60. 0 40	Straelen ,,	...	9 55	4 48	8 10	...	Haltern dep	5 35	8 15	1 20	6 20
1 40	1 20 0 80	Geldern ,,	...	10 10	5 5	8 12	...	Dorsten ,,	6 1	8 42	1 45	6 46
1 80	1 50 1 10	Issum ,,	...	10 24	5 18	8 30	...	Schermbeck ,,	6 16	8 56	1 58	7 30
2 50	2 0 1 50	Menzelen ,,	...	10 39	5 35	8 43	...	Wesel arr	6 45	9 26	2 25	7 40
3 95	3 30 2 45	Wesel arr	...	10 55	5 50	9 0	...	EMMERICH arr	9 5	...	4 22	7 49
		ROTTERDAM dep	...	...	8 5	3 5	...	ROTTERDAM dep	12 45	...	7 45	...
		EMMERICH ,,	5 0	7 55	1 20	...	...	Wesel dep	6 55	...	2 30	8 0
		Wesel dep	5 48	11 0	6 5	9 30	...	Mer ze en ,,	7 15	...	2 48	8 5
6 15	4 80 3 75 2 75	Schermbeck ,,	6 17	11 13	6 37	9 58	...	Issum ,,	7 34	...	3 3	8 16
6 45	5 20 4 20 3 10	Dorsten ,,	6 31	11 26	6 52	10 12	...	Ge'dren ,,	7 45	...	3 15	8 29
6 65	6 80 5 50 4 10	Haltern arr	6 58	11 38	7 20	10 55	...	Straelen ,,	8 7	...	3 33	8 47
			a.m.	p.m.	p.m.	p.m.	...	Venlo (Local Tl.) arr	8 25	...	3 50	9 5
		MÜNSTER arr	8 12	12 0	9 0	11 33	...	Venlo (Amst. Tl.) ,,	8 20	...	3 45	9 10
		OSNABRÜCK ,,	9 35	1 55	10 25	12 37			p.m.		p.m.	
		BREMEN ,,	...	4 37	...	3 5	...	ROTTERDAM arr	1 55	...	6 30	...
		HAMBURG ,,	...	7 25	...	5 40	...	MASTRICHT ,,	12 0	...	...	...
							...	PARIS ,,	4 45	...	...	...

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ROTTERDAM and UTRECHT to LIEGE and VENLO.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	Ex.	Ex.	1,2,3	1,2,3	Ex	1 & 2	1,2,3
Dist.	g. c.	g. c.	g. c.		a. m	a. m	a. m.	a. m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Rotterdam** ...dep	6 0	...	8 0	9 30	...	12 30	2 30	6 15	8 30
—	—	—	—	**Maliegat**.....arr	6 15	...	9 15	9 45	...	12 45	3 55	6 30	8 45
—	—	—	—	Flijenoord .....dep	6 28	...	8 25	10 0	...	1 3	3 14	6 47	8 55
—	—	—	—	**Dordrecht** .....arr	6 59	...	8 47	10 27	...	1 36	4 8	7 10	9 31
—	—	—	—	,, ...dep	7 21	...	8 50	11 8	...	1 42	4 22	7 14	...
34½	2 25	1 65	1 0	**Breda** ..... arr	8 2	...	8 25	11 16	...	2 30	4 53	7 59	p.m.
...	...	...	...	,, (108) ...dep	...	5 50	9 36	...	12 25	...	4 58	8 4	5 31
48	3 10	2 20	1 40	**Tilburg** .....arr	...	6 16	9 59	...	12 51	...	5 14	9 0	5 54
...	...	...	...	,, ...dep	...	6 19	10 2	...	12 56	...	5 16	9 15	5 58
...	...	...	...	Oisterwijk	...	6 32	...	...	1 9	...	5 20	9 20	...
59½	3 80	2 75	1 75	**Boxtel** .....arr	...	6 43	10 20	...	1 20	...	5 22	9 49	6 17
From	m Utr	rech	t	**Utrecht** .....arr	...	...	8 5	9 15	...	1 45	3 55	8 3	...
...	...	...	...	,, Maliebaan dp	...	...	8 6	9 15	...	1 48	4 17	8 4	...
5	0 10	0 35	0 20	Houten	...	...	8 25	1 & 2	...	2 3	Ex.	8 22	...
7½	0 60	0 50	0 30	Schalkwijk	...	...	8 33	Ex.	...	2 18	...	8 29	...
11	0 90	0 70	0 45	Kuilenburg	...	...	8 46	...	...	2 35	4 22	8 41	...
16½	1 30	1 0	0 65	Geldermalsen	...	...	8 59	...	...	2 49	4 32	8 52	...
21½	1 75	1 40	0 90	Zalt Bommel	...	...	9 19	...	...	3 10	4 49	9 11	...
23½	2 5	1 65	1 0	Hedel	...	...	9 33	...	...	3 24	...	9 23	...
30	2 40	1 90	1 20	**'sHertogenb'sch**	a.m.	...	9 45	10 8	...	3 36	5 4	9 34	...
				,, (Bois le Duc) d	6 20	...	10 9	10 10	...	3 58	5 9	9 39	6 43
32½	2 60	2 5	1 30	Vught	6 30	...	10 20	...	...	4 1	...	9 50	6 51
38	3 0	2 40	1 50	**Boxtel** .....arr	6 41	...	10 33	10 24	...	4 11	5 24	10 34	7 10
...	...	...	...	**Boxtel**.....dep	...	7 3	...	10 33	...	4 25	5 32	...	10 8
43½	3 50	2 80	1 75	Best	1,2,3	7 19	...	10 45	...	4 42	...	...	10 25
4-½	4 0	3 21	2 0	**Eindhoven** ..... arr	a.m.	7 33	...	10 56	a.m.	4 57	5 55	...	10 40
From	m El	udho	ven	**Eindhoven** .....dep	5 5	...	...	...	11 0	...	...	6 5	...
6½	0 50	0 40	0 25	**Valkenswaard** arr	5 35	...	...	...	11 19	...	...	5 59	...
12½	0 95	0 75	0 50	**chel** (Am. time) arr	5 50	...	...	...	11 30	...	...	6 13	...
...	...	...	...	,, (Brs. time) dep	6 17	...	...	...	11 50	...	...	6 38	...
16½	1 24	0 99	0 65	Neerpelt	6 30	...	...	...	12 0	...	...	6 50	...
23	1 62	1 27	0 81	Wijchmaelbeverloo ..	6 56	...	...	...	12 19	...	...	7 14	...
28	1 95	1 51	1 0	Helchteren	7 12	...	...	...	12 31	...	...	7 29	...
33	2 28	1 75	1 14	Zonhoven	7 28	1,2,3	...	...	12 43	...	...	7 44	...
37½	2 51	1 94	1 28	**Hasselt** .....arr	7 40	a.m.	...	...	12 59	...	...	7 55	...
...	...	...	...	,, ...dep	7 56	4 10	...	...	1 2	...	...	8 8	...
47½	3 13	2 41	1 59	Bilsen	8 21	4 41	...	...	1 30	...	...	8 32	...
44¾	3 22	2 46	1 62	Hoesselt	8 29	4 48	...	...	1 38	...	...	8 37	...
54½	3 27	2 50	1 66	**Tongeren**	8 46	5 6	...	...	1 53	...	...	8 52	...
59	3 51	2 69	1 78	Glons	9 1	5 21	...	...	2 7	...	...	9 5	...
63½	3 79	2 88	1 92	**Liers** .....arr	9 15	5 35	...	...	2 21	...	...	9 17	...
...	...	...	...	,, (109).....dep	9 20	5 40	...	...	2 35	...	...	9 24	...
65½	3 88	2 98	1 97	Milmort	9 27	5 47	...	...	2 55	...	...	9 27	...
66½	4 7	3 12	2 6	Herstal	9 36	5 56	...	...	2 42	...	...	9 36	...
68½	4 17	3 16	2 9	**Liege** ..... arr	9 41	6 1	...	...	2 47	...	...	9 41	...
...	5 75	4 55	2 85	**Eindhoven** dep	...	7 43	...	...	11 1	6 10	...	...	...
...	6 15	4 90	3 8	Nuenen-Tongelre ...	...	7 53	...	...	...	...	...	...	...
...	6 60	5 25	3 30	Helmond	...	8 8	...	...	11 17	6 26	...	...	...
...	6 95	5 50	3 45	Deurne	...	8 21	...	...	...	...	...	...	...
...	7 50	6 0	3 75	Horst-Sevenum ...	Ex	8 31	...	...	11 47	6 56	...	...	...
...	8 10	6 45	4 5	**Venlo** .....arr	a.m.	9 6	...	...	12 1	7 10	...	...	...
...	...	...	...	**Venlo** .....dep	6 0	9 30	...	...	2 25	...	...	7 39	...
...	8 70	6 90	4 30	Reuver	6 18	9 53	...	...	2 44	...	...	7 58	...
...	9 25	7 40	4 60	**Roermond**.....	6 39	10 22	...	...	3 7	...	...	8 19	...
...	9 65	7 70	4 80	Maasbracht	6 50	10 36	...	...	3 18	...	...	8 27	...
...	9 95	7 90	4 95	Echt	6 59	10 48	...	...	3 26	...	...	8 39	...
...	10 15	8 10	5 7	Susteren	7 7	10 58	...	...	3 36	...	...	8 47	...
...	10 50	8 35	5 20	Sitt rd	7 20	11 14	...	...	3 46	...	...	8 59	...
...	10 90	8 70	5 40	Beek-Eisloo.....	7 35	11 35	...	...	3 56	...	...	8 54	...
...	11 60	9 25	5 75	**Maastricht** arr	7 55	12 0	...	...	4 25	...	...	9 13	...

Mls	1 Cl.	2 Cl.	3 Cl.	Stations.	p.m.	a.m.	p.m.	p.m.
	g. c.	g. c.	g. c.					
...	...	...	...	ANTWERP	7 35	10 30	3 37	...
...	...	...	...	GOES	5 55	...	1 30	...
...	...	...	...	BERGEN OP-ZOO.	7 10	...	2 48	p.m.
...	—	—	—	**Roosendaal**	8 59	11 48	3 57	4 38
...	...	...	...	Etten	9 19	...	4 25	5 28
80	0 70	0 55	0 35	**Breda**	9 35	12 45	4 40	5 13
144	1 15	0 90	0 55	TILBURG	11 32	3 50	...	...
...	...	...	...	VENLO	1 56	6 18	...	...
...	...	...	...	MAASTRICHT ...	4 0	8 31	...	...

ROOSENDAAL and BREDA.

Stations.	a.m.	a.m.	a.m.
MAASTRICHT dep	...	7 30	11 50
VENLO	...	8 6	12 36
TILBURG	6 30	...	11 42
Breda	8 15	11 48	2 46
Etten	8 31	...	3 0
Roosendaal 109.	8 51	11 48	3 18
BERGEN-OP-ZOO.	9 21	...	3 48
GOES	9 (	1 5	4 32
ANTWERP	...	...	...

Stations.	p.m.	a.m.	p.m.
ANTWERP	7 35	10 30	3 37
GOES	5 55	...	1 30
BERGEN OP-ZOO.	7 10	...	2 48
Roosendaal	8 59	11 48	3 57
Etten	9 19	...	4 25
Breda	9 35	12 45	4 40
TILBURG	11 32	3 50	...
VENLO	1 56	6 18	...
MAASTRICHT ...	4 0	8 31	...

Direct Service between ENGLAND and GERMANY.

Via Sheerness, Vlissingen, and Venlo

Stations.	1,2,3 p.m.
London !	8 30
Fenchurch St. ...dep	8 35
Lindgate Hill	8 35
Holborn, via	10 30
Sheerness.....	7 15 a
Vlissingen	9 0
Roosendaal	9 35
Breda	10 51
Eindhoven	11 57
Venlo (for time) ar	12 10 p
Venlo (for time) dp	12 25
Dusseldorf.. arr	2 10 a
Elberfeld	3 25
Berlin, via Kreimsen	7 12 a
Leipsic	8 30
Dresden ..... arr	11 33
Venlo (for time) dp	12 5 p
Crefeld	1 10
Cologne.....dep	2 30
,, ...arr	3 0 5 0
Bonn .....arr	3 53 5 40
Coblence	5 34 7 3
Ems	6 31 8 0
Mayence	8 30 10 58
Frankfort	10 10
Homburg	11 20
Darmstadt	9 31 9 48
Mannheim	10 52 11 35
Heidelberg	11 30 11 30
Baden-Baden.....	2 10 a
Basel .....arr	5 45 a

Service to N. Germany & Holland

Stations.	1,2,3 a.m.	1,2,3 p.m.
Hague .....dep	7 44	...
Rotterdam.....	8 11	3 1
Amsterdam.....	8 11	3 31
Amyden	10 22	5 56
Utrecht ..... arr	9 28	7 2
Utrecht .....dep	7 25	2 9 a.m.
Hamburg via Boxtel	10 5	5 30 a.m.
Berlin, Via Bleind.	...	7 10 a.m.
Leipsic	...	11 30
Dresden	...	11 30

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MAASTRICHT, VENLO, and LIEGE to UTRECHT and ROTTERDAM.

Stations.	1,2,3	1 & 2	1,2,3	Ex.	1,2,3	1 & 2	1,2,3	Ex.	1,2,3
			a.m.		p.m.			p.m.	p.m.
Maastricht dep	...	...	7 15	...	1 25	...	...	5 10	9 13
Beek-Elsloo	...	...	7 36	...	1 49	...	...	5 30	9 33
Sittard	...	...	7 50	...	2 8	...	...	5 45	9 49
Susteren	...	...	8 0	...	2 20	...	...	5 55	9 59
Echt	...	...	8 8	...	2 30	...	...	6 3	10 7
Maasbracht	...	...	8 17	...	2 40	...	...	6 12	10 16
Roermond	...	...	8 33	...	2 59	...	...	6 27	10 26
Reuver	...	...	8 50	...	3 20	...	...	6 44	10 42
Venlo arr	...	...	9 9	...	3 40	...	...	7 2	11 0
Venlo dep	...	...	9 24	...	3 59	...	...	*7 35	...
Horst-Sevenum	...	...	9 39	...	4 14	...	...	8 0	...
Deurne	...	...	10 1	...	4 35	...	...	8 30	
Helmond	...	...	10 12	...	4 47	...	...	8 47	
Nuenen-Tongelré	...	...	10 23	1,2,	4 59	...	...	9 3	* 1,2,3, Classes.
Eindhoven arr	...	...	10 29	a.m.	5 6	...	...	9 17	
Liege dep	...	...	6 0	10 0	12 55	...	...	5 10	7 50
Herstal	...	...	6 6	10 6	1 0	...	...	5 16	7 56
Milmorte	...	...	6 18	10 18	1 13	...	...	5 28	8 8
Liers arr	...	...	6 25	10 25	1 20	...	...	5 35	8 15
„ 109 dep	...	...	6 28	10 30	1 25	...	...	5 47	8 22
Glons	...	...	6 41	10 44	1 36	...	...	6 0	8 31
Tongeren	...	...	6 59	11 2	1 53	...	...	6 24	8 43
Hoeselt	...	...	7 12	11 16	2 4	...	...	6 40	
Bilsen	...	...	7 18	11 22	2 9	...	...	6 47	...
Hasselt arr	...	...	7 45	11 50	2 32	...	...	7 20	
dep	...	...	8 5		2 2	...	...	8 10	...
Zonhoven	...	...	8 16	...	2 53	...	...	8 21	...
Helchteren	...	...	8 0	...	3 7	...	...	8 35	...
Wijchmael Beverloo	...	...	8 46	...	3 23	...	...	8 50	...
Neerpelt	...	...	9 6	...	3 44	...	...	9 9	...
Achel	...	...	9 24	...	4 0	...	...	9 29	...
Valkenswaard arr	...	...	9 36	...	4 3	...	...	9 40	...
Eindhoven arr	a.m.	...	10 5	...	4 42	...	...	10 5	...
Eindhoven dep	6 20		10 34		5 11			9 22	...
Best	6 34		10 46	P.X.	5 24			9 37	...
Boxtel ar	6 46		10 57	p m.	5 36	p. m.		9 51	...
Boxtel dep	6 55	...	11 5	1 23	6 9	6 20	...	10 15	...
Vught	7 6	...	...	1 34	...	6 35	...	10 27	...
s'Hertogen-bosch dp	7 13	...	11 19	1 41	6 24	6 43	...	10 35	...
Hedel	7 18	...	11 22	1 46	6 26	6 58	...	...	...
Zalt-Bommel	7 29	...	11 3	1 57	...	7 11	...	...	...
Geldermalsen	7 34	...	11 32	2 6	...	7 24	...	...	...
Kuilenburg	7 55	...	...	2 23	...	7 50	...	...	...
Schoonkwijk	8 6	...	11 53	2 34	...	8 6	...	...	...
Houten	8 17	...	...	2 45	...	8 19	...	...	...
Utrecht (Maliebaan)	8 24	...	...	2 52	...	8 27	...	...	...
Utrecht arr	8 40	...	12 25	3 13	7 19	8 42	...	...	1,2,3
Utrecht dep	8 40	...	12 28	3 8	7 20	8 43	p m.	...	p.m.
Boxtel dep	7 4	...	10 26	11 10	5 41	...	7 10	...	10 8
Oisterwijk	7 16	...	10 4 & 2	11 22	5 53	...	7 22	...	10 20
Tilburg arr	7 27	...	10 44	11 32	6 4	...	7 32	...	10 30
dep	7 32	1,2, 3	10 46	11 37	6 8	...	7 37	...	10 34
Breda arr	7 58	a.m	11 8	12 5	6 35	p.m.	8 3	...	11 0
dep	8 16	9 43	...	12 21	6 40	5 18	8 50	1,2,3	...
Dordrecht arr	8 57	10 24	...	12 59	7 24	5 53	9 31	a.m.	...
dep	9 3	10 31	...	1 1	7 28	5 55	9 36	6 40	
Maliegat- arr	9 27	11 1	...	1 25	7 58	6 18	10 0	7 20	
Flijenoord dep	9 40	11 15	...	1 40	8 10	6 35	10 15	7 30	...
Rotterdam arr	9 55	11 30	...	1 55	8 30	6 55	10 30	7 50	...

Ms	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
Dis	f. c.	f. c.	f. c.		a.m.	p.m.	p.m.	
...	...	...	...	ROTTERDAM dep	...	...	...	...
...	...	...	...	LIEGE (Vivegnis)	...	...	...	...
...	...	...	...	**Liers** dep	9 36	2 55	5 45	...
...	...	...	...	**Ans** (Limb.) **arr**	9 55	3 50	6 0	...
...	...	...	...	**Ans** (Staat) arr	9 55	3 50	6 15	...

LIERS to ANS.

Ms	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
Dis	f. c.	f. c.	f. c.		a.m.	a.m.	p.m.	p.m.
...	...	...	...	**Ans** (Staat) ...dep	10 0	2 0	4 45	7 35
11	...	40	0 30	**Ans** (Limb.) ...	10 6	2 6	5 0	8 10
44	...	60	0 30	**Liers** ... arr	10 20	2 47	5 14	8 10
...	...	...	...	LIEGE (Vivegnis)...	...	2 47	6 0	9 41

Through Service between GERMANY and ENGLAND,

Via Venlo, Vlissingen, and Sheerness.

Stations.	1,2,3	1 & 2	1,2,3
	a.m.	a.m.	a.m.
Berlin dep	9 15	...	...
Charlottenburg	11 m.	...	...
Wittenberg	12 45	5 40	...
Magdeburg	2 45	7 40	...
Braunschweig	3 30	8 10	...
Frankfurt	5 25	8 0	...
Minden	6 55	9 50	8 50
Cassel	5 48	10	...
Elberfeld den	9 3	11 8	8 42
Cologne	10 41	12 26	1 46
Duisburg	11 25	1 5	2 40
Arnhem dep	...	...	3 30 p
Utrecht	...	...	5 43
Amersfoort dep	...	...	6 10 p
Deventer	...	...	8 45
Zutphen	...	...	10 0 p
Apeldoorn	...	...	4 45
Zwolle	...	...	5 40
Meppel	...	...	6 30
Steenwijk	...	...	7 10
Leeuwarden	6 55	8 50	...
Harlingen	8 50	...	...
Sneek	9 13	...	...
Heerenveen	10 a.	...	...
Oldeboorn	10 45	5 40	...
Groningen	12 30	7 10	...
Winschoten	2 30	9 0	...
Nieuweschans	3 0	9 30	...
Emden	5 30	11 30	...
Leer	6 30	12 30	...
Oldenburg	8 0	2 0	...
Bremen	10 0	4 0	...
Hamburg	1 0 p	7 0	...
Altona	2 30	8 30	...
Kiel	6 30	12 0 night	...

Through Service from Germany

Stations.	1 & 2 Class.
Berlin dep	p.m.
Altona dep	6 45
Kiel, via Steind.	10 0 p.m.
Flensburg, via Bre	10 45
Cologne	2 5 a.m.
Duisburg	3 52 a.m.
Arnhem arr	8 15 a.m.
Utrecht dep	8 20
Rotterdam arr	10 45
Amsterdam arr	11 15
Leyden arr	11 25

NIEUWESCHANS to HARLINGEN.

Eng. Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
	g. c.	g. c.	g. c.			a.m.	a.m.	p.m.	p.m.		
	—	—	—	Nieuwesch dp	...	5 50	9 14	2 50	6 25	...	
8	0 60	0 50	0 30	Winschoten	...	6 18	9 33	1 5	6 49	...	
11	0 85	0 70	0 45	Schiemda	...	6 30	9 52	1 30	7 3	...	
15½	1 25	1 0	0 60	Zuidbroek	...	6 38	10 6	1 34	7 16	...	
20	1 55	1 25	0 80	Hoogezand	...	6 46	10 11	1 45	7 35	...	
22½	2 35	1 65	1 15	Groningen arr	...	7 12	10 43	2 30	7 55	...	
	...	...	...	,, 110 dep.	...	7 20	11 5	2 40	8 6	...	
36½	2 90	2 35	1 45	Zuidhorn	...	8 1	11 36	3 3	8 32	...	
41½	3 25	2 60	1 65	Grijpskerk.....	...	8 12	11 58	3 27	8 45	...	
48	3 80	3 5	1 90	Buitenpo-t.....	...	8 31	12 29	3 43	8 59	...	
57½	4 55	3 65	2 25	Hardegarijp	...	9 2	1 8	4 1	9 40	...	
64	5 5	4 5	2 50	Leeuward arr.	a.m.	9 30	1 30	4 17	9 57	...	
—	...	...	...	,, 110 dep.	7 32	10 8	2 10	4 30	10 1	...	
68	5 55	4 45	2 80	Dronrijp	7 53	10 29	2 49	4 53	10 26	...	
10½	5 85	4 70	2 95	Franeker	8 5	10 41	3 55	5 4	10 40	...	
16½	6 35	5 10	3 15	Harlingen arr	8 20	10 57	3 20	5 20	10 51	...	

LEEUWARDEN and GRONINGEN to ZUTPHEN.

Mls.	1 cl.	2 cl.	3	Stations.	1,2,3	1 & 3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	g. c.	g. c.	g. c.			a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
—	—	—	—	Leeuward...dp	...	7 13	7 30	...	2 15	6 0	3 0	
6¾	0 35	0 25	0 15	Wirdum	...	...	7 42	...	2 27	6 12	3 12	
7½	0 65	0 50	0 30	Grouw	...	...	7 58	...	2 49	6 29	3 27	
14	0 90	0 70	0 45	Akkrum	...	7 26	8 33	...	3 14	6 43	3 42	
20½	1 45	1 15	0 70	Heerenveen...	...	7 55	8 53	...	3 32	7 10	4 0	
21½	2 0	1 60	1 0	Wolvega.....	...	8 9	9 6	...	3 41	7 33	...	
25	2 60	2 10	1 30	Steenwyk	...	8 27	9 26	...	4 9	7 59	...	
35½	3 30	2 65	1 65	Meppel ...arr.	...	8 43	10 1	...	4 20	8 24	...	
—	...	...	...	Groningen d	...	a.m.	a.m.	...	p.m.	p.m.	...	
10½	0 85	0 65	0 40	Zuidlaren	...	7 18	7 35	...	2 2	6 5	...	
17½	1 35	1 10	0 70	Assen.....	...	7 49	8 27	...	2 38	6 37	...	
27½	2 15	1 70	1 10	Beilen	...	...	8 36	...	3 38	7 30	...	
35½	2 85	2 30	1 45	Hoogeveen.....	...	8 24	9 2	...	4 0	7 54	...	
41	3 40	2 75	1 70	Koekange	...	...	9 50	...	4 17	8 13	...	
48	3 85	3 5	1 90	Meppel ...	...	8 45	10 3	...	4 30	8 26	...	
—	...	...	...	Meppel .....dep	...	8 58	10 13	...	4 42	8 40	...	
111½	4 15	3 35	2 25	Dedemsvaart.....	...	...	10 40	...	5 0	8 58	...	
121½	5 20	4 20	2 60	Zwolle 110 ar.	a.m.	9 27	11 45	p.m.	5 23	9 20	...	
...	...	...	...	,, ...dep.	7 20	9 37	...	2 25	5 30	...	...	
129½	5 90	4 70	2 95	Wijhe	7 44	10 7	Ex.	2 48	5 52	...	...	
133½	6 20	5 0	3 10	Olst	7 56	10 17	a.m.	2 59	5 57	...	...	
139½	6 70	5 35	3 35	Deventer	8 23	10 38	11 51	3 21	6 15	...	...	
144½	7 10	5 70	3 55	Gorsel	8 38	10 56	...	3 35	6 32	...	...	
150	7 53	6 0	3 75	Zutphen 112 a	8 52	11 12	9	3 47	6 43	...	...	

UTRECHT to ARNHEM—Nederlandsche Centraal Spoorweg.

Ex.	Stations.	1 Cl.	2 Cl.	3 Cl.	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.		d.	d.	d.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
0	Utrecht ..... dep	0 25	0 15	0 10	4 40	6 10	8 30	11 30	2 30	4 30	6 30	8 30	10 30
4½	De Bilt.....	0 40	0 25	0 15	5 0	6 30	8 50	11 50	2 50	4 50	6 50	8 50	10 50
8	Soest.....	0 55	0 35	0 20	5 20	6 50	9 10	12 10	3 10	5 10	7 10	9 10	11 10
11½	Amersfoort	0 70	0 45	0 25	5 40	7 10	9 30	12 30	3 30	5 30	7 30	9 30	11 30
15½	Nijkerk	0 85	0 55	0 30	6 0	7 30	9 50	12 50	3 50	5 50	7 50	9 50	11 50
19½	Putten	1 0	0 65	0 35	6 20	7 50	10 10	1 10	4 10	6 10	8 10	10 10	12 10
23½	Harderwijk.....	1 15	0 75	0 40	6 40	8 10	10 30	1 30	4 30	6 30	8 30	10 30	12 30
27½	Elburg-Epe	1 30	0 85	0 45	7 0	8 30	10 50	1 50	4 50	6 50	8 50	10 50	12 50
31½	Hattem	1 45	0 95	0 50	7 20	8 50	11 10	2 10	5 10	7 10	9 10	11 10	1 10
35½	Wesp	1 60	1 05	0 55	7 40	9 10	11 30	2 30	5 30	7 30	9 30	11 30	1 30
39½	Vinkeveen	1 75	1 15	0 60	8 0	9 30	11 50	2 50	5 50	7 50	9 50	11 50	1 50
43½	Hilversum	1 90	1 25	0 65	8 20	9 50	12 10	3 10	6 10	8 10	10 10	12 10	2 10
47½	Laren	2 05	1 35	0 70	8 40	10 10	12 30	3 30	6 30	8 30	10 30	12 30	2 30
51½	Naarden	2 20	1 45	0 75	9 0	10 30	12 50	3 50	6 50	8 50	10 50	12 50	2 50
55½	Muiden	2 35	1 55	0 80	9 20	10 50	1 10	4 10	7 10	9 10	11 10	1 10	3 10
59½	Weesp	2 50	1 65	0 85	9 40	11 10	1 30	4 30	7 30	9 30	11 30	1 30	3 30
63½	Diemen	2 65	1 75	0 90	10 0	11 30	1 50	4 50	7 50	9 50	11 50	1 50	3 50
67½	Amsterdam (N. R.) arr	2 80	1 85	0 95	10 20	11 50	2 10	5 10	8 10	10 10	12 10	2 10	4 10

AMSTERDAM (N. R.) to UTRECHT, ARNHEM, and ROOSENDAAL.

Ex.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
	Amsterdam (N. R.)...dep	6 50	8 10	9 30	11 0	12 30	1 30	3 0	4 30	5 30	6 30	8 30	10 30
	Amsterdam (Oosterdok)	4 35	6 45	8 15	9 35	11 5	12 35	2 5	3 35	4 35	5 35	7 35	9 35
	Utrecht (N. Rheinlsnbn)	5 45	7 55	9 25	10 45	12 15	1 45	3 15	4 45	5 45	6 45	8 45	10 45
	Utrecht (Maliebaan)...	5 46	7 56	9 26	10 46	12 16	1 46	3 16	4 46	5 46	6 46	8 46	10 46
	Woxtel	7 33	...	...	...	...	...	...	...	...	...	...	...
	Breda ..... arr	8 7	...	...	...	...	...	...	...	...	...	...	...
	Rotterdam (Staats'bd) d	6 15	...	...	...	...	...	...	...	...	...	...	...
	Breda	8 16	...	...	...	...	...	...	...	...	...	...	...
	Roosendaal .....arr	8 39	...	...	...	...	...	...	...	...	...	...	...
	Brussel ..... dep	5 39	...	...	...	...	...	...	...	...	...	...	...
	Antwerp..... ,,	6 45	...	...	...	...	...	...	...	...	...	...	...
	Roosendaal..... arr	7 54	...	...	...	...	...	...	...	...	...	...	...
	Roosendaal..... dep	8 50	...	...	...	...	...	...	...	...	...	...	...
	Vlissingen ..... arr	10 20	...	...	...	...	...	...	...	...	...	...	...
	Sheerness ..... dep	7 15	...	...	...	...	...	...	...	...	...	...	...
	Holborn Vis. arr	8 45	...	...	...	...	...	...	...	...	...	...	...
	Ludgate Hill ,,	8 45	...	...	...	...	...	...	...	...	...	...	...
	Victoria St ,,	8 45	...	...	...	...	...	...	...	...	...	...	...

ENGLAND, HOLLAND, and BELGIUM.

Direct Service between London, Sheerness, Vlissingen, Roosendaal, Amsterdam, Utrecht, Arnhem, Rotterdam, Breda, Antwerp, Brussel.

London {	Victoria St t...dp	8 30
	Ludgate Hill	8 35
	Holborn Via	8 35
Sheerness		10 30
Vlissingen		7 15
Roosendaal	...ar	8 47
Roosendaal	.....dep	9 1
Antwerp	.....arr	10 30
Brussel	..... ,,	11 45
Roosendaal	.....dep	9 0
Breda	.....arr	9 30
Rotterdam (Staat)	... ,,	11 30
Breda	..... dep	9 36
Boxtel	..... ,,	10 26
Utrecht (Maliebaan)	...arr	11 39
Utrecht (N. Rhe nbn)	,,	11 40
Amste dam (Oosterdok)		12 40
Amsterd m (N. Rhenish)		12 52

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Utrecht ..... dep	6 30	8 30	10 30	12 30	2 30	4 30	6 30	8 30	10 30	12 30
De Bilt.....	6 50	8 50	10 50	12 50	2 50	4 50	6 50	8 50	10 50	12 50
Soest.....	7 10	9 10	11 10	1 10	3 10	5 10	7 10	9 10	11 10	1 10
Amersfoort	7 30	9 30	11 30	1 30	3 30	5 30	7 30	9 30	11 30	1 30
Nijkerk	7 50	9 50	11 50	1 50	3 50	5 50	7 50	9 50	11 50	1 50
Putten	8 10	10 10	12 10	2 10	4 10	6 10	8 10	10 10	12 10	2 10
Harderwijk.....	8 30	10 30	12 30	2 30	4 30	6 30	8 30	10 30	12 30	2 30
Elburg-Epe	8 50	10 50	12 50	2 50	4 50	6 50	8 50	10 50	12 50	2 50
Hattem	9 10	11 10	1 10	3 10	5 10	7 10	9 10	11 10	1 10	3 10
Wesp	9 30	11 30	1 30	3 30	5 30	7 30	9 30	11 30	1 30	3 30
Vinkeveen	9 50	11 50	1 50	3 50	5 50	7 50	9 50	11 50	1 50	3 50
Hilversum	10 10	12 10	2 10	4 10	6 10	8 10	10 10	12 10	2 10	4 10
Laren	10 30	12 30	2 30	4 30	6 30	8 30	10 30	12 30	2 30	4 30
Naarden	10 50	12 50	2 50	4 50	6 50	8 50	10 50	12 50	2 50	4 50
Muiden	11 10	1 10	3 10	5 10	7 10	9 10	11 10	1 10	3 10	5 10
Weesp	11 30	1 30	3 30	5 30	7 30	9 30	11 30	1 30	3 30	5 30
Diemen	11 50	1 50	3 50	5 50	7 50	9 50	11 50	1 50	3 50	5 50
Amsterdam (N. R.) arr	12 10	2 10	4 10	6 10	8 10	10 10	12 10	2 10	4 10	6 10

ZUTPHEN to ARNHEM and ZWOLLE.

Ex.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
	Zutphen 112 dep	6 0	7 30	9 0	10 30	12 0	1 30	3 0	4 30	6 0	7 30	9 0	10 30
	Dieren	6 15	7 45	9 15	10 45	12 15	1 45	3 15	4 45	6 15	7 45	9 15	10 45
	Arnhem ..... arr	6 30	8 0	9 30	11 0	12 30	2 0	3 30	5 0	6 30	8 0	9 30	11 0
	Arnhem ..... dep	6 40	8 10	9 40	11 10	12 40	2 10	3 40	5 10	6 40	8 10	9 40	11 10
	Velp	6 50	8 20	9 50	11 20	12 50	2 20	3 50	5 20	6 50	8 20	9 50	11 20
	Rheden	7 0	8 30	10 0	11 30	1 0	2 30	4 0	5 30	7 0	8 30	10 0	11 30
	Dieren	7 15	8 45	10 15	11 45	1 15	2 45	4 15	5 45	7 15	8 45	10 15	11 45
	Zutphen 112 arr	7 30	9 0	10 30	12 0	1 30	3 0	4 30	6 0	7 30	9 0	10 30	12 0
	Zutphen ..... dep	7 40	9 10	10 40	12 10	1 40	3 10	4 40	6 10	7 40	9 10	10 40	12 10
	Hoest	7 55	9 25	10 55	12 25	1 55	3 25	4 55	6 25	7 55	9 25	10 55	12 25
	De Bilt (112)	8 10	9 40	11 10	12 40	2 10	3 40	5 10	6 40	8 10	9 40	11 10	12 40
	Utrecht (112) ..... arr	8 25	9 55	11 25	12 55	2 25	3 55	5 25	6 55	8 25	9 55	11 25	12 55

GLANERBEEK and ENSCHEDE to ALMELO.

1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
g. c.	g. c.	g. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	Glanerbeek.....dep	...	9 50	11 35	...	7 15	...	...
0 30	0 25	0 15	Enschede	6 25	10 6	11 51	2 18	7 31	...	...
0 70	0 60	0 35	Hengelo ..... arr	6 36	10 19	12 2	2 30	7 45	...	...
1 0	0 80	0 50	,, (112) dep	6 54	10 46	12 17	3 35	8 9	...	...
1 50	1 20	0 75	Borne	7 2	11	12 25	3 50	8 22	...	...

ALMELO to GLANERBEEK.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Almelo .....dep	6 10	9 55	11 45	2 37	7 20	...	...	...
Borne	6 27	10 12	11 58	2 58	7 31	...	...	...
Hengelo ..... arr	6 35	10 22	12 7	3 8	7 46	...	...	...
,, (112) ..... dep	6 49	10 47	12 19	3 26	8 12	...	...	...
Enschede ..... ,,	7 8	11 6	12 38	3 45	8 31	...	...	...
Glanerbeek ..... arr	7 18	11 16	12 48	3 55	8 41	...	...	...

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HARLINGEN to NIEUWESCHANS.—Staatsspoorwegen.

1 Cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3			
f. c.	f. c.	f. c.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.			
—	—	—	**Harlingen** dep	6 20	8 50	1 5	4 48	7 40	...	...	...	
0 80	0 40	0 25	Franeker	6 46	9 10	1 33	5 13	7 52	...	...	...	
0 80	0 60	0 40	Dronrijp	7 1	9 25	1 36	5 14	8 2	...	...	...	
1 20	1 5	0 65	**Leeuward.** ar	7 35	9 50	2 0	5 38	8 25	...	...	...	
—	—	—	,, [110 dep.	7 48	10 20	2 30	...	8 37	...	...	...	
1 80	1 45	0 90	Hardegarijp	8 3	10 49	2 52	...	8 51	...	...	...	
2 55	2 5	1 25	Buitenpost	8 45	11 35	3 24	...	9 0	...	...	...	
3 10	2 50	1 55	Grijpskerk	8 59	12 4	3 44	...	9 18	...	...	...	
3 45	2 75	1 70	Zuidhorn	9 15	12 24	3 58	...	9 33	...	...	...	
4 0	3 20	2 0	**Groningen** arr	9 26	12 53	4 22	...	9 56	...	...	...	
—	—	—	,, 110 dep	9 48	2 25	4 32	...	10 4	Ex.	...	...	
4 80	3 80	2 40	Hoogezand	10 13	2 58	5 2	...	10 24	...	...	...	
5 10	4 10	2 55	Zuidbroek	10 24	3 16	5 17	...	10 31	...	...	...	
5 30	4 40	2 75	Scheemda	10 40	3 35	5 35	...	10 41	...	...	...	
5 75	4 60	2 85	Winschot	10 49	3 53	5 46	...	10 50	...	...	...	
6 30	5 10	3 15	**Nieuweschan** ar	11 7	4 15	6 5	...	11 10	...	...	...	

ZUTPHEN to GRONINGEN and LEEUWARDEN.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3
f. c.	f. c.	f. c.		a.m.	a.m.	a.m.	p.m.			p.m.	p.m.	p.m.
1 50	1 50	0 95	**Zutphen** ...dep	...	9 8	11 18	12 19	...	...	6 52	9 19	4 31
2 30	1 85	1 15	Gorsel	...	9 21	...	12 34	...	...	Ex.	9 31	4 51
3 10	2 25	1 40	**Deventer**	...	9 36	11 36	12 55	...	...	7 12	9 45	
3 80	2 85	1 80	Olst	...	9 52	...	1 13	...	...	...	10 1	5 14
3 80	3 50	1 55	Wijhe	...	10 6	...	1 25	...	...	1,2,3	10 11	
3 80	3 5	1 90	**Zwolle** .....arr	a.m.	10 25	a.m.	1 47	p.m.	...	7 44	10 30	5 30
—	—	—	,, 110 dep	6 0	...	11 18	...	4 30	...	7 53	...	
4 80	4 25	2 25	Delfzijl	6 26	...	11 37	...	4 56	...	...	...	
5 20	4 15	2 60	**Meppel** .....arr	6 58	...	11 59	...	5 19	8 29	...	...	
—	—	—	**Meppel** dep	7 2	...	12 7	...	5 42	8 39	...	...	
5 40	4 45	2 80	**Koekange**	7 16	...	12 19	...	5 56	...	...	...	
6 10	4 95	3 10	**Hoogeveen**	7 36	...	12 39	...	6 19	9 0	...	...	
6 30	5 50	3 45	**Beilen**	8 5	...	12 56	...	6 40	...	...	...	
6 15	6 15	3 80	**Assen**	8 39	...	1 15	...	7 12	9 30	...	...	
6 15	6 35	4 10	**Zuidlaren**[111	8 56	...	1 17	...	7 29	...	...	...	
9 0	7 90	4 50	**Groningen** a	9 37	...	2 0	...	8 0	11 0	...	...	
—	—	—	**Meppel** ...dep.	7 27	...	12 9	...	5 37	6 28	...	...	
6 50	6 70	2 95	**Steenwyk**	7 34	...	12 28	...	6 1	8 45	...	...	
7 5	6 90	3 25	**Wolvega**	8 8	...	12 49	...	6 41	9 0	...	...	
7 55	6 85	2 50	**Heerenveen** ...	8 39	...	1 12	...	7 4	9 19	...	...	
7 80	6 85	2 80	**Akkrum**	9 1	...	1 48	...	7 35	9 34	...	...	
8 10	6 80	4 5	**Drouw'j**	9 11	...	1 49	...	7 40	...	...	...	
9 45	6 75	4 75	**Wirdum** ...[111	9 39	...	1 56	...	7 51	...	...	...	
—	—	—	**Leeuwarden** ...	9 52	...	2 7	...	8 39	9 56	...	...	

Direct Service between AMSTERDAM, ROTTERDAM, the HAGUE, COLOGNE, and ELBERFELD, via BOXTEL and VENLO.

Stations.	1,2,3	1,2,3	1,2,3
	p.m	a.m.	p.m
Hague (Kled. Rhel.) d	7 45	...	2 0
Rotterdam ,, ,,	7 56	...	2 10
Amsterdam ,, ,,	8 15	...	3 10
Amsterdam (Oosterdok)	8 5	...	2 55
Utrecht (N. Rheinbahn)	9 7	...	3 55
Utrecht (Maliebaan) ...	9 7	...	3 56
Herzogenbusch	10 3	11 42	5 0
Boxtel ..... ar	10 17	12 8	5 21
Rotterdam (Staat.) d	8 0	9 30	2 50
2nd ,, ,,	9 3	11 16	4 27
Boxtel ..... ar	10 28	12 11	5 22
Boxtel ..... dep	10 32	12 16	5 32
Eindhoven ..... ,,	10 51	12 51	6 0
Venlo (Localtime) ... ,,	11 57	2 11	7 12
Venlo (Localtime) dep	12 5	2 21	7 25
Crefeld ..... arr	1 10	3 24	8 44
Cologne ..... ,,	2 37	4 45	10 8
Venlo ..... dep	12 10	4 21	7 35
Boxtel ..... arr	2 0	6 35	10 45
Elberfeld ..... ,,	3 25	7 51	...

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m
Elberfeld ..... dep	6 24	9 15	2 51
Düsseldorf ..... ,,	7 43	10 21	4 0
Venlo (Localtime) arr	9 19	11 52	5 36
Cologne ..... dep	7 0	11 40	3 30
Crefeld ..... ,,	8 29	1 1	4 45
Venlo (Localtime) arr	9 30	2 4	5 43
Venlo (Localtime) dep	9 32	2 30	6 6
Eindhoven ..... arr	10 4	3 3	6 55
Boxtel ..... ,,	11 14	4 13	7 14
Boxtel ..... dep	11 19	4 23	7 23
Herzogenbusch ..... ,,	11 34	4 38	7 38
Utrecht (Maliebaan) ... ,,	11 21	5 38	7 27
Utrecht (N. Rh. inb'n) ,,	11 36	6 5	7 47
Amsterdam (Oosterdok) ,,	12 55	7 39	9 16
Amsterdam (N. Rhein'n) ,,	12 56	7 40	9 18
Rotte dam ..... ,,	1 56	8 41	10 25
Hague ..... ,,	2 40	9 40	10 30
	2 56	9 56	10 35

ROOSENDAAL and VLISSINGEN.—(FLUSHING).

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Ex.	1,2,3	1,2,3	1,2,3	1,2,3
	f. c.	f. c.	f. c.		a.m.	p.m.			p.m.	a.m.	a.m.	p.m.	p.m.
0	—	—	—	**Roosendaal** ..dep	5 10	12 0	...	...	5 36	8 56	...	...	...
3	0 30	0 20	0 15	**Vlissingen** .....dep	5 40	12 30	...	...	6 6	9 26	11 42	2 40	6 10
3	—	—	—	**Middelburg** ....arr	6 40	1 30	...	...	7 6	10 26	12 42	3 40	6 39
3	—	—	—	,, ... dep	6 50	1 40	...	...	7 16	10 36	12 52	3 50	6 49
3	0 40	0 30	0 20	**Arnemuiden**	7 14	2 4	...	...	7 40	10 58	1 16	4 13	7 13
3	0 50	0 40	0 25	**Hoek-Arendskerke**	7 23	2 13	...	...	7 49	11 7	1 25	4 22	7 22
3	0 60	0 40	0 25	**Flushing**	7 30	2 20	...	...	7 56	11 14	1 32	4 29	7 29
3	0 60	0 40	0 25	**Vlake**	7 39	2 30	...	...	8 6	11 24	1 42	4 39	7 39
3	0 60	0 40	0 25	**Kruiningen**	7 44	2 35	...	...	8 11	11 29	1 47	4 44	7 44
3	0 60	0 40	0 25	**Krabbendijke**	7 53	2 43	...	...	8 20	11 38	1 56	4 53	7 53
3	0 60	0 40	0 25	**Rilland**	7 58	2 48	...	...	8 25	11 43	2 1	4 58	7 58
3	0 60	0 40	0 25	**Woensdrecht**	8 12	3 2	...	...	8 39	11 57	2 15	5 12	8 12
3	0 60	0 40	0 25	**Bergen-op-Zoom**	8 20	3 10	...	...	8 47	12 5	2 23	5 20	8 20
3	0 60	0 40	0 25	**Wouw**	8 31	3 21	...	...	8 58	12 16	2 34	5 31	8 31
3	0 60	0 40	0 25	**Roosendaal** 108, a	8 47	3 37	...	...	9 14	12 32	2 50	5 47	8 47

Vlissingen to Roosendaal, Antwerp, Brussels, Cologne, Berlin, Paris, Ostend, Calais, Dover, London.

Ex.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
6 40	9 40	11 42	2 40	6 10	...	...	...	...	...
6 40	9 40	11 42	2 40	6 10	...	...	...	...	...
6 50	9 50	11 52	2 50	6 20	...	...	...	...	...
7 14	10 14	12 16	3 14	6 44	...	...	...	...	...
7 23	10 23	12 25	3 23	6 53	...	...	...	...	...
7 30	10 30	12 32	3 30	7 0	...	...	...	...	...
7 39	10 39	12 41	3 39	7 9	...	...	...	...	...
7 44	10 44	12 46	3 44	7 14	...	...	...	...	...
7 49	10 49	12 51	3 49	7 19	...	...	...	...	...
7 58	10 58	1 0	3 58	7 28	...	...	...	...	...
8 12	11 12	1 14	4 12	7 42	...	...	...	...	...
8 20	11 20	1 22	4 20	7 50	...	...	...	...	...
8 31	11 31	1 33	4 31	8 1	...	...	...	...	...
8 47	11 47	1 49	4 47	8 17	...	...	...	...	...

Goes to Vlissingen at 10.0 p.m.

1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30
5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30
5 40	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40
5 49	6 49	7 49	8 49	9 49	10 49	11 49	12 49	1 49	2 49	3 49	4 49	5 49	6 49	7 49	8 49
5 58	6 58	7 58	8 58	9 58	10 58	11 58	12 58	1 58	2 58	3 58	4 58	5 58	6 58	7 58	8 58
6 13	7 13	8 13	9 13	10 13	11 13	12 13	1 13	2 13	3 13	4 13	5 13	6 13	7 13	8 13	9 13
6 22	7 22	8 22	9 22	10 22	11 22	12 22	1 22	2 22	3 22	4 22	5 22	6 22	7 22	8 22	9 22
6 27	7 27	8 27	9 27	10 27	11 27	12 27	1 27	2 27	3 27	4 27	5 27	6 27	7 27	8 27	9 27
6 36	7 36	8 36	9 36	10 36	11 36	12 36	1 36	2 36	3 36	4 36	5 36	6 36	7 36	8 36	9 36
6 43	7 43	8 43	9 43	10 43	11 43	12 43	1 43	2 43	3 43	4 43	5 43	6 43	7 43	8 43	9 43
6 53	7 53	8 53	9 53	10 53	11 53	12 53	1 53	2 53	3 53	4 53	5 53	6 53	7 53	8 53	9 53
6 58	7 58	8 58	9 58	10 58	11 58	12 58	1 58	2 58	3 58	4 58	5 58	6 58	7 58	8 58	9 58
7 12	8 12	9 12	10 12	11 12	12 12	1 12	2 12	3 12	4 12	5 12	6 12	7 12	8 12	9 12	10 12
7 20	8 20	9 20	10 20	11 20	12 20	1 20	2 20	3 20	4 20	5 20	6 20	7 20	8 20	9 20	10 20
7 31	8 31	9 31	10 31	11 31	12 31	1 31	2 31	3 31	4 31	5 31	6 31	7 31	8 31	9 31	10 31
7 47	8 47	9 47	10 47	11 47	12 47	1 47	2 47	3 47	4 47	5 47	6 47	7 47	8 47	9 47	10 47

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RHEINE and SALZBERGEN to ARNHEM.—Staatsspoorwegen.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	Ex. 1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	Exp.	Fare's.			p.m.		p.m.	a.m.	
	To Arnhem			**160** BERLIN *via* Stend.	10 0	...	11 59	12 0	...
	th.gr	th.gr	th.gr		a. m.		a.m.	p.m.	
...	8 6	6 5	4 3	**159** HANOVER .....dep	2 5	...	7 39	4 0	...
					a.m.		a.m.	p.m.	
...	6 12	4 24	3 6	**139** MINDEN ..... „	3 32	...	10 0	5 12	...
						a.m.	p.m.	p.m.	p.m.
				Rheine.....) Local dp	5 52	8 22	2 5		8 7
				Salzbergen) time.....	...	8 55	2 17	6 48	8 47
	gl. e.	gl. e.	gl. e.		a.m.	a.m.	a.m.	p.m.	p.m.
	—	—	—	**Rheine**.....dep	5 52	...	1 55	...	...
Fro	m 8a	1st b'r	sen.	**salzbergen**.....arr	...	8 45	2 7	6 49	8 47
9½	0 70	0 55	0 35	**Bentheim** .....dep	6 14	9 11	2 26	6 58	8 57
...	...	...	...	„ „ .....arr	6 15	9 26	2 28	7 10	12 9
18½	1 45	1 15	0 75	Oldenzaal .....arr	6 21	9 52	2 48	7 22	12 20
...	...	...	...	„ „ .....dep	6 31	10 12	3 3	7 37	12 30
25	2 0	1 60	1 0	**Hengelo** .....arr	6 43	10 28	3 16	7 51	12 45
				(111) .....dep	6 45	10 40	3 21	7 58	
35	2 75	2 15	1 40	Goor.....	7 2	11 9	3 42	8 19	
43	3 40	2 70	1 70	Lochem	7 17	11 38	4 1	8 38	
53½	4 25	3 40	2 15	**Zutphen** ..... arr	7 36	12 7	4 24	9 1	
...	...	...	...	„ „ **(111)** ...dep	7 42	12 17	4 30	9 10	
59	4 60	3 70	2 30	Brummen	...	12 30	4 44	9 24	
66	5 15	4 10	2 60	De Steeg	...	12 45	5 2	9 45	
72	5 75	4 60	2 90	**Arnhem (113)** ...arr	8 12	1 15	5 20	10 30	
...	...	...	...	**113** AMSTERDAM ...dep	9 30	1 40	5 40	...	
...	...	...	...	**113** AMSTERDAM ...arr	10 55	4 15	7 35	...	
...	...	...	...	**113** HAGUE..... „	11 35	4 45	7 55	...	
...	...	...	...	**113** ROTTERDAM ... „	11 25	4 39	7 45	...	

Zutphen to Arnhem 7.0 and 9.0 a.m.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	Ex. 1,2,3	Ex. 1,2,3
					a.m.	a.m.	p.m.
	...	...	...	**113** ROTTERDAM ...dep	...	8 5	10 40
	...	...	...	**113** HAGUE..... „	...	8 0	10 40
	...	...	...	**113** AMSTERDAM ... „	...	8 25	11 20
	...	...	...	**113** ARNHEIM.....arr	...	10 20	2 15
					a.m.	a.m.	p.m.
	...	...	...	**Arnhem** .....dep	...	7 30	10 30
	...	...	...	De Steeg.....	...	7 44	10 47
	...	...	...	Brummen	...	8 4	11 4
	...	...	...	Lochem	...	8 16	11 15
	...	...	...	**Zutphen (111)** ...arr	...	8 32	11 31
	...	...	...	„ „ .....dep	...	8 47	11 40
	...	...	...	Goor.....	...	9 5	11 55
	...	...	...	**Hengelo (110)**...arr	a.m.	9 23	12 11
	...	...	...	„ „ .....dep	...	6 43	9 51
	...	...	...	Oldenzaal .....arr	...	6 58	11 4
	...	...	...	„ „ .....dep	...	7 22	10 24
	...	...	...	Bentheim .....arr	...	7 37	10 34
	...	...	...	„ „ Cu tom House dep	...	7 34	12 29
	...	...	...	**Salzbergen**.....arr	...	7 43	12 45
	...	...	...	**Rheine (159)**	...	7 55	...
	...	...	...	Salzbergen) Local arr	...	8 5	12 45
	...	...	...	Rheine.....) time.....	...	8 44	1 23
					a. m.		p.m.
	...	...	...	**158** MINDEN ....arr	12 0	...	5 15
	...	...	...	**158** HANOVER ..... „	1 32	...	7 25
	...	...	...	**161** BERLIN *via* Stend.	6 45	...	...

† International Train.

VIERSEN, CREFELD, KEMPEN, SUCHTELN, GREFRATH—Crefeld-Kreis-Kempener-Industrie-Bahn.

Note.—For Direct services from Rheine in connection with Line 109, 110, and 111, see pages 108, 109, 110, and 111.

G.M. Dist.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
0, 0	**Viersen** ...dep	6 40	8 57	...	12 35	6 55	...
0, 3	**Suchteln**	6 50	9 6	...	12 44	7 5	...
1, 0	Vorst.....	...	...	...	...	...	...
1, 7	St. Tönis	7 11	9 28	10 52	1 5	7 28	...
2, 3	**Crefeld** Sdb. ar	7 30	9 53	11 12	1 35	7 53	...
	Crefeld Sdb. d	7 3	9 53	11 12	1 35	7 53	...
	Nrdb ...	7 43	10 6	11 26	1 56	8 5	...
3, 4	Hüls	...	...	...	...	...	...
4, 3	**Kempen** ...arr	8 10	10 32	11 55	2 24	8 41	...
	Kempen ...dep	8 10	...	11 55	2 24	8 41	...
4, 1	Oedt.....	...	...	...	...	...	...
4, 7	**Suchteln**-Vorst ...	...	...	...	...	...	...
5, 4	**Suchteln** ...arr	8 31	...	12 19	2 48	9 5	...
5, 7							

G.M. Dist.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		
—	**Suchteln**...dep	...	6 50	9 8	...	12 50	7 5	...	...
0, 2	Suchteln-Vorst	...	...	...	...	...	...	...	...
0, 6	Oedt	...	...	...	...	...	...	...	...
1, 5	**Kempen** ...arr	...	7 18	9 38	10 44	1 17	7 33	...	...
	Kempen ...dep	...	7 18	9 38	10 44	1 17	7 33	...	...
2, 4	Hüls	...	7 31	10 29	11 0	1 26	...	...	...
3, 0	**Crefeld** Sdb. d	...	7 48	10 14	11 19	1 54	8 10	...	...
3, 4	Sdb. arr	...	8 0	10 35	11 37	2 15	8 30	...	...
	Crefeld Sdb. dp	...	8 0	10 35	11 37	2 15	8 30	...	...
4, 1	St. Tönis	...	8 14	10 48	11 50	2 29	8 43	...	...
4, 7	Vorst	...	...	...	...	...	...	...	...
5, 4	**Suchteln**...dep	6 30	8 48	...	12 26	2 50	9 7	...	...
5, 7	**Viersen**.....arr	6 35	8 53	...	12 31	2 55	9 12	...	...
	Grefrath dep	...	...	...	...	...	...	...	...
	Suchteln Vorst...	...	...	...	...	...	...	...	...
	Suchteln	...	...	...	...	...	...	...	...
	Viersen..... arr	...	...	...	...	...	...	...	...

	—	From	Such	teln.
	0, 4	...	...	...
	1, 2	6 a.	9 40	9 m.

ROTTERDAM to GOUDA and THE HAGUE.—Dutch Rhenish Railway.

Ma.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	gl. c.	gl. c.	gl. c.		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
—	—	—	—	**Rotterdam** .....dep.	6 20	7 50	10 0	10 55	11 55	2 10	3 5	4 35	6 25	8 25	9 30	...	...
—	1 10	0 85	0 55	**Gouda**.....arr	6 55	8 10	10 20	11 30	12 15	2 45	3 25	4 55	7 0	8 50	9 53	...	...
—	...	...	...	,, ...dep	8 19	8 19	10 52	12 33	12 33	3 52	3 52	5 47	7 32	8 55	10 6	...	...
—	1 20	1 0	0 60	**The Hague** .....arr	9 5	9 5	11 25	1 0	1 0	4 20	4 20	6 15	8 0	9 50	10 35	...	...

Ma.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	gl. c.	gl. c.	gl. c.		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
—	—	—	—	**The Hague**.....dep	6 10	7 45	9 50	10 40	11 50	2 0	3 0	5 10	6 20	8 15	9 20	...	...
—	1 20	1 0	0 60	**Gouda** ,, ...arr	6 58	8 13	10 17	11 33	12 18	2 42	3 28	5 40	7 3	8 53	9 57	...	...
—	...	...	...	,, ...dep	8 16	8 16	10 55	12 30	12 30	3 55	3 55	5 41	7 35	8 58	10 9	...	...
—	1 20	1 0	0 60	**Rotterdam**.....arr	8 55	8 55	11 15	12 50	12 50	4 15	4 15	6 5	7 55	9 40	10 36	...	...

ROTTERDAM, THE HAGUE, and AMSTERDAM, to UTRECHT, ARNHEIM, ZEVENAAR, and EMMERICH.

| Dis. | 1 Cl. | 2 Cl. | 3 Cl. | Stations. | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3

AMSTERDAM and ROTTERDAM.—Hollandsche IJzeren Spoorweg. [June.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis	gl. c.	gl. c.	gl. c.		a.m.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	Amsterdam dep.	7 0	...	8 0	8 25	9 30	11 30	12 55	2 35	4 25	4 0	7 0	8 5	8 50	10 30	...			
10½	1 0	0 70	0 25	Haarlem ..... arr.	7 24	...	8 21	9 8	9 51	11 51	1 16	2 57	4 50	4 28	7 28	8 30	9 12	10 55	...			
				... (p 114) dep.			8 26	9 13	9 54	12 5	—	3	—	4 33	7 33		9 16	—				
28	2 40	1 90	1 20	Leiden ..... arr.	...	...	8 56	10 5	10 26	12 55	...	3 39	...	5 25	8 25		9 54	...				
				..... dep.	...	...	9 0	10 10	10 29	1 0	...	3 42	...	5 30	8 30		9 57	...				
38	3 10	2 50	1 50	Hague ..... arr.	a.m.	a.m.	9 13	10 35	10 47	1 26	...	4 2	p.m.	5 56	8 56	...	10 17	...				
				(113) dep.	7 0	8 18	9 22		10 51	1 31	...	4 6	5 15	6 1	9 1	...	10 21	...				
40	3 20	2 60	1 60	Rijswijk	...	8 23	...		10 57	1 37	...	...	...	...	9 7	...	...	...				
43	3 50	2 80	1 70	Delft	7 15	8 33	9 37		11 8	1 47	...	4 21	5 28	6 18	9 18	...	10 36	...				
49	3 75	2 85	1 85	Schiedam	7 32	8 48	...		11 27	2 7	...	4 38	5 43	6 37	9 37	...	10 53	...				
52½	3 75	2 85	1 85	Rotterdam arr. (104, 108, 113)	7 40	8 55	9 57		11 35	2 15	...	4 45	5 50	6 45	9 45	...	11 0	...				

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	gl. c.	gl. c.	gl. c.			a.m.	a.m.	a.m.	a.m.		a.m.	p.m.	p.m.				p.m.	p.m.			p.m.	p.m.
—	—	—	—	Rotterdam dep.	.....	.....	6 50	8 30	.....	.....	10 50	12 10	2 25	.....	.....	.....	3 35	6 0	.....	.....	7 30	8 25 11 0
3	0 40	0 30	0 20	Schiedam	.....	.....	7 3	8 39	.....	.....	11 1	12 21	2 34	.....	.....	.....	3 46	6 11	.....	.....	7 46	8 35 11 8
9½	0 90	0 70	0 40	Delft	.....	.....	7 25	8 54	.....	.....	11 19	12 40	2 49	.....	.....	.....	4 5	6 30	.....	.....	7 57	8 52 11 21
12½	1 10	0 85	0 60	Rijswijk	.....	.....	7 34	.....	.....	.....	.....	12 49	.....	.....	.....	.....	4 14	6 39	.....	.....	.....	.....
14½	1 20	1 0	0 60	Hague	.....	.....	7 46	9 5	.....	.....	11 31	12 54	3 0	.....	.....	.....	4 19	6 44	.....	8 10	9 4	11 30
				(113) dep.	.....	.....	7 59	9 8	.....	.....	11 33	12 59	3 3	.....	.....	.....	4 24	6 49	.....	.....	9 8	.....
23½	2 0	1 60	1 0	Leiden	.....	.....	8 15	9 26	.....	.....	11 53	1 25	3 21	.....	.....	.....	4 50	7 15	.....	.....	9 28	.....
				..... dep.	.....	.....	8 19	9 29	.....	.....	11 58	1 30	3 24	.....	.....	.....	4 55	7 20	.....	.....	9 31	.....
41½	3 40	2 70	1 70	Haarlem ..... arr.	a.m.	a.m.	9 22	10 1	a.m.		12 33	2 22	3 56	p.m.			5 47	8 12	p.m.	.....	10 9	.....
				(114, dep.	7 10	8 46	9 27	10 4	11 30	12 38	2 27		3 59	4 17			5 52	8 17	8 47	.....	10 13	.....
52½	3 75	2 85	1 85	Amsterdam arr. (113 114)	7 25	9 12	9 55	10 25	11 58	1 0	2 52		4 20	4 42			6 20	8 42	9 15	.....	10 35	.....

AMSTERDAM to AMERSFOORT and UTRECHT.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	gl. c.	gl. c.	gl. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	Amsterdam .....dep	6 50	8 15	10 15	12 10	3 0	5 0	6 55	9 40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	1 45	1 15	0 75	Hilversum .....arr	7 12	8 40	11 2	12 57	3 47	5 35	7 42	10 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				Hilversum .....dep	...	9 5	...	1 3	...	5 4	7 49	10 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	2 30	1 85	1 15	Amersfoort 110 a	...	9 35	...	1 28	...	6 5	8 14	10 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				Amersfoort .....dep	7 4	8 56	11 5	1 0	3 50	5 38	7 45	10 23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	1 80	1 40	0 90	Utrecht (Maliob.) arr	8 0	9 0	11 25	1 23	4 13	5 55	8 8	10 40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				... 110,113 (Sta. a	8 6	9 55	...	1 45	4 17	...	8 12	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

1st and 2nd Class Return Tickets are issued to the principal Stations in Belgium and to Paris.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	gl. c.	gl. c.	gl. c.			a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.						
—	—	—	—	Utrecht (Staats) dep	.....	.....	.....	8 48	.....	.....	12 25	3 13	7 19	8 42	.....	.....	.....	.....	.....	.....	.....	.....
—	—	—	—	(Malleb.) dep	.....	7 35	9 0	9 42	11 15	12 27	3 27	7 2	8 47	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	0 85	0 70	0 45	Hilversum .....arr	.....	8 2	9 10	9 59	11 38	12 44	3 50	7 39	9 10	.....	.....	.....	.....	.....	.....	.....	.....	.....
				Amersfoort ...dep	8 0	9 45	9 34	11 11	...	3 32	...	8 40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				Hilversum .....arr	...	...	9 57	11 36	...	3 47	...	9 5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	...	...	...	Hilversum .....dep	8 16	...	10 2	11 44	12 47	3 53	7 42	9 13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	1 80	1 40	0 90	Amsterdam 113,114	8 50	...	10 37	12 28	1 22	4 40	8 17	10 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

HELDER to ZAANDAM, AMSTERDAM, and ROTTERDAM.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	gl. c.	gl. c.	gl. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
—	—	—	—	Helder .....dep.	6 30	9 10	11 46	1 25	6 25		114 ROTTERDAM d	.....	7 0	9 30	12 35	4 25	7 55
26½	2 10	1 65	1 5	Alkmaar .....arr.	7 38	10 18	1 0	2 40	7 33		114 AMSTERDAM d	7 0	9 30	12 35	4 25	7 55	
				..... dep.	7 43	10 22		2 55	7 37		Haarlem ..... arr.	7 25	9 51	1 16	4 50	8 20	
36½	2 90	2 30	1 45	Uitgeest .....arr	8 8	10 47	...	3 25	8 2		..... (114) dep.	7 29	10 8	1 20	4 57	8 27	
	...	...	...	Uitgeest dep	8 25	11 0	...	3 50	9 15		Uitgeest ..... arr	8 3	10 43	1 55	5 36	9 1	
45	3 55	2 80	2 20	Zaandam .....arr	8 50	11 25	p.m.	6 15	9 40		Zaandam dep	7 35	10 10	2 40	7 30	...	
36½	...	...	...	Uitgeest .....dep	8 13	10 52	3 10	3 30	8 7		Uitgeest ....arr	8 0	10 35	3 5	7 55	...	
47½	3 80	3 5	1 90	Haarlem ..... arr.	8 47	11 25	3 48	4 10	8 52		Uitgeest .....dep	8 8	10 47	...	5 41	9 6	
...	...	...	...	... (114) dep.	8 52	11 37	3 59	4 17	8 47		Alkmaar ..... arr.	8 32	11 11	p.m.	6 9	9 30	
...	...	...	...	114 AMSTERDAM a	9 17	11 58	4 20	4 42	9 15		... . dep.	8 36	11 15	12 2	6 15	9 34	
...	...	...	...	114 ROTTERDAM a	11 35	2 15	...	6 45	11 0		Helder ..... arr.	9 45	12 23	3 11	7 32	10 43	

† Fridays and Saturdays only.

OSNABRÜCK and OSNABRÜCK—Köln Mindener Eisenbahn. [15 May.

Stations.	1—4	1—4.	1—3	1—4.	1—4	1—	Stations.	1—4	1—4.	1—3	1—4.	1—4	1—
	a.m.	a.m.	a.m.	p.m.	p.m.			a.m.	a.m	Ex.	p.m	p.m.	p.m.
113 ROTTERDAM dp	...	...	8 35	...	3 5	3 5	COLOGNE.....dep	...	7 10	9 32	1 45	6 0	...
113 AMSTERDAM ..	...	...	8 48	...	3 35	3 35	DEUTZ ..... ,,	...	...	8 0	1 40	6 0	...
113 EMMERICH.....arr	...	...	11 20	...	6 11	6 11	Oberhausen ... ,,	6 45	8 32	10 58	3 13	6 25	9 40
Emmerich.....dep	5 0	7 55	11 40	1 15	6 33	7 25	Sterkrade	6 55	...	11 6	...	6 34	9 49
Empel	5 13	8 14	11 56	1 35	...	7 45	Duisiaken	7 12	...	11 7	...	6 49	10 5
Wesel	5 44	8 50	12 22	2 17	7 12	8 21	Wesel	7 37	9 2	11 23	3 43	7 10	10 26
Duisiaken	6 7	9 21	...	2 39	...	8 41	Empel	8 15	...	11 41	4 8	7 46	11 1
Sterkrade.....(110)	6 21	9 38	...	2 56	7 37	9 2	Emmerich (113) a	8 35	9 37	11 46	4 22	8 5	11 20
Oberhausen 110 a	6 30	9 39	12 52	3 5	7 45	9 12	EMMERICH... dep	9 41	9 41	12 6	4 35	8 11	...
DEUTZ..... ,,	...	12 5	2 30	5 25	...	...	AMSTERDAM arr	12 25	12 25	12 23	7 35	11 5	...
COLOGNE ..... ,,	8 0	...	2 50	...	9 15	11 20	ROTTERDAM .. ,,	12 45	12 45	4 20	7 45	11 15	...

BERLIN and WARBURG to EMDEN.—Westfälische Eisenbahn. Class I.

Miles	Fares. 1st	2nd	3rd	4th	Stations.	Trains. 1 & 2	1—4	1, 2, 3	1, 2, 3	1, 2, 3, 4	1—4	1, 2, 4
	m. pf	m. pf	m. pf	m. pf		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	—	KREMMEN dep	2 53	—	7 31	2 4	—	3 35	—
—	—	—	—	—	Hintzmindeen dp	3 40	6 30	9 10	3 6	4 4	6 15	—
4½	0 70	0 50	0 30	0 20	Lötzter	—	6 44	9 25	3 12	4 19	6 29	—
8	1 20	0 80	0 50	0 30	Gotelheim	—	6 54	9 36	—	4 29	6 39	—
10½	1 50	1 10	1 00	0 60	Brahel	—	7 15	9 59	—	4 50	7 0	—
14½	2 50	2 40	1 60	0 90	Driburg ..... [146	—	7 30	10 21	—	5 10	7 20	—
20	4 40	3 10	2 10	1 10	Altenbeken arr	4 31	7 48	10 38	4 1	5 24	7 34	—
—	—	—	—	—	LEIPZIG Nord d.	—	p.m.	—	7 40	—	—	—
—	—	—	—	—	LEIPZIG Sta. ,,	—	10 45	—	7 43	—	—	—
—	—	—	—	—	CASSEL ..... ,,	—	5 25	—	1 58	—	4 10	—
—	—	—	—	—	WARBURG	—	6 47	—	3 12	—	5 31	—
—	—	—	—	—		—	a.m.	—	p.m.	—	p.m.	—
—	—	—	—	—	Warburg ...dep	—	6 55	—	3 16	—	6 32	—
7	1 0	0 70	0 50	0 30	Bonenburg	—	7 13	—	3 30	—	6 53	—
11½	1 70	1 20	0 80	0 40	Willebadessen.....	—	7 26	—	3 42	—	7 13	—
20½	4 0	2 10	1 40	0 70	Buke	—	7 45	—	—	—	7 31	—
26	3 30	2 30	1 80	0 90	Altenbeken arr	a.m.	7 58	—	4 0	—	7 39	—
—	—	—	—	—	144 dep	4 32	8 03	10 43	4 6	5 33	7 46	—
34	4 80	3 30	2 30	1 10	Paderborn	5 31	8 53	11 19	4 26	6 1	8 11	—
44	5 90	4 10	2 70	1 40	Salzkotten	—	8 39	11 31	—	6 21	8 30	—
46½	6 50	4 50	3 0	1 50	Geseeke	—	8 51	11 47	—	6 35	8 43	—
54	7 80	5 50	3 50	1 80	Lippestadt	5 22	9 8	12 9	4 57	6 54	9 1	—
65	9 0	6 20	4 20	2 10	Sassenendorf	—	9 31	12 37	—	7 22	9 27	—
66½	9 30	6 50	4 30	2 20	Soest .....arr	5 42	9 38	12 45	5 19	7 30	9 35	—
—	—	—	—	—	SOEST ..... dep	5 45	9 43	1 0	5 23	7 38	—	—
—	—	—	—	—	DUSSELDORF arr	8 18	1 51	5 6	6 18	12 16	—	—
—	—	—	—	—	DEUTZ	8 30	2 30	5 40	6 45	12 40	—	—
66½	9 30	6 50	4 30	2 20	Soest. dep	5 49	9 56	1 3	5 43	—	9 39	—
73	10 30	7 10	4 80	2 40	Welver	6 4	10 14	1 19	5 57	—	9 53	—
81½	11 40	7 90	5 30	2 70	Hamm .....arr	6 20	10 33	1 37	6 14	p.m.	10 10	—
—	—	—	—	—	,, 112 ... dep	6 25	10 56	1 44	6 20	4 43	10 47	—
97	12 70	8 80	5 90	3 0	Dreuteinlart	6 44	11 27	2 9	6 39	5 11	11 5	—
103	14 30	9 90	6 60	3 30	Münster .....arr	7 18	12 2	2 40	7 4	5 48	11 30	—
—	—	—	—	—	,, ... dep	7 23	12 10	—	7 10	5 52	—	—
112½	15 60	10 80	7 20	3 60	Greven	7 42	12 34	—	7 29	6 16	—	—
119	16 60	11 50	7 70	3 90	Emsdetten	7 57	12 53	—	7 43	6 35	1—3	—
127	17 80	12 80	8 20	4 10	Rheine .....arr	8 16	1 14	—	7 57	6 56	p.m.	a.m.
127	17 80	12 30	8 20	4 10	Rheine 112 dep	8 22	1 42	—	8 7	—	2 5	5 59
133½	18 40	13 10	8 50	4 30	Salzbergen arr	8 33	1 55	—	8 16	—	2 10	5 57
—	—	—	—	—	ARNHEIM ...arr	1 15	5 20	—	—	—	5 20	8 12
—	—	—	—	—	AMSTERDAM ,,	4 15	7 35	—	—	—	7 35	10 55
—	—	—	—	—	ROTTERDAM ,,	4 30	7 45	—	—	—	7 45	11 25
133½	18 40	12 80	8 50	4 30	Salzbergen dep.	5 36	1 57	—	8 16	—	—	—
146½	20 30	14 20	9 40	4 70	Lingen	9 13	2 39	—	8 48	—	—	—
158½	22 0	15 50	10 20	5 10	Meppen	9 41	3 10	—	9 11	—	—	—
170	23 50	16 60	11 0	5 50	Lathen	10 9	3 43	1 & 2	9 35	—	—	—
154½	25 30	18 0	11 90	5 90	Aschendorf	10 40	4 18	a.m.	10 2	—	—	—
147½	25 50	18 30	12 10	6 10	Papenburg	10 52	4 32	5 15	10 14	1—3	—	—
198½	27 10	19 70	12 90	6 40	Leer .....arr	11 16	5 1	6 2	10 35	a.m.	—	—
—	—	—	—	—	BREMEN	—	1 10	—	7 5½	7 0	—	—
—	—	—	—	—	Leer 151 ...dep	11 33	5 8	6 21	10 39	9 49	—	—
214	29 10	20 0	13 80	6 90	Emden .....arr	12 0	5 55	7 30	11 10	10 30	—	—

Miles	Fares. 1st	2nd	3rd	4th	Stations.	Trains. 1 & 2	1—4	1, 2, 3	1, 2, 3, 4	1—4	1, 2, 4	1—4
	m. pf	m. pf	m. pf	m. pf		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Dus	m. pf	m. pf	m. pf	m. pf	Emden .....dep	—	—	5 20	8 65	11 5	5 47	4 15
15½	2 10	1 60	1 0	0 50	Leer .....arr	—	6 4	9 46	11 46	12 0	6 25	4 55
—	—	—	—	—	(151) ...dep	—	6 10	9 50	—	12 36	5	5
30½	3 50	2 70	1 80	0 90	Papenburg arr	—	6 33	10 20	—	1 23	5 33	5 32
30	4 0	2 80	2 0	1 0	Aschendorf	—	6 43	10 42	—	—	5 41	5 41
44	5 60	4 20	2 80	1 40	Lathen	—	7 13	11 21	—	—	6 14	6 14
55½	7 30	5 30	3 60	1 80	Meppen	—	7 38	11 55	—	—	6 44	6 44
67½	8 80	6 60	4 40	2 20	Lingen	—	8	12 30	1, 2, 3	1, 2, 3	7 14	7 14
82	10 70	7 90	5 30	2 70	Salzbergen arr	—	8 32	1	a.m.	p.m.	7 46	7 46
—	—	—	—	—	ROTTERDAM dep	—	—	—	—	8 5	3 5	10 50
—	—	—	—	—	HAGUE ..... ,,	—	—	—	—	8 0	3 0	10 45
—	—	—	—	—	AMSTERDAM ,,	—	—	—	—	8 25	3 25	11 20
—	—	—	—	—	ARNHEIM ... ,,	—	—	—	7 40	10 30	5 50	2 35
82	10 70	7 90	5 30	2 70	Salzbergen dep	—	8 34	1 10	1 29	9 28	7 48	—
87	11 30	8 50	5 70	2 90	Rheine 112 arr	—	a.m.	6 44	1 23	9 35	7 59	—
87	11 30	8 50	5 70	2 90	Rheine .....dep	—	7 30	8 54	1 44	—	8 6	—
95	12 50	9 30	6 30	3 20	Emsdetten	—	7 56	9 15	2 11	—	8 27	—
101½	13 60	9 70	6 70	3 40	Greven	—	8 15	9 32	2 28	—	8 42	—
111	14 80	10 70	7 20	3 60	Münster .....arr	—	a.m.	9 53	2 48	—	p.m.	9 0
—	—	—	—	—	,, ... dep	—	5 30	9 42	9 58	2 56	—	6 23	9 11
123	16 60	12 0	8 10	4 10	Drensteinfurt	—	5 55	9 19	10 26	3 29	—	7 1	9 39
132½	17 80	12 90	8 80	4 30	Hamm .....arr	—	6 15	9 41	10 52	3 51	—	7 28	10 3
—	—	—	—	—	,, 113 dep	—	6 22	—	10 58	3 56	—	7 35	10 13
140½	19 0	13 70	9 10	4 60	Welver	—	6 4	—	11 17	4 16	—	7 55	10 30
147½	19 80	14 20	9 50	4 80	Soest .....arr	—	6 5	a.m.	11 34	4 32	—	8 12	10 48
—	—	—	—	—	DEUTZ .....dep	—	5 10	9 0	12 0	—	4 0	8 0
—	—	—	—	—	DUSSELDORF ,,	—	5 31	9 0	12 5	—	4 18	7 55
—	—	—	—	—	SOEST ..... ,,	—	9 46	11 54	4 34	—	8 40	10 51
147½	19 80	14 20	9 50	4 80	Soest.....dep	7 0	9 53	11 57	4 40	—	8 52	10 55
150	20 20	14 60	9 80	5 0	Sassendorf	7 9	10 1	—	4 48	—	9 2	—
160½	21 60	15 50	10 30	5 20	Lippstadt.....	7 37	10 28	12 19	5 18	—	9 33	11 18
169½	22 60	16 20	10 80	5 40	Geseeke	7 55	10 45	—	5 37	—	9 54	—
173	23 30	16 70	11 10	5 50	Salzkotten	8 7	10 56	—	5 50	—	10 7	—
189	24 30	17 40	11 40	5 80	Paderborn	8 29	11 15	12 53	6 13	—	10 32	11 53
190½	26 0	18 0	12 40	6 20	Altenbeken arr	8 56	11 39	1 11	6 39	—	11 0	12 14
—	—	—	—	—	,, 144 dep	9 5	—	1 16	6 44	—	—	—
194½	26 30	18 30	12 80	6 30	Buke	9 11	—	—	6 53	—	—	—
202	27 40	19 60	13 10	6 60	Willebadessen.....	9 33	—	—	7 14	—	—	—
207	28 10	20 0	13 30	6 70	Bonenburg	9 47	—	1 47	7 28	—	—	—
214	29 10	20 60	13 80	6 90	Warburg146ar	10 4	—	1 58	7 41	—	—	—
—	—	—	—	—	WARBURG...dep	12 5	—	3 5	7 45	—	—	—
—	—	—	—	—	CASSEL ..... arr	2 15	—	3 8	9 10	—	—	—
—	—	—	—	—	LEIPZIG Sta. ,,	—	—	9 16	4 44	—	—	—
—	—	—	—	—	LEIPZIG Nord ,,	—	—	9 30	—	—	—	—
—	—	—	—	—		—	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.
Fro	m A	lten	buke	n.	Altenbeken dep	9 5	11 43	1 15	6 48	—	11 6	3 59
5½	1 0	0 70	0 50	0 30	Driburg	9 21	11 57	1 29	7 4	—	11 13	—
13½	2 0	1 40	0 90	0 50	Brahel	9 40	12 13	—	7 22	—	11 41	—
22½	3 30	2 30	1 50	0 80	Gotelheim	10 1	12 32	—	7 44	—	—	—
26	3 80	2 60	1 60	0 90	Höxter	10 13	12 42	2 7	7 55	—	12 11	—
30½	4 40	3 10	2 10	1 10	Holzminden ...	10 24	12 52	2 16	8 6	—	12 22	4 51
—	—	—	—	—	BERLIN ..... ,,	—	11 15	8 55	—	—	1 51	11 10

MINDEN, HAMM, OBERHAUSEN, DUSSELDORF, DEUTZ, and COLOGNE.

Kurin, Mindener, Eisenbahn. (May 15.

Mls.	1 Cl. 2 Cl.	3 Cl.	4 Cl.	Stations.	1 & 2	1,2,3	1—4	1—4	1—4	1—4	1,2,3	1—4	1—3	1—4
Dis.	m.pf m.pf	m.pf	m.pf	dep.	p.m.		p.m.		nght	a.m.	a.m.		a.m.	
...	... ...	...	...	BERLIN *via* Magde.	7 30	...	2 0	...	11 0	6 45	...	...	8 43	...
...	... ...	...	...	,, (Stendal)	10 0	...	6 30	...	12 0	9 0	5 0	...	12 0	...
...	... ...	...	...	HAMBURG 189 ,,	9 45	...	...	...	...	7 5	7 5	...	11 20	...
...	... ...	...	...	BREMEN ..... ,,	10 20	...	...	...	5 15	10 24	10 24	...	...	...
...	... ...	...	...	HANOVER ..... ,,	2 5	...	12 45	...	7 39	1 25	12 25	...	4 0	...
...	... ...	...	...	BERLIN ..... ,,	7 50	...	9 0	...	11 0	6 45	...	...	8 45	...
153½	... ...	...	...	DRESDEN ..... ,,	6 10	...	9 30	...	...	4 35	12 30	...	4 35	...
...	... ...	...	...	LEIPZIG ..... ,,	8 45	...	1 35	...	10 0	7 35	...	...	7 35	...
...	... ...	...	...	MAGDEBURG ..... ,,	11	...	3 50	...	2 50	10 10	6 0	...	11 2	...
190½	... ...	...	...	BRUNSWICK ..... ,,	12 44	...	10 45	...	5 30	12 5	10 10	...	1 20	...
...	... ...	...	...	MINDEN .....arr.	3 17	...	2 35	...	9 22	2 38	2 15	...	5 0	...

	From via	Berlin dal.		Stations.	a.m.	a.m.	a.m.	p.m.	p.m.		p.m.	p.m.
—	Sten		—	**Minden** ‡.....dep.	3 23	...	3 40	7 0	9 32	2 40	2 55	...	5 5	6 45
3½	26 0.19	60	13 5	Porta	...	...	3 51	7 10	9 42	...	3 5	...	...	6 55
9½	26 40 20	10	13 40	Rehme(Bad Oeynhaus.)	...	...	4 5	7 25	9 57	2 56	3 21	...	...	7 12
12	27 0 20	40	13 55	Löhne	...	...	4 17	7 35	10 7	3 4	3 33	...	...	7 24
19½	27 20 21	0	14 10	Herford	...	...	4 38	7 54	10 29	3 17	3 51	...	...	7 43
28	28 20 21	70	14 50	**Bielefeld**	4 7	...	5 2	8 19	10 48	3 38	4 20	...	5 47	8 19
30	28 55 21	95	14 50	Brackwede.....	...	...	5 16	8 30	10 59	...	4 31	...	...	8 24
39	29 50 22	65	15 30	Gütersloh	...	...	5 39	8 49	11 19	...	4 58	...	...	8 45
44½	30 25 23	10	15 55	Rheda	...	...	5 55	9 2	11 33	...	5 8	...	...	8 58
51	31 10 23	70	16 10	Oelde	...	...	6 13	9 17	11 50	...	5 25	...	...	9 16
56	31 5 24	15	16 45	Beckum	...	...	6 30	9 30	12 5	...	5 41	...	...	9 33
63	32 35 24	65	16 85	Ahlen	...	a.m.	6 47	9 44	12 21	...	5 57	...	...	9 47
70	33 10 25	30	17 30	**Hamm 145**.....	5 8	5 20	7 15	10 5	12 42	4 39	6 30	...	6 43	10 13
79	34 15 26	10	17 90	Camen.....	...	5 42	7 37	10 27	1 2	...	7 12	p.m.	...	10 36
84½	35 20 26	90	18 50	**Dortmund 144**	5 40	6 15	8 6	10 59	1 26	5 12	7 39	4 0	7 13	11 10
97½	36 15 27	70	19 10	Castop.....	...	6 42	8 33	11 24	1 50	...	...	4 27	...	...
101½	36 65 28	5	19 25	Herne	...	6 55	8 45	11 38	2 1	...	...	4 41	...	...
107½	37 25 28	65	19 75	Geisenkirchen	...	7 18	9 15	12 0	2 23	...	...	5 19	...	...
111½	37 70 28	90	20 0	Alten-Essen .....(144	6 20	7 32	9 27	12 12	2 36	5 47	...	5 55	...	...
118½	38 40 29	50	20 50	**Oberhausen** (p. 117,	6 33	7 58	9 41	12 25	2 50	6 2	...	6 16	7 58	...
				,, dep.	6 36	8 3	9 56	12 53	2 20	6 4	...	6 20	7 58	...
123½	8 190	90	20 80	**Duisburg**	6 46	8 17	10 12	1 8	3 24	6 14	...	6 34	...	...
132	39 85	30	21 40	Calcum	...	8 44	10 37	...	3 59	...	...	6 59	...	...
139	40 60	31 30	21 80	**Dusseldorf 143** arr.	7 12	9 2	10 53	1 24	4 15	6 41	...	7 15	8 27	...
...	... ...	...	...	,, ...dep.	7 17	9 8	11 0	1 40	4 21	6 45	...	7 20	8 30	...
145	41 30	31 85	22 20	Benrath	...	9 25	11 15	...	4 38	...	...	7 37	...	...
150	41 85	32 30	22 55	Langenfeld.....	...	9 40	11 29	...	4 53	...	...	7 51	...	...
154	42 30	32 65	22 85	Kupperstag	...	9 53	11 41	...	5 5	...	...	8 4	...	...
160	42 90	32 60	23 40	Mulheim	...	10 12	11 56	2 16	5 21	...	...	8 22	...	...
163	43 10	32 80	23 60	**Deutz 112**	...	10 20	12 5	...	5 30	...	...	8 30	...	...
..	43 70	33 20	72 90	**Cologne** (p.89, 122)	8 0	...	...	2 30	...	7 30	...	...	9 15	...

‡ Change Carriages for Amsterdam & Rotterdam. Trains 1, 4, 6, 7, 9 arrive at the Central Station, Cologne; all the others at Deutz.

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4
COLOGNE .....dep.	9 5	11 40	1 2	2 47	6 0	7 53	...	10 30	10 30	...
AIX-LA-CHAP. arr.	10 42	1 19	3 22	4 42	7 50	9 42	...	12 2	12 2	...
PARIS	9 5	4 45	...	...	...	...	...	10 15	10 15	...
BRUSSELS	7 57	5 29	9 24	9 40	...	...	...	4 56	4 56	...
OSTEND	5 40	7 51	..	...	...	...	...	9 52	9 52	...
LONDON	3 55	3 55	...	...	...	...	...	5 30	5 30	...

DEUTZ (COLOGNE.) SIEGBURG, BETZDORF, WETZLAR, and GIESSEN.

Mls.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4
Dis.	m.pf	m.pf	m.pf	m.pf		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
...	...	...	...	...	**Deutz** (COLOGNE) .....dep.	6 30	10 37	12 15	2 55	6 25	6 40	...
8	0 90		0 70	0 55	0 80	Wahn	6 50	10 58	12 34	...	6 43	9 0	...
...	1 35		1 10	0 80	0 40	Troisdorf	7 7	11 14	12 44	3 16	6 59	9 13	...
15	1 65		1 30	1 0	0 90	**Siegburg**.....	7 15	11 21	12 54	3 26	7 9	9 25	...
19	2 10		1 65	1 25	0 65	Hennef.....	7 26	11 33	...	3 36	7 20	9 36	...
26½	2 90		2 30	1 75	0 90	Eltorf	7 45	11 50	...	3 54	7 41	9 55	...
36	3 90		3 10	2 35	1 30	Schladern	8 10	12 19	...	...	8 6	...	...
40	4 35		3 45	2 60	1 30	As.....	8 22	12 33	...	...	8 19	...	...
44½	4 75		3 80	2 95	1 45	Wissen.....	8 34	12 47	...	...	8 33	...	...
51½	5 35		4 40	3 20	1 65	**Betzdorf (page 116)** ..... arr	8 50	1 8	...	4 47	8 50	...	...
...	...	...	...	...	...	,, ...dep.	8 55	1 20	...	4 48	8 55	...	...
56	...	...	...	...	...	Herdorf	9 9	1 35	...	...	9 8	...	...
63	6 75		5 40	4 5	2 5	Burbach	9 23	2 7	...	...	9 21	...	...
73	7 97		6 30	4 75	2 40	Haiger	a.m.	10 0	2 35	...	9 54	...	...
77	8 35		6 65	5 0	2 50	**Dillenburg**	6 40	10 16	2 45	...	5 42	10 6	...
81	8 75		6 95	5 25	2 65	Herborn	6 51	10 28	2 55	Exn.	5 54	10 16	1 2
86½	9 60		7 65	5 75	2 90	Ewingshausen	7 13	10 54	3 10	a.m.	...	10 41	p.m.
93	10 25		8 15	6 15	3 10	**Wetzlar** (120).....	7 30	11 14	3 31	9 22	6 25	11 0	7 50
102½	11 10		9 87	6 65	3 85	**Giessen (page 130)**.....arr.	7 50	11 30	3 50	9 42	6 43	11 18	8 8
144	16 80		13 20	9 60	...	FRANKFURT .....arr.	9 40	1 36	6 30	...	8 16	...	...
187	22 10		17 10	12 90	...	CASSEL ..... ,,	12 40	3 30	8 30	12 40	11 12	3 8	11 12
242	...		...	...	...	LEIPZIG ..... ,,	6 21	9 30	...	6 21	4 23	1 30	...

4th Class by all Trains, including Express, on this line at half Third Class Fare.

SIEGEN and BETZDORF.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4
Dis.	sgcr.		sgcr.		a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.
...				Betzdorf .....dep.	6 55	11 17	2 37	5 40	7 30	9 0	9 0	9 38
3				Kirchen	7 10	11 32	2 52	5 55	7 45	9 15	9 15	9 53
7				Niederschelden	7 21	11 43	3 3	6 6	7 56	9 26	9 26	10 4
12				Siegen 148 ..... arr.	7 30	11 50	3 12	6 15	8 5	9 35	9 35	10 13

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4
Dis.	sgcr.		sgcr.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
...				Siegen ..... dep.	6 30	11 30	2 30	5 30	7 20	8 30	...
5				Niederschelden	6 39	11 39	2 39	5 39	7 29	8 39	...
9				Kirchen	6 50	11 50	2 50	5 50	7 40	8 50	...
14				Betzdorf (page 116) arr.	7 5	12 5	3 5	6 5	7 55	9 5	...

4th Class by all Trains.

COLOGNE, DEUTZ, DUSSELDORF, OBERHAUSEN, HAMM, and MINDEN.

Dis.	1 Cl. 2 Cl. 3 Cl.	Stations.	1–4	1–3	1–3	1–4	Ex.	1–4	1–4	1–3	1–4	1–2	1–4
	m.pf m.pf m.pf		a.m.	a.m.	a.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.	a.m.
—	— — —	LONDON ..... dep.	...	7 45	45	...	...	...	...	...	8 50	8 50	...
—	— — —	OSTEND ..... ,,	...	6 4	4	...	...	...	...	...	4 10	6 25	9 0
—	— — —	BRUSSELS ..... ,,	...	10 38	1 38	...	...	...	...	...	6 50	10 42	1 47
—	— — —	PARIS ..... ,,	...	3 45	45	...	8 0	...	...	...	9 45	7 20	...
—	— — —	AIX-LA-CHAP. ,,	...	2 27	27	...	6 47	...	6 57	9 35	12 54	4 42	7 47
—	— — —	COLOGNE ..... arr.	...	5 0	7 0	...	8 5	...	8 54	11 25	2 50	7 10	9 50
—	— — —	**Cologne** (Central) dep	...	a.m. 5 45	a.m. 7 0	a.m. ...	a.m. 9 30	p.m. ...	a.m. ...	p.m. 1 45	p.m. ...	p.m. 8 0	p.m. 10 30
—	— — —	**Deutz**	...	...	...	8 0	...	1 40	11 30	...	...	...	...
3	0 35 — 0 20	**Mülheim**	...	5 56	...	8 10	...	1 48	11 30	1 56	4 10	...	10 41
6	0 90 0 75 0 55	**Kipperstieg**	...	6 12	...	8 28	...	...	11 45	...	4 24	...	10 56
9	1 35 1 10 0 85	**Langenfeld**	...	6 24	...	8 40	...	...	11 58	...	4 38	...	11 8
11½	1 95 1 55 1 15	**Benrath**	...	6 37	...	8 56	...	...	12 13	...	4 51	...	11 21
14	2 60 2 5 1 55	**Dusseldorf** ..... arr.	...	6 53	7 40	9 13	10 8	...	12 30	2 29	5 5	8 44	11 38
	— — —	,, (p. 140) dep.	...	7 0	7 43	9 20	10 10	...	12 40	2 35	5 12	8 49	11 45
21½	3 30 2 65 2 0	**Calcum**	...	7 17	...	9 38	...	...	1 0	...	5 30	...	12 4
25	4 25 3 40 2 55	**Duisburg**	...	7 42	8 13	10 5	...	...	1 26	3 1	5 58	9 20	12 29
28	4 75 3 80 2 85	**Oberhausen**	...	7 58	8 24	10 20	10 46	...	1 39	3 11	6 10	9 31	12 42
	— — —	,, (114, 117) dep.	a.m.	8 5	8 26	11 0	10 50	1—3	1 46	3 35	6 20	9 33	12 47
31	5 50 4 40 3 30	Alten-Essen	6 0	8 26	8 40	11 21	...	10 55	2 7	3 57	6 43	9 48	1 10
33	5 90 4 75 3 55	Gelsukirchen	6 12	8 58	...	11 31	...	11 10	2 22	4 13	6 58	...	1 25
36	6 35 5 5 3 80	Wanne	6 22	9 6	...	11 45	...	11 22	2 31	4 24	7 9	...	1 36
38½	6 75 5 60 4 10	Castrop	...	9 31	...	12 11	...	11 32	2 54	4 48	7 34	...	1 59
41	7 10 6 10 4 30	**Dortmund** (p. 145) ...	6 30	10 4	9 25	12 40	11 44	...	3 24	5 23	8 6	10 38	2 30
44	7 55 6 85 4 60	Camen	6 57	10 33	...	...	...	...	3 52	5 52	8 35	...	3 2
47½	8 60 6 85 4 60	**Hamm** (p. 115, 145)	7 19	10 54	9 58	...	12 13	...	4 15	6 15	8 55	11 11	3 13
50	10 30 7 50 5 10	Ahlen	7 43	11 20	...	...	...	...	4 43	6 45	...	...	3 38
52½	10 95 8 0 5 45	Beckum	8 0	11 36	...	...	...	...	5 3	7 4	...	...	3 56
55	11 55 8 45 5 80	Oelde	8 16	11 49	...	...	...	...	5 19	7 20	...	...	4 11
58½	12 25 9 5 6 25	Rheda	8 33	12 4	...	...	...	...	5 40	7 38	...	...	4 29
61½	12 85 9 50 6 60	Gütersloh	8 53	12 20	...	...	...	...	5 59	7 58	...	...	4 47
64	13 70 10 20 7 10	Brackwede	9 19	12 42	...	...	...	...	6 24	8 26	...	...	5 11
66	14 0 10 45 7 30	**Bielefeld**	9 33	1 23	11 13	...	1 18	...	6 39	8 38	...	12 22	5 23
71	14 97 11 15 7 85	Herford	9 55	1 46	11 29	...	...	...	7 4	9 2	...	...	5 45
75	15 60 11 75 8 25	Lohne	10 12	2 4	...	...	...	...	7 23	9 22	...	...	6 3
76	16 0 12 0 8 50	Rehme (E. Oyenhausen)	10 24	2 13	11 52	...	...	...	7 35	9 35	...	...	6 16
79	16 65 12 55 8 90	Porta	10 42	2 29	...	...	...	...	7 53	9 54	...	...	6 33
182½	17 0 12 90 9 10	**Minden** (158) ..... arr.	10 55	2 40	12 12	...	2 2	...	8 5	10 5	...	1 4	6 45
	— — —	MINDEN. ..... dep.	...	2 56	12 32	...	2 22	...	9 0	...	...	1 10	7 10
87	20 70 21 70 15 60	**Bremen** (118) ..... ,,	...	7 20	4 39	...	...	...	...	...	...	6 40	11 35
128	29 0 17 90 13 10	**Hanover** ..... ,,	...	4 45	1 52	...	2 28	...	11 5	...	...	2 26	9 5
87	20 78 24 85 20 30	**Berlin** *via* Stendal ...	...	9 5	...	...	9 5	...	...	...	...	7 26	3 48
183	30 33 70 26 60	**Hamburg** ..... ,,	...	12 0	6 45	...	7 45	...	8 30	...	...	7 10	4 45
87	20 50 21 50 15 20	**Brunswick** ..... arr.	...	7 30	3 17	...	5 0	...	2 33	...	...	3 53	11 12
135	29 27 10 18 10	**Magdeburg** ... ,,	...	9 43	5 5	...	7 25	...	...	...	...	5 40	1 40
61	29 28 80 29 20	**Leipzig** ..... ,,	...	2 54	8 11	...	...	...	...	...	...	8 30	5 15
141	30 36 60 25 40	**Dresden** ..... ,,	...	8 15	12 10	...	...	...	...	...	...	11 33	9 15
183	33 10 33 30 23 30	**Berlin** *via* Magdeb ...	...	...	8 55	...	11 15	...	...	...	...	11 15	7 39

Trains.

1–4	1–4	1–4	1–4	1–4	1–4	1–4
a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
6 39	8 30	10 55	1 5	3 30	6 22	8 5
6 53	8 50	11 15	1 25	3 50	6 40	8 25

Stations.

Ruhrort	dep.
Oberhausen (116)	arr.

RUHRORT and OBERHAUSEN.

Mls.	1–4	1–4	1–4	1–4	1–4	1–4	1–4
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	7 25	10 5	12 25	2 40	5 30	7 0	8 55
6	7 45	10 20	12 48	3 0	5 50	7 20	9 15

Trains.

1–4	1–4	1–4	1–4	1–4	1–4	1–4
a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
7 25	10 5	12 25	2 40	5 30	7 0	8 55
7 45	10 20	12 48	3 0	5 50	7 20	9 15

GIESSEN and DEUTZ (COLOGNE).—Kœln Giessener Eisenbahn.

Dis.	1 Cl. 2 Cl. 3 Cl. 4 Cl.	Stations.	1–4	1–4	1–4	1–4	1–4
	m.pf m.pf m.pf m.pf		a.m.	p.m.	p.m.	a.m.	a.m.
—	— — — —	DRESDEN ..... dep.	...	9 30	6 0	...	4 45
—	— — — —	LEIPZIG ..... ,,	...	1 30	10 25	...	7 45
—	— — — —	CASSEL ..... ,,	5 35	10 30	5 35	8 0	1 0
—	— — — —	FRANKFORT *via* Giessen ,,	6 42	...	8 20	9 45	2 30
—	— — — —	**Giessen** ..... dep.	...	a.m. 6 15	a.m. 9 55	noon 12 0	p.m. 4 45
14	9 85 — 0 70 0 59 0 25	**Wetzlar** (130)	...	6 35	10 14	12 23	5 9
22	8 90 1 20 0 90 0 45	**Ehringshausen**	...	6 49	...	12 40	5 27
27	9 85 1 90 1 45 0 75	**Herborn**	...	7 11	10 46	1 7	5 55
34	11 25 2 75 2 20 1 65 0 85	**Dillenburg**	...	7 27	10 57	1 23	6 7
39	12 20 3 20 2 55 1 90 0 95	Haiger	...	7 41	...	1 37	6 20
43	13 10 4 25 3 50 2 60 1 35	**Burbach**	...	8 11	...	2 9	6 53
47	13 90 5 10 4 5 3 5 1 55	**Hordorf**	...	8 33	...	2 28	7 11
51½	14 70 5 55 4 55 3 35 1 70	**Betzdorf** (page 116) ...	...	8 55	11 50	2 48	7 26
54	15 10 6 35 5 5 3 80 1 90	**Wissen**	...	9 14	...	3 9	7 45
61	16 25 6 75 5 40 4 5 2 5	**Au**	...	9 25	...	3 21	7 56
64	17 0 7 25 5 75 4 30 2 15	**Schladern**	a.m.	9 37	...	3 33	8 7
76	20 0 8 20 6 55 4 90 2 45	**Eltorf**	6 15	10 4	12 38	3 58	8 36
79	20 75 9 5 7 20 5 40 2 70	**Hennef**	6 33	10 22	...	4 17	8 54
89	23 0 9 45 7 45 5 65 2 85	**Siegburg**	6 44	10 32	1 1	4 29	9 7
93	24 0 9 75 7 75 5 85 2 95	Troisdorf	6 53	10 44	1 9	4 42	9 16
98	25 10 10 25 8 18 6 10 3 5	Wahn	7 5	10 55	...	4 54	9 28
102½	26 0 11 10 8 85 6 65 3 35	**Deutz** (Cologne) (117) arr.	7 25	11 15	1 30	5 15	9 45

Trains.

1–4	1–4	1–4	1–4	1–4
a.m.	p.m.	p.m.	p.m.	p.m.
6 0	...	4 45	...	...
10 25	...	7 45	...	...
5 35	8 0	1 0	...	...
8 20	9 45	2 30	7 0	...
9 55	12 0	4 45	8 35	...
10 14	12 23	5 9	8 56	...
...	12 40	5 27	9 13	...
10 46	1 7	5 55	9 40	...
10 57	1 23	6 7	9 52	...
...	1 37	6 20	...	...
...	2 9	6 53	...	...
...	2 28	7 11	...	...
11 50	2 48	7 26	...	...
...	3 9	7 45	...	...
...	3 21	7 56	...	...
...	3 33	8 7	...	...
12 38	3 58	8 36	...	...
...	4 17	8 54	p.m.	...
1 1	4 29	9 7	7 32	...
1 9	4 42	9 16	7 46	...
...	4 54	9 28	7 59	...
1 30	5 15	9 45	8 16	...

Fares.

Mls.	1 Cl.	2 Cl.	3 Cl.	4 Cl.
Dis.	sgr.	sgr.	sgr.	sgr.
—	—	—	4	2
6	7½	5	3	2

Stations.

Ruhrort	dep.
Oberhausen (116)	arr.

Return Tickets at a fare and a half, available two or three days between nearly all Stations. 4th class by all slow trains at half the 3rd class fare.

This line passes through most beautiful scenery.

† Trains 1, 2, 4, 6, 8, 10 depart from the Central Station, Cologne.—all the others from Deutz.

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STERKRADE and WANNE.

Mls. Dist.	Stations.	1-4 a.m.	1-4 a.m.	1-4 p.m.	Stations.	1-4	1-4 a.m.	1-4 p.m.
—	OBERHAUSEN ....dep	8 3	10 38	7 0	DORTMUND .....dep	...	8 8	4 0
—	WESEL ..... ,,	5 48	9 0	7 12		a.m.	a.m.	p.m.
		a.m.	a.m.	p.m.	Wanne .....dep	6 45	9 35	5 10
—	Sterkrade .....dep	6 16	10 48	7 50	Schalke ..... ,,	6 56	9 38	5 50
5	Bottorp ..... ,,	6 33	11 5	8 7	Essen .....arr	7 26	10 30	7 4
8	Horst ..... ,,	6 41	11 13	8 15	Horst ..... ,,	7 6	9 45	5 29
—	ESSEN .....dep	6 30	10	6 41	Bottorp ..... ,,	7 14	9 56	5 37
11	Schalke ..... ,,	6 51	11 23	8 25	Sterkrade .....arr	7 30	10 15	5 52
15	Wanne .....arr	9 1	11 33	8 35	WESEL ..... ,,	...	11 33	7 41
	DORTMUND ..... ,,	10 4	12 35	...	OBERHAUSEN ..... ,,	7 50	10 30	6 10

(COLOGNE), OBERHAUSEN, WANNE, BREMEN, & HAMBURG. Cœln Mindener Eisenbahn. [15 May.

Mls. Dia.	1 Cl. n.pf	2 Cl. m.pf	3 Cl. m.pf	Stations.	1-4	1-4	1-3	1-3	1-4 a.m.	1-4 a.m.	1 & 4 p.m.	1 & 4 p.m.
									a.m.			
...	...	...	...	COLOGNE .....dep	...	...	...	...	9 30	...	...	8 0
...	...	...	...	DEUTZ ..... ,,	...	...	...	...	8 0	11 20	4 0	...
...	...	...	...	DUSSELDORF ..... ,,	...	...	10 9	...	9 20	12 40	5 15	8 45
...	...	...	...	GLADBACH ..... ,,	...	...	8 28	...	...	11 0	3 6	6 5
...	...	...	...	RUHROET ..... ,,	...	...	10 5	...	...	12 30	5 30	8 55
					a.m.	a.m.			a.m.	p.m.	p.m.	p.m.
—	—	—	—	Oberhausen .....dep	...	...	10 47	...	10 52	1 46	6 33	9 3
5½	0 65	0 50	0 40	Berg-Borbeck ..... ,,	...	...	...	...	11 7	2 1	6 49	...
...	...	...	...	ESSEN ..... ,,	5 45	10 45	...	...	10 45	1 50	6 47	9 30
7	0 80	0 65	0 50	Altenessen ..... ,,	6 0	11 2	...	...	11 16	2 9	6 57	9 55
11½	1 25	1 0	0 75	Gelsenkirchen ..... ,,	6 12	11 14	...	...	11 30	2 22	7 11	10 8
15	1 60	1 30	1 0	Wanne .....arr	6 22	11 27	...	...	11 41	2 31	7 21	10 18
...	...	...	...	OBERHAUSEN dep	...	...	...	...	...	...	...	6 35
...	...	...	...	STERKRADE ... ,,	...	...	...	...	10 48	...	...	9 10
...	...	...	...	Wanne .....dep	6 27	12 0	...	...	11 46	2 45	7 25	10 20
6½	2 30	1 85	1 40	Recklinghausen ..... ,,	6 44	...	...	...	12 4	3 7	7 43	...
15.	3 35	2 65	2 0	Haltern .....arr	7 6	12 2	...	...	12 27	3 34	8 3	10 49
...	...	...	...	EMMERICH .....dep	...	7 55	...	...	...	...	...	...
...	...	...	...	WESEL ..... ,,	5 45	10 40	...	...	...	...	6 45	...
...	...	...	...	Haltern .....dep	7 8	12 6	...	...	12 30	3 37	8 4	10 50
23½	4 15	3 30	2 55	Dülmen ..... ,,	7 29	...	...	...	12 51	4 10	8 21	...
31	4 95	3 95	3 0	Appelhülsen ..... ,,	7 47	...	...	...	1 10	4 27	8 38	...
42	6 10	4 90	3 70	Münster .....arr	8 10	2 55	...	...	1 34	4 50	9 0	11 33
...	...	...	...	RHEINE ..... ,,	1 15	...	...	...	...	6 56	...	...
...	...	...	...	EMDEN ..... ,,	5 50	...	...	...	...	...	...	...
...	...	...	...	Münster .....dep	8 13	1 0	...	...	1 40	4 55	9 5	11 45
48	6 85	5 50	4 15	Westbevern ..... ,,	8 37	...	...	...	1 57	5 16	9 24	...
56½	7 85	6 15	4 65	Kattenvenne ..... ,,	8 50	...	...	...	2 16	5 36	9 41	...
62	8 30	6 56	4 95	Leeuarden ..... ,,	9 6	...	...	...	2 32	5 48	9 54	...
67½	8 85	7 10	5 35	Hasbergen ..... ,,	9 21	...	...	...	2 47	6 5	10 11	...
73	9 45	7 85	5 70	Osnabrück .....arr	9 35	1 85	...	...	3 0	6 20	10 25	12 37
...	...	...	...	MINDEN ..... ,,	...	...	...	...	5 15	11 15	12 35	...
...	...	...	...	ROTTERDAM ...dep	...	...	...	...	8 5	...	...	3 8
...	...	...	...	RHEINE ..... ,,	a.m.	8 50	...	...	1 50	9 35	...	9 50
				Osnabrück .....dep	6 45	2 15	...	...	3 13	6 30	...	12 40
79½	10 20	8 30	6 20	Vehrte ..... ,,	7 8	...	...	...	3 31	6 51	...	...
87½	11 10	9 20	6 70	Bohmte ..... ,,	7 30	...	...	...	3 51	7 11	...	...
95	11 85	9 30	7 15	Lemförde ..... ,,	7 50	...	...	...	4 10	7 30	...	...
105½	12 95	10 40	7 85	Diepholz ..... ,,	8 20	...	3 24	...	4 38	8 0	...	1 41
110	13 95	11 15	8 10	Drebber ..... ,,	8 35	...	...	...	4 52	8 15	...	...
114½	14 80	11 80	8 95	Barnstorf ..... ,,	8 48	...	...	...	5 5	8 28	...	...
122½	15 40	12 2	9 30	Twistringen ..... ,,	9 8	...	...	...	5 25	8 48	...	...
128½	16 0	12 85	9 70	Bassum ..... ,,	9 23	...	...	...	5 40	9 2	...	...
134	16 60	13 40	10 0	Syke ..... ,,	9 38	...	...	...	5 56	9 17	...	...
139	17 13	13 75	10 35	Kirchweyhe ..... ,,	9 51	...	...	...	6 10	9 30	...	...
143½	17 55	14 5	10 60	Hasselingen	10 8	...	...	...	6 25	9 44	...	...
148	...	...	...	Bremen .....arr	10 20	...	4 45	...	6 35	9 55	...	3 5
...	...	...	...	GEESTEMUNDE ,,	1 36	...	6 37	...	...	11 50	...	9 7
148	...	...	...	Bremen .....dep	10 45	...	4 50	...	6 55	...	...	3 15
154½	19 20	14 65	11 0	Oberneuland	11 6	...	...	...	7 15	...	...	...
161½	19 30	15 40	10 55	Ottersberg	11 34	...	...	...	7 38	...	...	...
174	20 33	14 30	12 25	Rotenburg	12 10	...	5 48	...	8 10	...	4 12	...
184	21 25	17 10	12 85	Lauenbrück	12 46	...	...	...	8 39	...	...	...
192	22 30	17 85	13 45	To tekt	1 9	1-4	...	...	9 1	...	1 & 2	...
212	24 40	19 85	14 70	Harburg ..... arr	2 8	a.m.	7 8	p.m.	9 57	1-3	5 23	a.m.
...	...	...	...	HANNOVER ..dep	...	11 0	...	5 5	...	p.m.	...	3 31
...	...	...	...	STENDAL ..... ,,	...	p.m.	...	4 41	...	1 29	...	...
...	...	...	...	Harburg .....dep	2 8	3 30	7 8	6 50	10 0	5 16	5 25	7 1
2 19	25 50	20 75	15 60	Hamburg .....arr	2 23	3 44	7 23	9 5	10 15	5 30	5 40	7 20
...	...	...	...	ALTONA ..... ,,	3 20	4 45	8 0	9 50	11 5	6 40	6 25	8 13
...	...	...	...	KIEL ..... ,,	9 0	9 0	2 12	5 12	8 p.m.	p.m.	...	9 36

(HANOVER), BRUNSWICK, and WOLFENBUTTEL. Rhenische Railway.

| Mls. Dist. | Stations. | 1 & 2 a.m. | 1-4 a.m. | 1-4 p.m. | 1-4 p.m. | 1-4 p

DICKIRCH to WASSERBILLIG.—Prinz-Heinrich-Bahn.

Stations.	1—3	1—3	1—3	1—3	1—3	1—3	Stations.	1—3	1—3	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Dickirch ....dep	...	8 0	...	1 25	...	7 30	Wasserbilligdp	...	8 40	3 20	4 30	9 40	
Echternach arr	...	10 5	...	2 19	...	8 40	Echternach arr	...	9 32	4 4	5 25	10 20	
.. .. ..dep	6 50	...	12 45	2 24	7 50	...	.. .. ..dep	6 20	10 10	4 20	...	...	
Wasserbilligar	7 40	...	1 35	3 5	8 40	...	Dickirch .....arr	7 33	11 10	5 5	...	...	

ESCH to STEINFORT.

Stations.	1—3	1—3	1—3	1—3	Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	
Esch ..... dep	...	8 20	3 0	7 10	Steinfort .... dep	6	4 11	34	5 0
Petange ..... ,,	5 0	9 5	3 50	7 44	Bettingen .. arr	6	10 11	40	5 6
Bettingen .. arr	5 35	9 40	4 25	...	.. .. ..dep	6	20 11	50	5 20
.. .. .. dep	5 50	9 54	4 40	...	Petange ..... ,,	7	6 12	34	6 6
Steinfort .... arr	5 56	10 0	4 46	...	Esch ..... arr	7	40 1	10	6 40

HAMBURG, BREMEN, WANNE, & OBERHAUSEN. (COLOGNE).—Cœln Mindener Eisenbahn.

Stations.	1—4	1—4	1—4	1—3	1—3	1—4	1—4	1—4	1 & 2	1—4	1 & 2
	a.m.		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
KIEL .....dep	7 15	...	...	7 15	7 18	11 33	11 33	6 45	...	4 32	...
ALTONA ..... ,,	12 35	...	12 35	10 30	10 30	2 55	2 55	9 35	5 45	7 44	8 40
	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Hamburg .....dep	5 35	7 5	7 20	11 20	11 35	3 40	4 15	10 40	6 40	8 35	9 45
Harburg .....a r	1 50	7 23	7 35	11 38	11 50	3 58	4 32	10 55	7 0	8 53	10 2
STENDAL ..... ,,	5 14	1 29	...	...	...	9 1	...	...	...	a.m.	4 59
HANNOVER ... ,,	...	11 50	...	3 48	...	9 15	...	...	...	a.m.	1 20
Harburg.....dep	...	7 56	p.m.	11 53	...	...	4 35	10 58	7 5	...	...
Tostedt	...	...	8 53	...	...	...	5 29	...	7 53		
Lauenbrück	...	...	9 4	...	...	...	5 49	...	8 13		
Roteuburg.....	...	...	9 38	...	1 7	...	6 21	12 5	8 42		
Ottersburg.....	...	...	10 5	...	...	...	6 50	...	9 11		
Oberneuland.....	...	...	10 32	...	...	...	7 14	...	9 35		
Bremen ..... arr	...	1—4	10 40	...	1 55	...	7 30	12 55	9 50		
GEESTEMUNDE dep	...	a.m.	8 25	...	...	...	7 40	8 20	...		
Bremen ..... dep	...	6 4	10 50	...	2 0	...	7 40	1 0	...		
Hemelingen	...	6 56	11 3	...	...	...	7 51	...	...		
Kirchweyhe.....	...	7 12	11 17	...	...	...	8 5	...	...		
Syke	...	7 27	11 33	...	...	...	8 19	...	...		
Bassum	...	7 44	11 48	...	...	...	8 33	...	...		
Twistringen	...	8 0	12 6	...	...	...	8 47	...	...		
Barnstorf	...	8 21	12 17	...	...	...	9 5	...	...		
Drebber	...	8 34	12 38	...	...	...	9 16	...	...		
Diepholz	...	8 50	12 43	...	3 21	...	9 30	2 21	...		
Lemförde	...	9 16	1 4	...	...	...	9 51	...	...		
Bohmte	...	9 36	1 21	...	...	...	10 9	...	...		
Vehrte	...	9 57	1 39	...	...	...	10 28	...	...		
Osnabrück .....arr	...	10 15	1 54	...	4 17	...	10 45	3 15	...		
RHEINE ..... ,,	1—4	1 20	...	...	8 0	1—4	...	3 47	...		
ROTTERDAM .. ,,	a.m.	7 40	a.m.	...	...	p.m.	...	11 25	...		
MINDEN ..... ,,	3 34	4 30	6 0	...	...	5 12	...	...	...		
Osnabrück .....dep	3 50	10 25	2 5	...	4 30	7 30	...	3 20	...		
Hasbergen.....	5 43	11 40	2 18	...	...	7 45	...	...	...		
Lengerich	5 58	10 58	2 33	...	...	8 3	...	...	...		
Ktten-enne	6 10	11 12	2 47	...	...	8 17	...	...	...		
Westbevern	6 27	11 32	3 7	...	...	8 37	...	...	...		
Münster .....arr	6 44	11 50	3 25	...	5 30	8 55	...	4 16	...		
EMDEN .....dep	...	5 30	8 55	...	...	4 13	...	...	...		
RHEINE ..... ,,	...	8 54	1 48	...	...	8 6	...	...	...		
Münster .....dep	6 45	12 0	3 30	...	5 35	9 10	...	4 21	...		
Appelhülsen.....	7 10	12 23	3 52	...	...	9 33	...	...	...		
Dülmen	7 30	12 50	4 9	...	...	9 51	...	...	...		
Haltern ..... arr	7 49	1 10	4 25	...	6 22	10 7	...	...	...		
WESEL ..... ,,	9 18	2 38	...	...	...	11 23	...	...	...		
EMMERICH ..... ,,	12 15	5 27	...	...	...	...	...	...	...		
Haltern .....dep	7 54	1 15	4 28	...	6 25	10 8	...	...	...		
Recklinghausen	8 18	1 39	4 50	...	...	10 32	...	...	...		
Wanne .....arr	8 35	1 55	5 5	...	6 56	10 46	...	5 36	...		
STEKKRADE ... ,,	10 15	...	5 52	...	...	...	...	7 30	...		
OBERHAUSEN ... ,,	...	...	7 45	...	...	...	...	9 45	...		
Wanne.....dep	8 56	2 11	5 8	...	6 42	10 29	...	5 38	...		
Gelsenkirchen	9 15	2 23	5 19	...	7 10	10 59	...	5 49	...		
Altenessen.....	9 29	2 36	5 55	...	7 24	11 10	...	6 20	...		
ESSEN ..... ,,	9 45	2 59	6 5	...	7 40	11 25	...	6 40	...		
Berge-Borbeck	9 37	2 45	6 2	...	...	...	...	...	...		
Oberhausen ..... arr	9 51	3 0	6 16	...	7 40	...	...	6 33	...		
RUHRORT ..... ,,	11 5	3 50	6 40	...	8 25	...	...	6 33	...		
GLADBACH ... ,,	2 59	5 40	8 50	...	...	...	...	8 29	...		
DUSSELDORF ... ,,	10 53	4 10	7 15	...	8 27	...	...	7 12	...		
DEUTZ ..... ,,	12 5	5 25	8 30	...	...	...	a.m.	...	...		

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Goch (Rhein-time) d	8 25	10 0	4 30	8 14
Goch (Amt.) ..... ,,	8 31	10 6	4 36	8 20
Gennep ..... ,,	8 50	10 38	4 53	8 38
Venlo ..... ,,	9 34	11 41	5 44	9 36
Vechel..... ,,	9 54	12 1	6 5	9 56
Boxtel..... arr	9 56	12 28	6 32	9 56

BOXTEL and GOCH.—Nordbrabantsch-Deutsche Eisenbahn.

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Boxtel ..... dep	6 51	10 35	5 33	7 39
Vechel ..... ,,	7 13	10 59	6 13	8 3
Venlo ..... ,,	7 25	11 8	6 25	8 16
Gennep ..... ,,	8 7	11 51	6 52	8 58
Goch (Amt.) ..... ,,	8 12	11 57	7 10	9 3
Goch (Rhein) ..... arr	8 18	12 5	7 16	9 4

Altenessen and Essen—dep. 6.30, 7.40, 8.45, 9.35, 11.30 a.m.; and 12.20, 2.40, 4.10, 5.45, 7.30, 9.0, 9.55, 11.20 p.m.

Essen and Altenessen—dep. 5.45, 6.8, 7.15, 8.20, 9.10, 10.50, 11.55 a.m.; and 1.50, 3.45, 5.30, 6.30, 8.35, 9.30 p.m.

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ZEVENAAR, CLEVE, and COLOGNE.—Rheinische Eisenbahn. *

...	...	...	...	...	AMSTERDAM .....dep.	...	...	...	a.m.	a.m.	...	...	a.m.	...	a.m.	...	p.m.	...
...	...	...	...	...	ROTTERDAM..... ,,	...	...	...	...	8 15	...	...	10 18	...	11 25	...	3 35	...
...	...	...	...	...	ARNHEIM ..... ,,	...	...	...	...	8 15	...	...	10 0	...	10 55	...	3 5	...
...	...	...	...	...	ZEVENAAR ..... ,,	...	...	...	6 15	9 45	...	...	...	...	2 15	...	5 50	...
G.M	1 Cl.	2 Cl.	3 Cl.	4 Cl.	**Stations.**	1—4	1, 2, 3	1, 2, 3	6 54	7 25	10 54	...	...	...	2 59	...	5 59	...
							1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	
Dis	m pf	m.pf	m.pf	m.pf			a.m.	...	a.m.	...	p.m.	...	p.m.	...	p.m.	...	p.m.	
—	—	—	—	—	**Zevenaar** .....dep.	...	6 55	...	10 50	...	12 40	...	3 5	...	6 2	...		
1.1	...	...	...	...	Elten	...	7 16	...	11 16	...	1 3	...	3 29	...	6 29	...		
2,5	...	...	...	...	**Cleve** .....arr	..	7 50	...	11 48	...	1 32	...	4 2	...	7 0	...		
...	...	...	...	...	**Nymwegen** .....dep.	...	7 0	...	...	...	11 5	...	3 0	...	6 5	...		
1,4	...	...	...	...	Groesbeck	...	7 24	...	...	...	11 18	...	3 14	...	6 24	...		
2,1	...	...	...	...	Cranenburg	...	7 45	...	...	...	11 39	...	3 35	...	6 45	...		
3,6	...	...	...	...	**Cleve** .....arr.	a.m.	8 0	...	...	...	11 57	...	3 50	...	7 0	...		
...	...	...	...	...	**Cleve** .....dep.	5 40	8 0	...	...	...	2 2	...	4 7	...	7 5	...		
3,7	...	...	...	...	Pfalzdorf	...	8 15	...	...	...	2 18	...	4 27	...	7 25	...		
4,2	1 0	0 75	0 50	...	Goch	6 0	8 20	...	...	...	...	...	4 30	...	7 28	...		
5,3	1 60	1 20	0 80	...	Weeze	6 11	8 31	...	...	...	...	...	4 38	...	7 37	...		
5,9	2 10	1 55	1 0	...	Kevelaer	6 21	8 41	...	...	...	...	...	4 47	...	7 47	...		
7,1	2 75	2 10	1 40	...	**Geldern**	6 35	8 55	...	...	...	2 46	...	5 0	...	8 1	...		
8,1	3 4	2 50	1 70	...	Vieukerk	6 47	9 7	...	...	...	...	...	5 11	...	8 12	...		
8,5	3 60	2 70	1 80	...	Aedekerk	6 53	9 13	...	...	...	...	...	5 18	...	8 18	...		
9,8	4 20	3 20	2 10	..	**Kempen** .....arr.	7 8	9 26	a.m.	...	...	...	...	5 32	...	8 31	...		
...	...	...	...	...	**Venlo** .....dep.	6 10	...	9 44	12 5	...	...	...	4 25	...	7 25	...		
0,6	...	...	...	...	Kaldenkirchen	6 34	...	10 3	12 33	...	...	...	4 48	...	7 43	...		
1,3	...	...	...	...	Lobberich	6 43	...	10 11	12 41	...	...	...	4 56	...	7 51	...		
2,0	...	...	...	...	Grefrath	6 54	...	10 2	12 50	...	...	...	5 5	...	8 0	...		
3,0	...	...	...	...	**Kempen** .....arr.	7	5 a.m.	10 30	1 0	...	p.m.	...	5 15	...	8 10	...		
...	4 20	3 20	2 10	...	**Kempen** .....dep.	7 12	9 30	10 58	12 54	...	3 8	...	5 32	...	8 30	...		
11,1	5 20	3 90	2 60	...	**Crefeld** .....arr	7 28	9 45	11 15	1 20	...	3 25	...	5 50	...	8 48	...		
...	...	...	...	...	**Oberhausen**..... arr.	...	9 55	...	...	...	...	...	8 45	...	...	...		
...	...	...	...	...	**Aachen** ..... arr.	a.m.	10 39	...	...	5 5	...	...	...	...	p.m.	...		
...	5 80	4 40	2 90	...	**Crefeld** .....dep.	6 49	7 30	9 47	11 19	1 15	...	3 29	...	5 53	7 20	8 51	...	
12,1	6 50	4 90	3 25	...	**Osterath**..... arr	6 51	7 43	10 1	11 31	1 3	p.m.	3 39	...	6 6	7 35	9 4	...	
...	...	...	...	...	Gelsenkirchen .....dep.	6 5	...	8 22	...	11 35	1 50	...	5 0	3 45	7 25	8 55	...	
...	...	...	...	...	Kray ..... a r.	6 13	...	8 30	...	11 4	1 58	...	5 8	3 53	7 33	9 3	...	
...	...	...	...	...	**Dortmund** .....dep.	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	Bochum	5 55	...	8 14	...	11 47	1 42	...	...	4 10	7 15	8 47	...	
...	...	...	...	...	Wattenscheid .....dep.	6 9	6 50	8 27	...	12 0	1 55	...	...	4 23	7 29	9 8	...	
...	...	...	...	...	Kray.....	6 17	7 2	8 35	...	12 8	2 3	...	...	4 31	7 37	9 8	...	
2,6	...	...	...	...	Essen	6 27	7 20	8 45	...	12 18	2 13	...	1,2,3	4 42	7 47	9 18	...	
4,0	...	...	...	...	Mülheim a. d. Ruhr.....	6 51	...	9 9	a.m.	12 42	2 37	p.m.	a.m.	5 6	8 11	9 42	...	
0,4	...	...	...	...	Duisburg **116** .....dep.	...	6 55	8 39	10 39	12 49	2 44	7 9	6 20	4 21	8 19	9 34	...	
...	...	...	...	...	**Hochfeld**..... arr.	...	7 1	8 45	10 45	12 55	2 50	7 15	6 26	4 30	8 25	9 40	...	
...	...	...	...	...	**Hochfeld**	7 10	7 10	9 28	...	1 1	2 56	...	...	5 26	8 31	10 0	...	
5,2	...	...	...	...	Uerdingen	7 27	...	9 44	...	1 17	3 12	...	...	5 42	8 47	...	...	
6,6	...	...	...	...	**Osterath** .....arr.	7 40	...	9 57	...	1 30	3 25	...	...	5 55	9 0	...	...	
...	...	...	...	...	**Osterath**	6 53	7 45	10 3	11 33	1 35	...	3 41	...	6 8	7 45	9 6	...	
13,3	6 50	4 40	3 25	...	**Neuss** .....arr.	7 5	7 55	10 15	11 45	1 45	...	3 52	a.m.	6 20	8 0	9 18	...	
...	...	...	...	...	**Düsseldorf** .....arr.	...	8 20	10 25	...	2 8	...	...	6 0	...	7 0	...	...	
...	...	...	...	...	**Neuss**	...	8 35	11 0	...	2 30	...	...	6 25	...	7 25	...	...	
1,3	0 80	0 60	0 40	...	Cap. Wevelinghem	...	8 51	11 15	...	2 46	...	...	6 40	...	7 40	...	...	
2,0	1 20	0 90	0 60	...	Grevenbroich.....	...	9 1	11 25	...	2 56	...	...	6 50	...	7 47	...	...	
3,0	1 90	1 40	1 0	...	Harff	...	9 14	11 38	...	3 9	...	...	7 1	...	7 58	...	...	
3,7	2 20	1 70	1 10	...	Bedburg	...	9 22	11 47	...	3 17	...	...	7 8	...	8 5	...	...	
4,5	2 75	2 10	1 40	...	Elsdorf.....	...	9 32	11 57	...	3 27	...	...	7 18	...	8 15	...	...	
6,6	4 0	3 0	2 0	...	**Düren 118** .....arr.	...	9 55	12 20	...	3 50	...	...	7 40	...	8 37	...	...	
...	6 30	4 70	3 20	...	Aachen ..... arr.	...	...	...	...	4 50	...	...	9 25	...	9 5	...	...	
...	1 40	1 0	0 70	0 40	**Neuss**	7 20	8 5	10 20	11 55	1 50	...	3 57	...	6 25	8 15	9 23	...	
14,1	...	...	...	...	Norf.....	7 29	...	10 29	12 4	...	...	...	...	6 34	8 28	...	...	
15,3	2 10	2 0	1 30	0 80	Horrem-Dormagen	7 42	...	10 42	12 17	2 8	...	4 17	...	6 47	8 47	9 43	...	
16,1	3 10	2 30	1 60	0 90	Worringen.....	7 51	...	10 51	12 26	...	...	4 26	...	6 56	8 59	...	...	
17,0	...	...	...	...	Longerich	8 1	...	11 1	12 36	...	...	...	...	7 6	9 13	...	...	
18.1	4 20	3 0	2 10	1 25	**Cologne 89, 119, 123** ar.	8 15	8 45	11 15	12 50	2 30	...	4 45	...	7 20	9 30	10 8	...	
...	...	...	...	...	COLOGNE .....dep.	9 0	9 20	11 45	1 15	3 0	...	5 0	...	7 45	9 30	12 0	...	
...	...	...	...	...	BINGERBRUCKEN	4 25	1 45	4 15	...	7 10	...	8 10	...	9 50	...	4 0	...	
...	...	...	...	...	SAARBRUCKEN.....	4 40	...	9 4	...	11 12	...	...	...	...	...	10 45	...	
...	...	...	...	...	MAYENCE	12 51	2 55	5 3	...	8 30	...	8 56	...	...	...	5 17	...	
...	...	...	...	...	FRANKFURT-ON-MAIN	2 5	4 10	6 35	...	...	...	10 10	...	...	...	7 5	...	

DORTMUND-LUNEN.—Dortmund-Enscheder Eisenbahn.

Mls.	1 Cl.	1 Cl.	3 Cl.	Stations.	1—4	2—4	1—4	1—4	Stations.	1—4	1—4	1—4	1—4
					a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
—	—	—	—	**Dortmund** ..... dep.	6 15	10 0	5 40	8 30	**Lunen** ..... dep.	6 45	11 0	6 30	9 30

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COLOGNE, CLEVE, and ZEVENAAR.—Rheinische Eisenbahn.*

													p.m.				a.m.	a.m.	a.m.		a.m.	p.m.	p.m.	
											FRANKFURT ..... dep	...	10 30	...	...	5 35	8 0	9 15	...	10 30	1 50	4 45	...
											MAYENCE ..... ,,	...	...	...	...	6 35	8 50	...	...	11 30	2 55	5 50	...
											SAARBRUCKEN ..... ,,	...	...	...	...	...	5 0	...	...	7 33	...	...	...
											BINGERBRUCK ..... ,,	...	...	...	...	7 20	9 25	...	...	12 40	3 35	6 30	...
											COLOGNE ..... arr.	...	...	...	...	11 25	1 5	...	...	5 15	7 15	10 0	...
3 Cl.	2 Cl.	2 Cl.	3 Cl.	3 Cl.	4 Cl.	4 Cl.		Stations.		1, 2, 3	1—4	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1	4	4	1, 2, 3	1, 2, 3	1 & 2		
a.m.	a.m.	p.m.	p.m.	m.p.	m.p.	m.p.					a.m.	a.m.			a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		
								Cologne ..... dep.	...		7 0	9 25	...	...	11 40	1 45	2 45	3 30	5 30	7 45	10 30	...	
								Longerich	...		7 15	...	...	...	11 59	...	3 0	...	...	8 5	...	...	
								Worringen	...		7 25	...	...	...	12 5	...	3 10	...	...	8 11	...	...	
								Dormagen	...		7 33	9 47	...	...	12 13	...	3 18	...	...	8 20	10 46	...	
								Norf	...		7 42	...	...	...	12 21	...	3 32	...	...	8 37	...	...	
								Neuss ..... arr.	...		7 54	10 4	...	...	12 35	2 22	3 39	4 10	...	6 17	8 44	11 5	
								For Gladbach ..... dep.	...		...	...	...	...	...	...	...	...	...	...	...	...	
								Gladbach ..... arr.	...		a. m.	...	...	a.m.	a. m.	...	p.m.	...	...	...	...	...	
								Duren ..... dep	...		6 0	...	...	6 10	10 30	...	1 50	...	...	6 10	...	...	
								Elsdorf	...		6 21	...	...	6 32	10 53	...	2 10	...	...	6 32	...	...	
								Bedburg	...		6 31	...	...	6 42	11 4	...	2 19	...	...	6 42	...	...	
								Harff	...		6 39	...	...	6 50	11 13	...	2 26	...	...	6 50	...	...	
								Grevenbroich	...		6 52	...	...	7	11 26	...	2 39	...	...	7 4	...	...	
								Cap. Wevelinghoven	...		7 0	...	...	9 15	11 34	...	2 47	...	...	7 12	...	...	
								Neuss ..... arr.	...		7 12	...	...	9 30	11 47	...	3 0	...	...	7 25	...	...	
								Neuss ..... dep.	...		7 59	10 9	...	...	12 40	2 29	3 44	4 15	6 24	8 54	11 10	...	
								Osterath ..... arr.	...		8 12	10 21	...	...	1 2	2 40	3 57	...	6 37	9 7	...	...	
								Osterath ..... dep.	...		8 25	10 20	...	...	...	2 58	...	...	6 30	9 15	4 5	p.m.	
								Uerdingen	...		8 39	10 34	...	...	...	3 4	...	...	7	9 29	19	...	
								Hochfeld ..... dep.	...		7 15	9 30	1 55	1 5	3 25	...	...	...	7 35	9 35	5 30	10 6	
								Duisburg ..... arr.	...		7 21	9 36	11 1	1 11	3 31	...	...	...	7 31	9 41	5 36	10 11	
								Hochfeld	a.m.		8 55	9 50	6 30	...	3 20	...	...	...	7 20	9 45	4 35	...	
								Mülheim a. d. Ruhr	6 28		9 15	11 10	6 34	...	4 40	...	...	...	7 40	10 5	4 55	...	
								Essen	6 4		9 41	11 40	7 27	...	4 6	...	...	...	8 6	10 31	5 22	...	
								Kray	6 18		9 51	11 50	7 32	...	4 16	...	...	...	8 17	10 41	5 32	...	
								Wattenscheid ..... arr.	6 30		9 59	11 59	7 41	...	4 24	...	...	...	8 26	10 50	5 41	...	
								Bochum			10 11	12 11	7 53	...	4 36	...	...	...	8 38	11 2	5 53	...	
								Langendreer	...		...	...	...	...	...	...	...	...	...	...	...	...	
								Dorstfeld	...		...	...	...	...	...	...	...	...	...	...	...	...	
								Dortmund ..... arr.	...		...	...	...	...	...	...	...	...	...	...	...	...	
								Kray ..... dep	...		9 55	12 10	7 54	...	4 35	...	...	...	8 20	10 45	5 35	...	
								Gelsenkirchen ..... arr	...		10 3	12 18	7 43	...	4 43	...	...	...	8 28	10 53	5 43	...	
								Osterath ..... dep	...		8 13	10 23	...	...	12 54	2 41	3 59	...	6 39	9 9	...	...	
								Crefeld ..... arr.	...		8 24	10 34	...	...	1 5	2 49	4 10	4 40	6 50	9 20	11 43	...	
								For Oberhausen ..... dep	...		...	...	...	...	...	...	...	...	...	...	...	...	
								,, ... arr	...		...	...	...	...	...	...	...	...	...	...	...	...	
								Crefeld ..... dep.	2 & 3		8 29	10 39	...	...	1 10	2 54	4 14	4 45	6 45	9 24	...	...	
								Krefeld ..... arr.	a. m.		8 45	10 50	...	...	1 24	3 7	4 28	5 0	7 0	9 38	...	...	
								Krefeld ..... dep.	7 15		8 48	10 55	...	...	...	3 15	5 40	...	8 40	...	...	...	
								Grefrath	7 40		8 58	11 6	...	...	...	3 25	5 51	...	8 52	...	...	...	
								Lobberich	8 6		9 9	11 17	...	...	...	3 36	6 2	...	9 4	...	...	...	
								Kaldenkirchen (IGB)	8 55		9 17	11 27	...	...	...	3 44	6 12	...	9 16	...	...	...	
								Venlo Rhn. time ..... arr	9 10		9 23	11 35	...	2 4	3 52	6 30	...	...	9 28	...	...	...	
								Krefeld ..... dep.	...		8 50	10 54	...	...	...	3 8	4 29	...	7 9	...	...	...	
								Aldekerk	...		9 1	11 5	...	...	...	...	4 40	...	7 19	...	...	...	
								Nieukerk	...		9 8	11 11	...	...	...	...	4 46	...	7 24	...	...	...	
								Geldern	...		9 20	11 23	...	...	...	3 28	4 58	...	7 36	...	...	...	
								Kevelaer	...		9 32	11 35	...	...	...	...	5 10	...	7 48	...	...	...	
								Weese	...		9 42	11 44	...	...	...	...	5 19	...	7 54	...	...	...	
								Goch	...		9 51	11 53	...	...	...	3 52	5 28	...	8 7	...	...	...	
								Pfalzdorf	2 & 3		9 59	...	...	...	...	...	5 36	...	8 16	...	...	...	
								Cleve ..... arr.	a.m.		10 10	12 12	...	...	...	4 7	5 47	...	8 27	...	...	...	
								Cleve	7 0		10 15	12 15	...	...	...	4 25	...	...	8 35	...	...	...	
								Cranenburg	7 30		10 35	12 35	...	...	...	4 45	...	...	8 55	...	...	...	
								Groesbeek	7 45		10 42	12 42	1, 2, 3	...	4 52	...	...	...	9 2	...	...	...	
								Nymwegen ..... arr.	8 15		10 55	12 55	a.m.	...	5 7	...	...	...	9 15	...	...	...	
								Cleve ..... dep.	6 35		...	12 17	9 10	...	4 12	5 52	...	...	...	...	...	...	
								Elten (IGB)	7 13		...	12 55	9 48	...	4 56	6 30	...	...	...	...	...	...	
								Zevenaar (Rh. Time) ..... arr.	7 25		...	1 7	10 0	...	5 2	6 43	...	...	...	...	...	...	
								Zevenaar (D. Time, arr	7 19		...	12 49	...	...	4 59	6 39	...	...	...	...	...	...	
								Arnheim ..... ,,	9 15		...	1 35	...	...	6 30	7 30	...	...	...	...	...	...	
								Rotterdam ..... ,,	11 15		...	4 15	12 50	...	7 55	10 30	...	...	...	...	...	...	
								Amsterdam ..... ,,	10 45		...	4 0	12 25	...	7 35	10 30	...	...	...	...	...	...	

Rhenish Time is 6 minutes before Dutch Time.

Customs Examination at Zevenaar and Nymwegen.

* Sundays and Fetes only.

Google

* Mann Bandair Steamer Cars on this Railway.

VERVIERS to COLOGNE and RHEYDT to DUCK.—Rheinische Eisenbahn.*

E.M. Dis	1 Cl. th ag	2 Cl. th ag	3 Cl. th ag	Stations.	1 cl.	1,2,3	1 Cl.	1,2,3	1,2,3	3 Cl.	1,2,3	1,2,3	1&2 cl	1,2,3	1&2 cl	1,2,3	1,2,3	1 Cl
				BRUSSELS 98 ...dep	p.m. 10 38	...	a.m. ...	a.m. ...	a.m. ...	a.m. ...	a.m. 6 50	...	a.m. 9 35	...	a. cr. 10 42	p. re. ...	p.m. 1 47	p.m. 5 45
—	—	—	—	Verviers Rhen. Time	2 15	...	5 39	...	8 0	...	11 3	...	1 10	...	3 29	4 32	6 22	9 15
—	—	—	—	Herbesthal BelgTime	2 24	...	5 58	...	8 28	...	12 0	...	1 31	...	3 57	4 53	6 50	9 32
12¾	...	...	...	Eupen ...dep.	...	...	...	7 0	8 27	...	11 0	...	1 30	...	3 40	6 45	...	9 22
...	0 7½	0 5	0 3	Herbesthal ...arr.	...	...	...	7 15	8 42	...	11 15	...	1 45	...	3 55	7 0	...	9 46
...	...	...	...	Herbesthal...dep.	2 55	...	6 15	...	8 47	7 20	12 20	...	1 51	...	4 18	5 10	7 8	9 56
12	0 8	0 6	0 4	Astenet	...	...	...	...	8 57	7 33	12 30	...	...	...	4 28	...	7 18	...
19	0 15	0 10	0 5	Aix-la-Chapelle arr.	3 25	...	6 45	a.m.	9 20	8 2	12 52	...	2 21	p.m.	4 50	5 40	7 40	10 15
...	...	...	...	,, (98,105)dp	3 30	...	6 50	7 0	9 28	...	12 57	...	2 26	10 40	4 55	5 45	7 50	10 20
25½	0 24	0 17	0 10	Stolberg	...	...	...	7 15	9 43	...	1 12	...	2 41	10 56	5 10	5 58	8 6	...
27	0 26	0 18	0 11	Eschweiler	...	...	...	7 21	9 50	...	1 18	...	2 47	11 5	5 16	6 4	8 12	...
33	1 2	0 23	0 14	Langerwehe	...	...	...	7 31	10 1	...	1 28	...	...	...	5 26	...	8 24	...
37½	1 10	0 29	0 17½	Duren (118,120) arr	4 8	...	7 23	7 45	10 15	...	1 42	...	3 8	...	5 39	6 23	8 39	10 53
				,, dep.	4 10	...	7 25	7 48	10 18	...	1 45	...	3 10	...	5 42	6 25	8 42	10 55
...	...	...	...	Buir	...	...	...	8 3	10 33	...	2 0	...	...	...	5 56	...	8 56	...
51	2 26	1 11	0 29	Horrem	...	...	...	8 19	10 50	...	2 16	...	4 35	...	6 12	6 48	9 12	...
53½	2 36	1 14	0 27½	Konigsdorf	...	...	...	8 29	11 0	...	2 26	...	...	...	6 21	...	9 25	...
62	2 15	1 25	1 5	Cologne (89,121) ar	5 0	...	8 5	8 54	11 25	...	2 50	a.m.	6 0	...	6 45	7 10	9 50	11 38
				,, (Pantaleon) dep	...	...	7 15	...	11 40	1 20	...	2 55	...	...	7 40	...	...	...
...	...	...	...	Kalscheuren	...	...	7 25	...	11 51	1 35	...	3 5	...	...	7 50	...	...	...
...	...	...	...	Bruhl	4 50	7 34	...	...	12 0	1 45	...	3 14	...	1,2,3	7 59	...	...	...
					1 & 2	a.m.	1 Cl.	a.m.	a.m.	p.m.	p.m.	p.m.	1 & 2	p.m.	1,2,3	...	p.m.	1,2,3
7	0 7	0 5	0 3	Cologne ...dep.	6 0	7 20	9 0	9 20	11 45	1 15	2 40	3 0	5 0	6 2	7 45	...	10 18	12 2
9½	0 10	0 7½	0 6	Kalscheuren	...	7 35	...	9 35	12 2	1 35	...	...	...	...	8 0	...	...	...
12½	0 12	0 9	0 7	Brehl	...	7 46	...	9 46	12 14	1 50	...	3 22	...	6 21	8 11	...	10 36	12 22
16½	0 15	0 11	0 8	Sechtem	...	7 55	...	9 55	12 24	2 1	...	3 32	...	...	8 20	...	...	...
21	0 20	0 15	0 10	Roisdorf	...	8 5	...	10 5	12 35	2 14	...	3 43	...	...	8 30	...	...	...
				Boom (123)...dep	6 39	8 15	9 39	10 15	12 45	2 25	3 18	3 57	5 39	6 40	8 40	...	11 0	12 46
					6 40	8 30	9 40	10 20	12 50	2 30	...	4 2	5 42	...	8 45	...	...	12 50
25	0 25	0 18	0 12½	Godesberg	6 49	8 30	...	10 30	1 0	2 40	3 & 3	4 5	5 51	...	8 55	...	...	1 1
26	0 27½	0 20	0 14	Mehlem(Konigswint'r	...	8 35	...	10 35	1 6	2 45	a.m.	4 10	5 56	...	9 0	...	...	1 7
29	1 0	0 22½	0 15	Rolandseck	...	8 43	...	10 43	1 14	2 55	5 0	4 18	...	...	9 8	...	...	1 16
33	1 6	0 27	0 18	Remagen B. Nuenahr	7 5	8 55	10 5	10 55	1 26	...	5 15	4 30	6 12	...	9 20	...	...	1 28
35	1 10	1 0	0 20	Sinzig	...	9 2	...	11 2	1 32	...	5 27	4 37	...	...	9 27	...	...	1 35
39	1 15	1 4	0 22½	N. Broisig	...	9 12	...	11 12	1 42	...	5 42	4 47	...	...	9 37	...	...	...
41	1 18	1 6	0 24	Brohl	...	9 20	...	11 20	1 50	...	5 53	4 54	...	...	9 45	...	...	...
46	1 24	1 10	0 28	Andernach	7 29	9 54	...	11 34	2 3	...	6 15	5 7	6 38	...	9 59	...	...	2 0
48	1 28	1 12½	1 0	Neuwied	7 35	9 41	10 35	11 41	2 11	...	6 27	5 15	6 45	...	10 6	...	...	2 10
...	2 1	1 16	1 3	Urmits	...	9 47	...	11 48	2 17	2 & 3	6 40	5 21	...	...	10 12	...	...	...
56	2 10	1 22½	1 5	Coblence (123) ...arr.	7 50	10 0	10 50	12 2	2 30	a.m.	7 0	5 35	7 0	...	10 25	...	p.m.	2 30
				Coblence.....dep.	8 0	10 5	11 0	1 30	2 50	5 30	...	...	7 8	...	...	...	5 40	...
59½	2 19	2 0	1 9	Horchheim.....	8 10	10 15	...	1 40	3 0	5 40	...	...	...	...	...	...	5 50	...
61	2 21	2 1	1 10	Nolderlahnstein.....	8 15	10 20	...	1 46	3 5	5 45	...	...	p.m.	...	...	...	5 55	...
61	2 21	2 1	1 10	Oberlahnstein a	8 18	10 23	11 15	1 50	3 8	5 48	...	...	7 20	2 & 3	...	...	5 58	...
...	...	...	...	Coblence.....	7 55	10 5	11 0	12 10	2 40	6 0	...	5 40	7 5	7 15	...	...	...	2 25
60	2 15	1 26	1 8	Capellen (Stolzenfels)	...	10 15	...	12 20	2 50	6 15	...	5 49	...	7 20	...	...	...	...
69	2 27½	2 5	1 14	Boppard	8 21	10 37	11 33	12 41	3 11	6 55	...	6 9	7 28	8 5	...	...	...	3 5
78	2 10	2 15	1 20	St. Goar	8 41	10 59	...	1 2	3 32	7 35	...	6 29	...	8 45	...	...	...	3 25
82	3 15	2 18	1 22½	Oberwesel	...	11 13	...	1 16	3 45	7 57	...	6 41	...	9 2	...	...	...	...
86½	3 20	2 22½	1 25	Bacharach	...	11 24	...	1 25	3 58	8 15	...	6 51	...	9 19	...	...	...	3 45
96	4 0	3 0	2 0	Bingerbruck Bingen	9 10	11 45	12 5	1 45	4 15	8 50	...	7 10	8 10	9 50	...	...	...	4 5
				125. 126														
...	...	...	...	BINGEN ...dep	9 15	12 15	12 8	1 50	4 20	9 15	...	7 15	8 13	...	...	...	...	4 10
	...	...	...	MAYENCE ...arr.	10 10	1 35	12 51	2 55	5 35	10 10	...	8 30	8 58	...	...	...	...	5 32

BABENHAUSEN and WIEBELSBACH.—Hessischen Ludwigsbahn. [May 15.

Mls.	1 Cl. M.p'	2 Cl. M.pf	3 Cl. M.pf	Stations.	1,2,3 class a.m.	1,2,3 class a.m.	1,2,3 class a.m.	1,2,3 class p.m.	1,2,3 class p.m.	1,2,3 class p.m.	Stations.	1,2,3 class a.m.	1,2,3 class a.m.	1,2,3 class a.m.	1,2,3 class p.m.	1,2,3 class p.m.	1,2,3 class p.m.
				Babenhausen dep.	5 52	7 25	9 32	4 2	7 37		Wiebelsbach dep.	6 37	8 7	10 47	5	9 25	
2½	0 50	0 30	0 20	Langstadt	6 0	7 33	9 40	4 10	7 45		Gr. Umstadt	6 45	8 15	10 55	5 10	9 35	
4½	0 65	0 45	0 30	Kl Umstadt	6 7	7 40	9 47	4 17	7 52		Kl Umstadt	6 52	8 22	11 3	5 18	9 41	
6½	1 0	0 65	0 45	Gr. Umstadt	6 15	7 48	9 55	4 25	8 0		Langstadt	7 0	8 30	11 10	5 25	9 48	
9½	1 30	0 85	0 55	Wiebelsbach arr.	6 22	7 55	10 2	4 32	8 7		Babenhausen arr	7 7	8 37	11 17	5 32	9 56	

LIMBURG and NIEDERSELTERS.—Nassauische Eisenbahn. [May 14.

M's Dist.	1 Cl	2 Cl	3 Cl	Stations.	1234 a.m.	1234 a.m.	1234 p.m.	1234 p.m.	Mls Dist.	Stations.	234 a.m.	1234 a.m.	1234 p.m.	1234 p.m.
—	—	—	—	Limburg.....dep	7 30	10 34	2 24	6 34	—	Niederselters... arr	8 54	11 58	3 48	7 58
5½	—	—	—	Niederbrechen..... ,,	8 3	10 58	2 48	6 58	2½	Oberbrechen..... ,,	9	12 14	4 3	8 8
8½	—	—	—	Oberbrechen ..... ,,	8 15	11 10	3 0	7 10	5½	Niederbrechen ..... ,,	9 20	12 25	4 19	8 14
9½	—	—	—	Niederselters arr	8 24	11 19	3 9	7 19	9½	Limburg ..... arr	9 30	12 44	4 39	8 28

* Mann Rendair Steamer runs on this Railway.

BINGERBRUCK to COLOGNE and VERVIERS.*

Bingerbruck	Cl.	Cl.	Cl.		1,2,3	1,2,3	1—4	1,2,3	1,2,3	1 & 2	1,2,3	1—4	1,2,3	1 & 2	1,2,3	1,2,3	1 & 2	p.m.
					p.m.			a.m.	a.m.		a.m.		p.m.			p.m.	p.m.	
—	—	—	—	MAYENCE ....dep.	11 20	—	—	6 35	8 50	—	11 30	—	2 55	—	4 0	5 50	8 20	7 10
—	—	—	—	BINGERBRUCK ...arr.	12 34	—	—	7 17	9 22	—	12 33	—	3 32	—	5 2	6 27		8 20
				(125)	a.m.			a.m.	a.m.		p.m.		p.m.		p.m.	p.m.	p.m.	p.m.
—	—	—	—	Bingrbruck (Bingen)	12 45	—	—	7 20	9 25	—	12 40	—	3 25	—	5 5	6 30	8 35	
0	0	0	0	Bacharach	1 5	—	—	7 40	9 45	—	1 0	—	—	—	5 25	6 49	8 55	
12	0	12	0	Oberwesel	—	—	—	7 50	9 55	—	1 10	—	—	—	5 34	—	9 4	
18	0	20	15	0	10	St. Goar	1 25	—	—	8 3	10 7	—	1 23	—	4 5	—	5 46	7 5	9 16
24	1	4	0	25	0	16	Boppard	1 49	—	—	8 24	10 29	—	1 45	—	4 25	—	6 7	7 35	9 37
30	1	12	1	4	0	22	Cappellen(Stolz'nfls)	—	—	—	8 46	—	—	2 6	—	—	—	6 27	—	9 57
36	1	20	1	7	0	25	Coblence (124)...arr.	2 20	—	—	8 55	10 55	a.m.	2 15	—	4 50	—	6 35	7 50	10 5
	2	1	1	15	1	0	Oberlahnstein.				8 33	10 35	11 36	2 3		3 40		6 13	7 33	10 10
	2	1	1	15	1	0	Niederlahnstein				8 56	—	11 39	2 6		3 44		6 16	—	10 11
	2	12	1	14	0	20	Horchheim				8 40	—	11 44	2 11		3 50		6 21	—	10 18
							Coblence....arr.				8 50	10 50	11 54	2 20		4 0		6 30	7 50	10 28
											a.m.		noon							
—	—	—	—				Coblence.....dep	2 20	—	—	5 4	9 0	11 5	12 0	2 25	—	4 55	—	6 45	8 0	11 0
6	1	26	1	25	0	27	Urmitz	—	—	—	5 58	—	—	12 13	2 36	—	—	—	6 56	—	—
12	1	39	1	35	0	37	Veuwied	2 56	—	—	6 4	9 19	11 23	12 19	2 45	—	5 14	—	7 4	8 18	11 35
18	2	2	1	47	1	0	Andernach	3 5	—	—	6 13	9 28	11 30	12 27	2 53	—	5 21	—	7 11	8 25	11 50
24	2	8	1	52	1	12	Brohl	3 20	—	—	6 23	9 38	—	12 41	3 7	—	—	—	7 23	—	12 10
30	2	11	1	54	1	4	N. Breisig	—	—	—	6 29	—	—	12 47	3 13	—	—	—	7 29	—	—
36	2	18	1	57	1	8	Sinzig	3 35	—	—	6 39	9 53	—	12 57	3 23	—	—	—	7 39	—	12 31
42	2	18	1	59	1	9	Remagen & R. Neuenahr	3 44	—	—	6 47	10 0	11 53	1 4	3 31	p.m.	5 48	—	7 47	8 48	12 45
48	2	24	2	4	1	12	Rolandseck	3 57	—	—	7 0	10 12	—	1 17	3 44	4 15	5 57	—	8 0	—	1 0
54	2	28	2	7	1	14	Mehlem(Konigswint'r)	4 7	—	—	7 9	10 21	12 8	1 26	3 53	4 23	6 6	—	8 9	—	—
60	2	29	2	7	1	15	Godesberg	4 14	—	—	7 15	10 27	12 13	1 32	3 59	4 28	6 12	—	8 15	—	—
70	3	8	2	12	1	18	Bonn .....arr	4 25	a.m.	a.m.	7 25	10 37	12 22	1 42	4 10	4 37	6 22	p.m.	8 25	9 17	—
					(124)	.....dep	4 30	6 0	6 15	7 30	10 40	12 25	1 45	4 15	4 45	6 25	7 55	8 30	9 20	—
78	3	10	2	14	1	20	Kolsdorf	—	—	—	7 42	—	—	1 55	4 27	—	—	—	8 42	—	—
84	3	14	2	17	1	22	Sechtem	—	—	—	7 52	—	—	2 5	4 37	—	—	—	8 52	—	—
90	3	17	2	22	1	23	Brühl	5 0	6 25	6 56	8 3	11 5	—	2 15	4 48	—	6 52	8 30	9 3	—	—
96	3	22	2	25	1	27	Kalscheuren	—	—	—	7 11	8 15	—	2 24	4 57	—	—	—	9 12	—	—
102	4	0	3	0	2	0	Cologne (99, 121) arr	5 25	6 45	7 50	8 30	11 35	1 5	2 40	5 15	5 25	7 15	8 40	9 30	10 0	—
					Pruhl			6 58	8 15	12 28	—	—	—	5 15	—	—	—	—	9 15	—	—
					Kalscheuren			7 11	8 28	12 35	—	—	—	5 25	—	—	—	—	9 27	—	—
					Cologne Tantal'n)			7 35	8 35	12 45	—	—	—	5 35	—	—	1,2,3	—	9 35	10Ex.	—
								12 34		Ex.	Ex.	1,2,3	p.m.	p.m.			a.m.			p.m.	
—	—	—	—				.....dep.	5 45	6 55	—	9 5	11 40	1 25	2 57	6 0	—	7 58	—	—	10 30	—
11	0	11	0	8	0	8	Konigsdorf	—	7 19	—	—	—	1 49	3 21	6 20	—	8 17	—	—	1 Cl.	—
18	0	18	0	12	0	6	Horrem	—	7 28	—	9 30	—	1 58	3 29	6 28	—	8 2	—	—	10 55	—
24	0	24	0	18	0	12	Buir	—	7 45	—	—	—	2 15	—	6 44	—	8 41	—	—	—	—
30	1	2	0	24	0	16	Duren (118, 120) arr	6 30	8 0	—	9 57	12 30	2 30	3 54	6 57	—	8 55	—	—	11 20	—
							.....dep.	6 32	8 3	—	10 0	12 32	2 33	3 57	7 1	—	8 58	—	—	11 22	—
36	1	8	1	0	0	30	Langerwehe	—	8 1	—	—	—	2 49	4 12	7 17	—	9 13	—	—	—	—
42	1	16	1	4	0	32	Eschweiler	6 52	8 32	—	10 24	12 55	3 2	4 24	7 30	—	9 26	11 25	—	11 47	—
48	1	16	1	6	0	34	8 ollberg	6 56	8 40	—	10 30	1 1	3 10	4 30	7 38	—	9 33	11 35	—	—	—
54	2	0	1	15	1	0	Aix-la-Chapelle arr.	7 17	8 55	—	10 45	1 15	3 25	4 45	7 53	—	9 48	11 50	—	12 5	—
							(99) dep.	7 17	9 0	—	10 50	1 20	3 30	4 50	8 0	—	—	—	—	12 10	—
60	2	10	1	22	1	4	Lutnert	7 34	9 23	—	—	—	3 53	—	8 23	—	—	—	—	—	—
66	2	15	1	25	1	5	Herbesthal .....arr.	7 48	9 33	—	11 17	1 47	4 3	5 23	8 33	—	—	—	—	12 43	—
—	—	—	—	—	—	—	Herbesthal ...dep.	7 53	9 40	—	12 15	2 6	4 15	—	9 0	—	—	—	—	—	—
72	2	20	2	0	1	7½	Eupen .....arr.	8 8	9 56	—	12 30	2 20	4 30	—	9 15	—	—	—	—	—	—
—	—	—	—	—	—	—	Herbesthal(Big. Time	7 41	9 29	—	11 10	1 42	3 56	5 18	8 28	—	—	—	—	12 38	—
—	—	—	—	—	—	—	Verviers ...(p. 89) arr	8 2	9 56	—	11 33	2 5	4 26	5 46	8 56	—	—	—	—	1 1	—
							BRUSSELS (89) ..	11 50	2 40	—	2 57	5 29	9 24	9 40	—	—	—	—	—	4 50	—

HESSISCHEN LUDWIGSBAHN.—(Collateral Line.)

Cl.	Cl.	Cl.	Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3		Stations.	1,2,3	1,2,3	1,2,3	1,2,3	
gl kr	gl kr	gl kr	gl kr		a.m.	a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.	
—	—	—	—	Darmstadt .....dep	6 51	9 40	2 55	8 20	...	Erbach .....dep	5 32	9 35	4 8	7 12	...
0 12	0 9	9	6	(nearhöhe	7 1	9 49	3 6	8 29	...	Michelstadt	5 41	9 43	4 16	7 20	...
0 27	0 17	0 1	0	Nieder Ramstadt	7 12	10 0	3 18	8 40	...	Zell	5 50	9 51	4 24	7 28	...
0 33	0 21	0 15	0	Ober Ramstadt	7 21	10 8	3 27	8 49	...	König	5 56	9 52	4 30	7 34	...
0 37	0 27	0 19	0	Zellhardt	7 30	10 17	3 37	8 56	...	Mümling Grumbach	6 4	10 5	4 38	7 42	...
0 54	0 33	0 34	0	Reinheim	7 38	10 24	3 46	9 5	...	Höchst .....arr	6 12	10 12	4 45	7 49	...
1 12	0 42	0 37	0	Lengfeld	7 43	10 31	3 56	9 15	...	Wiebelsbach .. arr	6 24	10 24	4 57	8 1	...
1 18	0 48	0 33	0	Wiebelsbach ...arr	7 56	10 40	4 2	9 21	...	123 ...dep	6 26	10 26	4 59	8 3	...
—	—	—	—	" 123 ...dep	7 58	10 42	4 4	9 23	...	Lengfeld	6 33	10 33	5 6	8 10	...
1 32	0 57	0 36	0	Höchst	8 9	10 54	4 16	9 35	...	Reinheim	6 45	10 42	5 16	8 20	...
1 39	1 0	0 42	0	Mümling Grumbach	8 16	11 0	4 20	9 41	...	Zellhard	6 54	10 51	5 24	8 28	...
1 51	1 6	0 45	0	König	8 25	11 8	4 28	9 49	...	Ober Ramstadt	7 5	11 1	5 34	8 38	...
1 57	1 9	0 48	0	Zell	8 31	11 14	4 34	9 55	...	Nieder Ramstadt	7 12	11 8	5 39	8 45	...

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SPELDORF, SIEGBURG, BONN, OBERLAHNSTEIN and COBLENZ.

1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	—3	1—4	—3	1—3	1—3	—3	
m.	m. pf.	m. pf.									
—	—	—	DORTMUND ..... dep	...	...	...	...	11 12	...	3 37	...
—	—	—		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
0	1 40	1 0	**Speldorf** ..... dep	...	...	7 5	...	1 0	...	6 40	...
1	2 80	1 90	1 40 Hilden ..... ,,	...	...	7 33	...	1 28	...	7 9	...
3	3 90	2 60	2 0 Gruiten ..... ,,	...	...	8 3	...	1 54	...	7 42	...
4	4 20	2 80	2 10 Schlebusch ..... ,,	6 21	8 30	12 0	2 22	6 5	8 7	...	
4	4 90	3 30	2 50 **Mülheim** ..... ,,	6 48	8 58	12 7	2 30	6 13	8 14	...	
5	5 10	3 40	2 60 Kalk ..... ,,	6 48	8 59	12 25	2 49	6 31	8 32	...	
5	6 50	4 40	3 30 **Troisdorf** ..... arr	7 21	9 32	12 54	3 16	7 0	9 4	...	
—	—	—	HAGUE ..... dep	...	...	...	2 45	9 50	...	...	
—	—	—	ROTTERDAM ..... ,,	...	...	...	8 15	10 0	...	...	
—	—	—	DUSSELDORF ..... ,,	...	...	11 0	1 40	4 21	7 20	...	
—	—	—	DEUTZ ..... ,,	6 30	...	12 15	2 50	6 25	8 40	...	
—	—	—	TROISDORF ..... ,,	7 1	...	12 43	3 12	6 54	9 10	...	
—	—	—	**Troisdorf** ..... dep	7 22	9 34	12 55	3 26	7 1	9 15	...	
1	0 20	0 15	0 10 **Friedr-Wilhelmshʼte** a	7 25	9 37	12 58	3 29	7 4	9 18	...	
—	—	—	**Siegburg** ..... dep	7 15	9 30	12 45	3 20	6 55	9 10	...	
2	0 30	0 25	0 15 **Friedr-Wilhelmshʼte** a	7 30	9 35	12 50	3 25	7 0	9 15	...	
from	Trois	dorf	,, ,, dp	7 26	9 39	12 59	3 30	7 5	9 19	...	
62	0 75	0 60	0 40 **Beuel** ..... ,,	7 39	9 52	1 11	3 41	7 16	9 31	...	
64	1 10	0 80	0 60 **Obercassel** ..... arr	7 46	9 59	1 18	3 46	7 21	9 35	...	
—	—	—	COLOGNE ..... dep	6 0	9 30	11 45	2 40	6 2	7 45	...	
—	—	—	**Bonn** ..... dep	7 10	10 35	12 52	3 22	6 46	8 51	...	
8	0 30	0 25	0 15 Bonn (Traject ..... ,,	7 20	10 45	1 3	3 30	6 56	9 1	...	
3½	0 50	0 40	0 25 **Obercassel** ..... arr	7 35	11 0	1 18	3 44	7 11	9 16	...	
from	Trois	dorf	**Obercassel** ..... dep	7 51	11 9	1 21	3 52	7 26	9 40	...	
63	1 40	1 10	0 70 Königswinter ..... ,,	8 1	11 19	1 31	3 59	7 36	9 50	...	
64	1 60	1 40	0 90 Honnef ..... ,,	8 10	11 29	1 40	4 5	7 46	9 59	...	
2	2 30	1 60	1 10 Unkel ..... ,,	8 19	11 39	1 49	...	7 55	10 8	...	
54	2 60	2 0	1 30 Linz ..... ,,	6 21	8 30	11 51	1 5	4 17	8 7	10 17	...
3	3 20	2 40	1 60 Hönningen ..... ,,	6 34	8 43	12 4	2 12	...	8 20	...	
52	3 90	2 90	2 0 Leutesdorf ..... ,,	6 50	8 58	12 17	2 25	...	8 34	...	
94	4 40	3 20	2 30 Neuwied ..... ,,	7 2	9 10	12 29	2 36	6 43	8 45	...	
3	4 80	3 70	2 40 Engers ..... ,,	7 12	9 20	12 39	2 46	6 51	8 57	...	
42	5 0	3 75	2 50 Bendorf ..... ,,	7 17	9 25	12 45	2 51	...	9 3	...	
5	5 20	4 0	2 70 Vallendar ..... ,,	7 23	9 31	12 51	2 56	...	9 10	...	
58	5 60	4 20	2 80 **Ehrenbreitstein** ar	p.m.	7 30	9 39	12 59	3 3	5 4	9 18	a.m.
—	—	—	**Ehrenbreitstein** d	8 36	7 40	9 45	1 3	...	5 26	...	6 53
1	0 50	0 30	0 20 **Coblenz** ..... arr	8 33	7 47	9 50	1 10	...	5 31	...	7 0
from	Trois	dorf	**Ehrenbreitstein** ..... dep	7 32	9 41	1 1	3 4	5 5	9 21	...	
6	0	4 60	3 10 **Niederlahnstein** ..... ,,	7 45	9 55	1 15	3 18	...	9 35	...	
6	6 20	4 70	3 10 **Oberlahnstein** ..... arr	7 48	9 58	1 18	3 21	5 15	9 38	...	
				a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
—	—	—	EMS ..... arr	9 0	11 43	2 38	3 51	6 42	10 5	...	
—	—	—	OBERLAHNSTEIN ... dep	8 31	11 41	...	3 41	5 36	...	...	
—	—	—	WIESBADEN ..... arr	11 6	2 13	...	6 38	7 43	...	...	
—	—	—	FRANKFURT ..... ,,	12 10	2 38	...	8 5	8 30	...	...	

Stations.	1—3	1—3	1—2	1—3	1—4	1—3	1—3	
			a.m.	a.m.		p.m.	p.m.	
FRANKFORT ..... dep	...	...	8 15	10 30	...	2 5	4 10	...
WIESBADEN ..... ,,	...	...	9 54	11 23	...	3 56	4 58	...
OBERLAHNSTEIN ..... arr	...	...	11 11	2 1	...	5 56	7 21	...
EMS ..... ,,	7 36	10 5	1 40	4 48	...	...	7 14	...
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
Oberlahnstein ..... dep	...	6 0	11 15	2 10	5 13	6 33	8 43	...
Niederlahnstein ..... ,,	...	6 3	...	2 13	5 16	6 37	8 46	...
Ehrenbreitstein ..... arr	...	6 15	11 38	2 25	5 28	6 51	8 58	...
Coblenz ..... dep	...	7 26	9 26	12 18	5 11	6 41	8 3	...
Ehrenbreitstein ... arr	...	7 35	9 33	12 25	5 18	6 48	8 10	...
Ehrenbreitstein ..... dep	...	8 16	11 29	2 27	5 30	8 53	9 0	...
Vallendar ..... ,,	...	8 27	...	2 35	5 39	7 2	9 8	...
Bendorf ..... ,,	...	8 33	...	2 40	5 44	7 9	9 14	...
Engers ..... ,,	...	8 37	11 43	2 45	5 49	7 15	9 20	...
Neuwied (R. Bank) ..... ,,	...	8 46	11 49	2 55	5 59	7 25	9 31	...
Leutesdorf ..... ,,	...	8 57	...	3 5	6 10	7 36	9 41	...
Hönnlugen ..... ,,	...	9 12	...	3 20	6 25	7 51	9 36	...
Linz ..... ,,	5 40	9 24	12 13	3 32	6 37	8 5	10 6	...
Unkel ..... ,,	5 52	9 36	...	3 42	6 47	8 15	...	...
Honnef ..... ,,	6 1	9 45	12 25	3 51	6 56	8 24	...	...
Königswinter ..... ,,	6 11	9 55	12 31	4 0	7 6	8 33	...	...
Obercassel ..... arr	6 21	10 3	12 3	4 9	7 16	8 41	...	...
Obercassel ..... dep	6 28	10 7	12 43	4 13	7 23	8 50	...	...
Bonn (Traject) ..... ,,	6 43	10 22	1 5	4 28	7 40	9 6	...	...
Bonn 123 ..... arr	6 51	10 29	1 13	4 36	7 48	9 14	...	...
COLOGNE ..... ,,	8 30	11 23	2 40	5 25	8 40	10 0	...	...
Obercassel ..... dep	6 26	10 8	12 41	4 15	7 21	8 43	...	...
Beuel ..... ,,	6 32	10 14	12 47	4 21	7 27	8 49	...	...
Friedr-Wilhelmshʼte a	6 42	10 24	12 57	4 31	7 37	8 59	...	...
,, ,, dp	6 45	10 30	1 0	4 35	7 40	9 20	...	...
Siegburg ..... arr	6 50	10 35	1 5	4 40	7 45	9 25	...	...
Friedr-Wilhelmshʼte d	6 43	10 25	12 58	4 32	7 38	9 2	...	...
Troisdorf ..... arr	6 46	10 28	1 1	4 35	7 41	9 6	...	...
TROISDORF ..... dep	6 51	10 44	1 9	4 42	7 45	9 18	...	...
DEUTZ ..... arr	7 25	11 15	1 30	5 15	8 15	9 45	...	...
DUSSELDORF ..... ,,	9 13	12 20	2 29	8 44	...	11 38	...	...
ROTTERDAM ..... ,,	4 15	...	7 55	...	...	...	...	...
HAGUE ..... ,,	4 20	...	8 0	...	...	...	...	...
Troisdorf ..... dep	6 47	10 29	1 3	4 37	7 48	9 7	...	...
Kalk ..... ,,	7 15	10 57	1 31	5 5	8 19	9 35	...	...
Mülheim ..... ,,	7 20	11 2	1 36	5 10	8 2	9 40	...	...
Schlebusch ..... ,,	7 34	11 14	1 50	5 24	8 40	9 54	...	...
Opladen ..... ,,	7 43	11 22	1 59	5 30	8 47	10 0	...	...
Hilden ..... ,,	8 4	...	2 22	...	9 8	...	...	...
Ratingen ..... ,,	8 32	...	2 53	...	9 37	...	...	...
Speldorf ..... arr	9 0	...	3 20	...	10 3	...	...	...
DORTMUND ..... ,,	10 45	...	5 14	...	...	...	...	...

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LUXEMBURG, TRÈVES, SAARBRÜCKEN, FORBACH, and SINGERBRÜCK.—S. Saarbrücker und Rhein-Nahe Eisenbahn.

S.N. Orte.																								
	COLOGNE ..... dep	1,2,3	1—4	1,2,3	1—4	6 53	9 5	1,2,3	1—4	2 51	...	...	BERLIN via RHEBA	...	...	7 30	...	...	...	10 0	...	11 0
	DUREN ..... "	...	...	a.m.	...	8 13	10 25	...	...	4 10	...	...	FRANKFORT (Hess.) ...	...	...	5 30	...	...	...	10 5	2 48	4 40
	GE-OLDBYERN ... "	...	...	6 3	...	11 10	12 48	...	9 30	7 1	...	...	MAYENCE	...	...	6 35	...	8 50	...	11 30	4 0	5 50
	TRIER ..... arr	a.m.	...	7 52	a.m.	1 0	2 15	2 45	9 58	8 53	...	...	COLOGNE (Rhenische)	...	...	6 0	...	6 0	...	7 20	11 45	3 0
													[15th May.	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	Trier ..... dep	4 50	...	8 58	10 28	1 8	2 33	4 28	...	8 58			**Stations.**	a.m.	p.m.	...	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
	Conz ..... arr	5 5	...	8 8	10 43	1 23	2 48	4 38	...	9 8			**Singerbrück** ..... dep	4 43	7 28	...	9 25	9 40	1 8	4 38	8 30		
													Langenlonsheim	5 3	...	...	...	9 52	1 19	4 50	...		
	METZ ..... dep	...	...	...	...	9 22	...	12 7	...	5 41	0 36	0 50	0 49	**Kreuznach**	5 31	7 47	...	9 45	10 5	1 30	5 3	8 49		
	THIONVILLE ..... "	...	...	...	...	10 27	...	1 12	...	6 45	1 20	1 30	0 90	Alsace Railway ..... dep	5 39	8 56	...	9 52	...	1 45	5 8	8 54		
	BRUSSELS ..... "	...	...	...	...	p.m.	6 25	...	...	12 35	1 70	1 30	0 90	**Münster am Stein** ...	5 58	5 47	7 55	...	...	10 21	5 52	9 0		
											2 60	2 0	1 20	Waldböckelheim	6 22	...	8 17	...	...	10 37	1 56	...	9 12	
36	**Beurig-Saarburg**	a.m.	a.m.	8 36	11 20	1 57	3 4	5 3	...	9 34	2 90	2 40	1 60	Staudernheim	6 37	...	...	...	...	10 46	2 3	6 10	9 18	
51½	**Merzig**	5 30	5 50	9 19	12 15	2 49	3 41	5 48	...	10 15	3 20	2 40	1 60	Sobernheim	6 52	...	8 17	...	...	10 54	2 9	6 16	9 24	
61½	**Saarlouis**	6 8	6 16	9 47	...	3 23	4 3	6 17	...	10 42	3 60	2 70	1 80	Monzingen	7 7	a.m.	...	...	...	11 3	2 16	6 23	...	
77	**Saarbrücken (72)** ...	7 0	6 57	10 28	...	4 20	4 40	7 0	...	11 24	4 40	3 30	2 20	Kirn	7 28	5 11	8 32	...	...	11 19	2 24	6 36	9 32	
...	For METZ ..... dep.	...	9 28	10 48	2 30	4 50	4 50	7 10	...	...	4 90	3 70	2 80	Fischbach	...	5 27	8 42	...	...	11 31	2 43	6 46	9 40	
...	For THE PFALZ ...	1,2,3	7 7½	10 33	2 20	5½ 42	5½ 42	7 10	10 0	...	5 60	4 20	2 80	**Oberstein**	...	5 52	8 54	...	...	11 53	2 57	7 1	9 50	
...	**Forbach (72)**....dep	a.m.	6 27	7 27	8 26	11 19	...	...	4 17	6 9	6 10	4 50	3 10	Kronweiler	...	6 11	...	...	...	12 6	...	7 12	10 1	
...	**Saarbrücken** ...dep.	5 0	7 7	7 43	10 33	11 51	2 20	4 48	7 10	10 0	6 60	5 0	3 30	Heimbach	...	6 23	9 10	...	...	12 17	3 13	7 21	10 21	
11½	Sulzbach	5 15	7 22	...	10 48	12 6	2 30	...	7 25	10 35	6 90	5 20	3 50	**Birkenfeld**	1,2,3	6 39	9 19	...	1—4	12 28	3 21	7 30	10 30	
14	Friedrichsthal	5 22	7 29	...	10 55	12 13	2 48	...	7 32	10 42	7 50	5 60	3 80	Türkismühle	a.m.	6 54	9 38	...	a.m.	12 40	3 30	7 40	10 40	
18½	**Neuenkirchen** arr.	5 37	7 45	8 8	11 10	12 28	3 6	5 13	7 47	10 37	8 60	6 50	4 20	**St. Wendel**	4 30	7 24	9 48	...	6 6	1 3	3 50	7 58	11 1	
	For LUDWIGSHAFEN ...	...	8 14	8 14	11 14	1 44	...	...	6 9	8 44	9 30	7 0	4 70	Ottweiler	4 52	7 33	10 0	...	6 18	1 16	4 2	8 10	1,2,3	
—	**Neuenkirchen 139**	5 46	...	8 12	...	12 43	3 14	5 15	7 57	10 49	9 80	7 40	4 90	**Neuenkirchen 139**	5 8	7 55	10 8	1—4	6 27	1 25	4 10	8 18	p.m.	
23½	Ottweiler	5 45	...	8 21	...	12 52	3 28	5 24	8 12	10 49				LUDWIGSHAFEN dep	...	...	6	p.m.	...	9 40	1 38	4 8	6 0	
28	**St. Wendel**	6 9	...	8 34	...	1 6	3 37	5 37	8 33	11 0	13 60	8 0	5 30	**Neuenkirchen** dep	5 12	8 5	10 15	10 30	6 33	1 32	4 15	8 22	10 20	
37½	Türkismuhle	6 30	...	...	...	1 27	4 17	...	9 9	...	10 90	8 20	5 80	Friedrichsthal	5 32	8 25	...	10 48	6 49	1 48	...	8 31	10 44	
42	**Birkenfeld**	6 41	...	9 0	...	1 38	4 33	6 6	9 26	...	11 60	8 70	6 30	Sulzbach	5 39	8 33	...	10 55	6 56	1 55	...	8 42	10 54	
44½	Heimbach	6 42	...	9 8	...	1 47	4 42	...	9 38	...	11 69	8 70	5 80	**Saarbrücken (72)** ar	5 55	8 50	10 40	11 10	7 10	2 10	4 40	8 56	11 15	
48	Kronweiler	6 50	...	...	...	1 56	5 0	...	9 51	...	18 70	14 0	9 40	For TRIER ..... dep	6 0	9 35	11 48	11 45	...	2 20	7 0	10 0	...	
52½	**Oberstein**	7 0	...	9 28	1—3	2 11	5 25	6 34	10 14	...				" SAARGEMUND dep	...	...	11 20	11 20	8 0	2 35	5 30	...	...	
57	Fischbach	7 31	...	...	a.m.	2 22	5 42	6 45	10 34	...														
61½	Kirn	7 43	...	9 45	9 56	2 36	6 2	6 56	10 50	...	12 30	9 20	6 20	**Saarbrücken** ...dep	6 15	9 40	10 48	...	...	2 35	4 50	9 0	...	
68	Monzingen	7 44	...	...	10 22	2 50	6 24	...	...	...	12 50	9 40	6 40	**Forbach (72)**..... arr	6 22	10 0	11 0	...	1,2,3	2 51	5 1	9 11	...	
70	Sobernheim	7 57	...	9 59	10 31	2 57	6 35	...	Stop	...	18 0	13 10	8 60	METZ ..... arr	8 27	11 57	12 32	...	a.m.	4 57	6 37	10 53	...	
72½	Staudernheim	8 4	...	10 45	10 45	3 3	6 45	7 18	...	...	...	...	...											
74½	Waldböckelheim	8 18	...	...	10 58	3 10	6 15	...	1—3	...	...	...	...	**Saarbrücken** ..... dep	9 35	11 45	3 & 4	6 0	2 30	7 0	10 15	...	
81½	**Münster am Stein**	8 29	...	10 21	11 18	3 23	7 13	7 36	p.m.	...	...	...	...	**Saarlouis**	10 37	12 17	a.m.	6 42	3 12	7 41	10 57	...	
	Alsace Railway arr	7 49	...	10 4	10 4	...	8 14	...	2 32	...	...	...	...	**Merzig**	11 16	12 38	5 0	7 8	3 39	8 20	11 20	...	
85½	**Kreuznach** (TOWN)	8 34	...	10 34	11 58	3 39	8 37	7 48	2 48	...	...	...	...	Beurig-Saarburg	12 10	1 13	6 16	7 48	4 21	8 54	...	...	...	
	Langenlonsheim	8 46	...	...	12 15	3 49	8 47	...	...	...	...	...	...	**Conz** ..... arr	12 38	1 30	8 51	8 9	4 41	9 14	...	...	...	
89½	**Bingerbrück 126** ...	9 7	...	10 52	12 30	4 0	8 58	8 5	3 5	...	...	...	...											
	COLOGNE ..... "	1 5	...	5 15	5 15	9 30	...	...	7 15	...	...	...	...	BRUSSELS ..... arr	9 15	...	...	...	3 25	...	...	...	
	WIESBADEN (NASSAU)	11 25	...	2 38	2 38	6 40	10 30	10 30	...	...	...	...	...	LUXEMBURG (106)... "	2 38	4 8	6 50	9 17	...	10 28	...	...	1,2,3	
	FRANKFORT (Hess.) ..	11 25	...	12 40	12 40	6 35	10 10	10 10	6 35	...	...	...	...	METZ ..... "	...	6 5	9 7	12 5	...	...	...	...	p.m.	
	BERLIN via BEBRA ...	...	...	12 5	12 5	7 45	...	...	7 45	...	...	...	...	**Conz** ..... dep	12 50	1 35	7 5	8 13	4 45	9 14	...	...	2 55	
														Trier (118) ..... arr	1 5	1 45	7 20	8 23	4 55	9 25	...	...	3 6	
														TRIER ..... dep	...	2 15	8 51	8 30	6 30	...	...	...	3 45	

SAARGEMUND and SAARBRÜCKEN.

Mls.	1 cl.	2 cl.	3 cl.	4 cl.	Stations.	1—3	1	3	1—3	1—3	1—3	1—3
	sgr.	sgr.	sgr.	sgr.	STRASSBURG dep	...	5 43	...	11 52	4 30	6	3
...	...	...	...	...	HAGENAU ... "	...	6 45	...	1 3	5 41	7	3
						a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	—	**Saargemünd** dp	6 15	9 40	1 46	4 14	7 45	9	3
1½	3	2	1	0½	Hanweiler	6 22	9 47	...	4 18	7 51	9	3
4½	6	4	3	2½	Klein Blittersdorf	6 35	10 0	1 57	4 26	8 0	9	45
11	15	11	7	3½	**Saarbrücken** arr	7 0	10 25	2 15	4 43	8 17	10	2

Stations.	1—4	1,2,3	1—3	1—4	1,2,3	1—3
	a.m.	a.m.	a.m.	p.m	p.m.	p.m.
Saarbrücken dp	5 0	8 0	11 8	2 35	5 50	8 35
Klein Blittersdorf	5 28	8 28	11 27	2 54	6 4	8 54
Hanweiler, Kilchin.	5 40	8 40	11 35	3 2	6 17	9 3
Saargemündear	5 45	8 45	11 40	3 7	6 23	9 7
HAGENAU ..... "	...	11 48	2 54	6 24	10 9	...
STRASSBURG ..... "	...	12 55	4 3	...	11 17	...

Saarbrucken to **Neunkirchen** & 15 p.m.

EXTRA.—Neuenkirchen to Forbach at 4 25 p.m.

BINGEN, MAYENCE, WORMS, FRANKFURT, DARMSTADT, and ASCHAFFENBURG.—Hessische Ludwigsbahn. [May 15.

							a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.						
					COLOGNE ...	12 2	...	6 0	...	9 0	7 20	9 20	11 45	3 0	5 0		
					CREUZNACH	...	...	8 32	10 34	...	...	...	3 39	...	7 48		
Ger. Mls	1 cl. mpf	2 cl. mpf	3 cl. mpf		Stations.	1, 2, 3 a.m.	1, 2, 3 a.m.	1 & 2 a.m.	1 & 2 p.m.	1 Cl. p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1 & 2 p.m.		
0,6	0 75	0 50	0 25		Bingen ...dep	4 22	6 28	9 28	11 13	12 19	12 33	2 3	4 33	7 28	8 26		
1,2					Gaulsheim		6 37				12 42		4 42	7 37			
2,0					Gau-Algesheim	4 38	6 46				12 51	2 17	4 51	7 46			
1,6	1	0 0	0 65	0 45	Ingelheim	4 45	6 53	9 45			12 58	2 24	4 58	7 53			
2,3	1	1 40	0 95	0 60	Redesheim	4 53	7 1				1 6	2 33	5 8	8 1			
2,0					Budenheim	5	7 10				1 15	2 41	5 15	8 10			
3,6	2	2 20	1 45	0 95	Mombach	5 10	7 18				1 23		5 23	8 18			
4,2	2	3 50	1 65	1 10	Mainz ...arr	5 21	7 30	10 10	11 50	12 51	1 35	2 55	5 30	8 30	8 56		
	1 cl.	2 cl.	3 cl.			1, 2, 3 a.m.	1, 2, 3 a.m.	1 & 2 a.m.	1, 2, 3 a.m.	1 & 2 p.m.	1, 2, 3 p.m.	1 & 2 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	
Frm	M	ayence.			Mainz ...dep		7 10	9 30	11 0	1 7	1 20	3 5	5 0	8 40	...		
0,7		50	35	25	Laubenheim		7 20		11 10		1 32	3 15	5 10	8 49			
1,3		75	50	35	Budenheim		7 28		11 17		1 41	3 22	5 17	8 56			
1,7		1 00	65	45	Nackenheim		7 35		11 24		1 50	3 29	5 24	9 3			
2,3		1 40	95	65	Nierstein		7 44		11 33		2 1	3 38	5 31	9 12			
2,5		1 55	105	65	Oppenheim		7 50	9 51	11 39	1 38	2 11	3 44	5 39	9 17			
3,5		2 20	145	95	Guntersblum		8 2		11 51		2 25	3 56	5 51	9 29			
3,9		2 40	160	105	Alsheim		8 8		11 57		2 33	4 2	5 57	9 35			
4,3		...	...	...	Mettenheim		8 14		12 3		2 41	4 8	7 3	...			
4,0		2 90	195	215	Osthofen		8 21	10 11	12 11		1 48	2 51	4 16	7 11	9 46		
5,9		3 65	240	135	Worms ...arr		8 35	10 21	12 23		1 58	3 5	4 26	7 23	9 58		
		...	...	...	(1296) dep		8 15	8 37	10 21	12 25	2 0	3 10	4 32	7 27	10 0		
6,8		...	...	...	LUDWIGSHAF.		8 55	9 17	10 50	1 4	2 27	3 50	5 12	8 7	10 35		
	1 cl.	2 cl.	3 cl.			1 & 2 a.m.	1, 2, 3 a.m.	1 & 2 a.m.	1, 2, 3 a.m.	1 & 2 p.m.	1, 2, 3 p.m.	1 & 2 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	
Frm	M	ayence.			Mainz ...dep	7 10	8 15	10 32	11 55	1 20	3 5	5 50	7 10	9 15	10 15		
0,9	0	80	0 55	0 35	Bischofsheim		8 28	10 44			3 18		7 23				
1,5	1	15	0 75	0 50	Rüsselsheim		8 35	10 51			3 25		7 30	9 32			
1,9	1	40	0 95	0 60	Raunheim		8 42				3 32		7 37				
3,0	2	0	1 35	0 85	Kelsterbach		8 55	11 6			3 45		7 50	9 48			
3,4	2	23	1 50	1 0	Schwanheim		9 2				3 52		7 57				
4,9	3	90	1 90	1 25	Frankfurt arr	7 55	9 20	11 37	12 40	2 8	4 10	6 35	8 15	10 10	11 0		
	1 cl.	2 cl.	3 cl.			1, 2, 3 a.m.	1, 2, 3 a.m.	1 & 2 a.m.	1 & 2 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1 & 2 p.m.	1, 2, 3 p.m.	1 & 2 p.m.	
Frm	M	ayence.			Mainz ...dep	5 50	8 5	10 25	1 5	1 40	4 15	6 40	8 40	9 10	...		
0,9	0	80	0 55	0 35	Bischofsheim	6 3	8 19			1 53	4 28	6 53	8 53	...			
2,0	1	45	1 0	0 65	Vauheim	...	8 29			2 4	4 40	7 5	9 4				
2,4	1	70	1 15	0 75	Gross-Gerau	6 17	8 35			2 10	4 47	7 12	9 11				
3,4					Weiterstadt		8 50			2 25	5 0	7 24					
4,4	2	80	1 90	1 20	Darmstadt dep	6 36	9 1	11 3	1 43	2 36	5 11	7 35	9 21	9 48			
					... dep	6 46	9 11	11 8	1 48	2 56	5 31	7 45	...	9 58			
5,7	4	25	2 85	1 80	Mossel	...	9 24	...	...	3 4	5 40	8 0	...	...			
6,7		...	...	...	Dieburg	7 9	9 36	...	...	3 13	6 0	8 13	...	...			
7,1	5	15	3 40	2 20	Aisheim	...	9 43	...	...	3 25	6 8	8 21	...	10 31			
8,1		...	...	...	Babenhausen	7 34	9 58	11 41	...	3 33	6 16	8 33	...	...			
9,3	6	65	4 45	2 95	Stockstadt a. M.	...	10 5	...	...	3 43	6 21	8 43	...	10 35			
10,0	6	95	4 75	3 10	Aschaffenb. ar	7 48	10 14	11 59	2 34	4 5	6 40	8 58	...	10 52			

See page 128 for extra trains.

Frm						1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3		1 & 2	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3						
May						a.m.	a.m.	a.m.	a.m.	p.m.	p.m.		p.m.	p.m.	p.m.	p.m.	p.m.						
—					Mainz ...dep	6 35	8 5	8 50		11 30	1 50		3 55	4 0	5 50	7 10	11 35						
0,7					Mombach	...	8 16	...		11 41	2 1		...	4 11	...	7 21	11 46						
1,3					Budenheim		8 24	...		11 49	2 9		...	4 19	...	7 29	11 54						
2,0					Heidesheim		8 33	...		11 58	2 18		...	4 28	...	7 38	12 3						
2,7					Ingelheim	6 59	8 41	...		12 6	2 26		...	4 36	6 11	7 46	12 11						
3,1					Gau-Algesheim	...	8 48	...		12 13	2 33		...	4 43	...	7 53	12 18						
3,6					Gaulsheim	7 13	8 55	...		12 20	2 40		...	4 52	...	8 0	...						
4,2					Bingen ...arr	7 16	9 3	9 21		12 32	2 48		3 31	5 1	6 26	8 11	12 33						
						a.m.				a.m.			p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.				
—					CREUZNACH	7 47				10 10	1 30		...	5 3	...	...	8 49	...	5 25				
—					COLOGNE ...	11 25				...	1 5		5 15	...	7 15	9 30	10 0	...	5 25				
...					LUDWIGSHAFN	4 0	5 40	8 20	10	5 11	2 5	1 40	4 12	4 25	6 15	10 10							
Frm						1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1 & 2							
W'rs						a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.							
—					Worms ...arr	...	6 20	9 0	10	12 25	2 20	4 39	5 5	6 55	10 45								
					... dep	4 40	6 24	9 2	10	12 34	2 7	4 41	5 9	6 59	...								
1,1					Osthofen	4 59	6 38	9 15	10	12 45	2 20	4 53	5 23	7 13	...								
1,7					Mettenheim	5 9	6 46	...	...	12 53	2 28	...	5 31	7 21	...								
2,1					Alsheim	5 18	6 52	9 28	...	12 34	2 33	...	5 37	7 27	...								
2,6					Gunter blum	5 27	6 58	9 32	...	12 40	2 38	...	5 43	7 33	...								
3,4					Oppenheim	5 44	7 10	9 44	11	12 52	2 50	5 12	5 55	7 45	...								
3,7					Nierste n	5 53	7 16	9 50	...	12 58	2 56	...	6 1	7 51	...								
4,3					Nackenheim	6 5	7 25	9 58	...	1 7	3 25	...	6 10	8 0	...								
4,6					Bodenheim	6 15	7 33	10 5	...	1 14	3 33	...	6 18	8 8	...								
5,3					Laubenheim	6 24	7 41	10 12	...	1 21	3 41	...	6 26	8 16	...								
5,9					Mainz ...arr	6 35	7 50	10 20	11	1 35	3 50	5 12	6 35	8 25	...								
Fro						1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1 & 2	1, 2, 3						
Frkf						a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.						
—					Frankfurt dp	6 50	8 0	9 10	5	11 35	1 50	3 55	4 45	5 50	8 45	10 25							
1,9					Schwanheim	7 8	...	...		11 53	...	4 13	...	6 8	...	...							
1,9					Kelsterbach	7 14	...	...		11 59	...	4 19	...	6 14	...	10 49							
2,0					Raunheim	7 24	...	...		12 9	...	4 29	...	6 24	...	...							
3,5					Rüsselsheim	7 31	...	10 35		12 16	...	4 36	...	6 31	...	11 3							
4,0					Bischofsheim	7 38	...	...		12 23	...	4 43	...	6 38	...	...							
4,9					Mainz ...arr	7 50	8 45	10 50		12 35	2 35	3 45	5 30	7 50	9 30	11 30							
Ger. Mls.					Stations.	1, 2, 3 a.m.	1, 2, 3 a.m.	1, 2, 3 a.m.	1, 2, 3 a.m.	1 & 2 a.m.	1, 2, 3 p.m.	1 & 2 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.							
—					Aschaffenb.	11 20	...	6 30	...	1 0	...	3 45	5 50	7 35	9 30								
0,6					Stockstadt a. M.	11 31	...	6 41	...	...	...	...	6 0	7 45	...								
1,9					Babenhausen	11 44	...	6 54	...	...	...	4 3	6 13	7 48	9 48								
2,7					Aisheim	11 55	...	7 5	...	...	...	...	6 23	7 58	...								
3,3					Dieburg	12 4	...	7 14	...	...	...	4 17	6 31	8 6	10 2								
4,3					Mossel	12 16	...	7 26	...	...	...	...	6 43	8 18	10 13								
5,7					Darmstadt arr	12 30	...	7 40	...	1 45	...	4 34	7 0	8 35	10 25								
					... dep	a.m.	5 30	7 50	9 15	1 55	3 25	4 46	7 10	9 30	10 30								
6,7					Weiterstadt	2 & 3	...	...	...	...	3 36	...	7 21	...	...								
7,6					Gross-Gerau	5 15	5 47	8 8	9 39	...	3 46	...	7 32	9 38	10 47								
8,0					Nauheim	5 26	...	8 15	9 46	...	3 56	...	7 39	...	10 54								
9,1					Bischofsheim	5 41	...	8 26	9 57	...	4 7	...	7 52	...	11 6								
10,0					Mainz ...arr	5 50	6 9	8 40	10 9	2 30	4 16	5 22	8 5	10 0	11 20								

Stat.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.
Mls.	m.	m.	m.		a.m.	a.m.	p.m.	p.m.		
—	—	—	—	**Darmstadt** dep	6 41	9 41	3 56	6 6	...	...
1,4	0 55	0 45	0 30	Griesheim	6 58	9 58	3 10	6 20	...	...
1,9	1 15	0 75	0 50	Wolfskehlen	7 2	10 2	3 17	6 27	...	...
2,2	1 30	0 85	0 55	Erfelden-Goddel.	7 6	10 6	3 21	6 31	...	...
2,6	1 55	1 5	0 65	Stockstadt a./Rh.	7 13	10 13	3 27	6 37	...	...
3,0	1 85	1 25	0 80	Biebesheim	7 19	10 19	3 34	6 44	...	...
3,4	2 10	1 40	0 90	Gernsheim	7 26	10 26	3 41	6 51	...	...
4,1	2 50	1 65	1 10	Gross-Kohrheim	7 34	10 34	3 49	6 59	...	...
4,5	2 75	1 85	1 20	Biblis	7 41	10 41	3 56	7 6	...	...
4,9	3 5	2 5	1 30	Hofheim	7 49	10 49	4 4	7 14	...	...
5,6	3 40	2 30	1 45	**Rosengarten**	7 59	11 0	4 14	9 30	...	...
...	3 65	2 43	1 55	**Worms** arr	8 17	11 15	4 27	9 37	...	...

Stat.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.
Mls.	m.	m.	m.		a.m.	a.m.	p.m.	p.m.		
—	—	—	—	**Worms** dep	6 10	9 10	2 50	7 25	...	...
0,5	...	...	...	**Rosengarten**	6 30	9 31	3 40	7 50	...	...
1,1	...	...	...	Hofheim	6 37	9 38	3 47	7 57	...	...
1,6	...	...	...	Biblis	6 45	9 45	3 55	8 5	...	...
2,3	...	...	...	Gross-Kohrheim	6 52	9 53	4 2	8 12	...	...
2,8	...	...	...	Gernsheim	7	10 1	4 10	8 20	...	...
3,2	...	...	...	Biebesheim	7 7	10 8	4 17	8 27	...	...
3,6	...	...	...	Stockstadt a./Rh.	7 14	10 14	4 24	8 34	...	...
3,7	...	...	...	Erfelden-Goddel.	7 20	10 20	4 30	8 40	...	...
4,0	...	...	...	Wolfskehlen	7 26	10 26	4 36	8 49	...	...
4,6	...	...	...	Griesheim	7 36	10 33	4 43	8 56	...	...
5,6	...	...	...	**Darmstadt** arr	7 46	10 46	4 56	9 9	...	...

Dis.	1 cl.	2 cl.	3 cl.		a.m.	a.m.	p.m.	p.m.	p.m.		
—	—	—	—	**Mannheim** dep	7 36	10 46	2 45	6 20	9 1	...	...
0,7	0 50	0 30	0 20	Lorsch	7 45	10 55	2 53	6 35	9 10	...	...
1,8	1 5	0 70	0 45	Bürstadt	7 56	11 6	3 3	6 46	9 21	...	...
2,4	1 45	1 0	0 65	Hofheim	8 4	11 14	3 11	6 54	9 29	...	...
2,9	1 60	1 20	0 75	**Rosengarten**	8 15	11 25	3 22	7 5	9 40	...	...
...	2 5	1 35	0 85	**Worms** arr	8 30	11 40	3 37	7 20	9 55	...	...

Dis.	1 cl.	2 cl.	3 cl.		1, 2, 3	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Bingen** dep	...	...	6 23	...	12 5	4 40	7 40	...
0,4	0 60	0 40	0 25	Kempt a.	...	...	6 30	...	12 11	4 46	7 46	...
1,0	...	...	...	Büdesheim-Drus.	...	...	6 34	...	12 20	4 55	7 55	...
1,5	0 90	0 65	0 45	G. ainzen-Horw.	...	...	6 47	...	12 29	5 4	8 4	...
1,9	1 40	0 95	0 65	Weigesh-im-Zot.	...	...	6 54	...	12 36	5 11	8 11	...
2,2	...	...	...	Sprendlingen	...	...	7 1	...	12 43	5 18	8 18	...
2,7	1 60	1 10	0 70	Gaudesh. heim	...	...	7 10	...	12 51	5 26	8 26	...
3,1	1 85	1 25	0 80	Wallerthelm	...	...	7 16	...	12 57	5 32	8 32	...
3,5	2 10	1 40	0 90	Armsheim	...	...	7 22	...	1 5	5 40	8 40	...
4,2	2 50	1 65	1 10	Albig	...	...	7 31	...	1 15	5 50	8 50	...
4,5	2 75	1 85	1 20	**Alzey** arr	a.m.	...	7 40	...	1 20	5 55	8 55	...
...	...	...	...	... dep	5 0	7 42	11 3	1 23	3 58	...	...	...
0,1	...	...	...	**Kettenheim**	5 8	...	11 11	1 31	4 6	...	...	...
0,5	...	...	...	Eppelsheim	5 17	...	7 54	11 18	1 38	4 13	...	...
0,9	3 65	2 45	1 50	Gundersheim	5 24	8	2 11	24	1 44	4 19	...	1,3,3
1,6	4 5	2 70	1 75	Nieder-Flörsheim	5 34	8 10	11 32	1 52	4 27	a.m.	a.m.	p.m.
2,0	4 30	2 90	2 85	Monsheim	5 42	8 18	11 40	2 0	4 35	7 14	9 10	5 25
2,7	4 70	3 15	2 5	Pfeiderahelm	5 54	8 27	11 49	2 9	4 44	7 24	9 19	5 35
...	...	...	...	Pfiffligheim	6 0	...	11 55	...	4 50	7 30	...	...
3,6	5 15	3 45	2 25	**Worms** arr	6 5	8 35	12 0	2 17	4 55	7 15	9 27	5 43

Dis.	1 cl.	2 cl.	3 cl.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Worms** dep	5 50	9 5	12 15	5 10	7 38	...	...
0,5	...	...	...	**Rosengarten**	6 10	9 25	12 35	5 28	7 46	...	...
1,1	...	...	...	Hofheim	6 17	9 32	12 42	5 35	7 53	...	...
1,6	...	...	...	Bürstadt	6 25	9 40	12 50	5 43	8 1	...	...
2,3	...	...	...	Lorsch	6 36	9 53	1 8	5 56	8 13	...	...
2,8	...	...	...	**Mannheim** arr	6 46	10 1	1 11	6 4	8 24	...	...

Dis.	1 cl.	2 cl.	3 cl.		1, 2, 3	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Worms** dep	8 10	7 10	9 5	12 30	2 23	4 55	6 33	8 10
0,4	0 60	0 40	0 25	Pfiffligheim	...	7 17	9 12	12 37	...	5 2	...	8 17
0,9	1 0	0 65	0 45	Pfeiderahelm	8 28	7 23	9 18	12 44	2 33	5 8	6 43	8 23
1,6	1 20	0 80	0 55	Monsheim	8 36	7 31	9 26	1 2	2 43	5 22	6 58	8 33
2,0	1 60	1 10	0 70	Nieder Flörsheim	...	7 41	9 37	1 8	...	5 28	...	8 43
2,7	...	...	...	Gundersheim	...	7 50	9 46	1 18	...	5 38	...	8 51
3,0	...	...	...	Eppelsheim	...	7 56	9 52	1 24	...	5 44	...	8 57
3,5	2 40	1 60	1 5	Kettenheim	...	8 3	9 59	1 31	...	5 51	...	9 4
4,0	...	...	...	**Alzey** arr	a.m.	8 9	10 5	1 37	...	5 57	...	9 10
...	2 85	1 80	1 20	... dep	5 0	8 11	...	1 42	...	6 0	...	...
0,4	3 5	2 5	1 35	Albig	5 6	...	...	1 48	...	6 6	...	...
1,1	3 20	2 20	1 45	Armsheim	5 14	8 22	...	1 57	...	6 17	...	...
1,5	3 45	2 35	1 55	Wallerthelm	5 21	8 30	...	2 7	...	6 24	...	...
1,8	3 80	2 55	1 65	Gaudesheim	5 27	8 37	...	2 13	...	6 30	...	...
...	...	...	...	Sprendlingen	5 34	8 43	...	2 20	...	6 37	...	...
6,7	4 25	2 65	1 85	Weigh Zotzenhm	5 40	8 49	...	2 26	...	6 43	...	...
7,0	4 45	3 0	2 0	Gens.-Horrweiler	5 45	8 55	...	2 32	...	6 49	...	...
7,6	5 15	3 45	2 25	Rüdh'rochmersh.	5 58	9 1	...	2 40	...	6 57	...	...
8,2	...	...	...	Kempten	6 0	9 8	...	2 48	...	7 1	...	...
8,5	17 20	12 80	8 30	**Bingen** arr	6 8	9 13	...	2 51	...	7 10	...	...

Dis.	1 Cl.	2 Cl.	3 Cl.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Mainz** dep	6 45	11 5	2 8	6 10	9 15	...
0,4	0 65	0 45	0 30	Gonsenheim	7 0	11 20	2 23	6 25	9 30	...
1,0	...	...	...	Marienhorn	...	...	...	...	9 40	...
2,1	1 30	0 85	0 55	KL.-Winternh.	7 17	11 37	2 40	6 42	9 48	...
2,7	1 60	1 10	0 70	Nieder-Olm	7 25	11 45	2 48	6 50	9 56	...
3,4	2 0	1 35	0 85	Nieder-Saulheim	7 35	11 55	2 58	7 0	10 6	...
4,0	2 40	1 60	1 5	Wö rstadt	7 44	12 4	3 7	7 9	10 15	...
4,8	2 90	1 95	1 25	Armsheim	7 55	12 15	3 18	7 20	10 26	...
5,5	3 30	2 20	1 40	Albig	8 5	...	3 28	7 30	10 36	...
5,8	3 45	2 30	1 5	Alzey	8 10	12 27	3 33	7 35	10 41	...
...	3 85	2 55	1 65	Walh-im	8 23	2 39	3 44	7 48	...	...
0,5	...	2 95	1 90	Monsheim	8 30	...	3 50	7 55	...	...
0,8	...	3 20	2 5	Kirchheims a. r	8 44	12 56	4 9	8 9	...	...

Stat.	1 Cl.	2 Cl.	3 Cl.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Kirchheims-holmsden** dp	...	7 5	10 51	2 44	...	8 9
0,4	...	...	...	Worschheim	...	7 15	11 1	2 54	...	8 19
1,1	...	...	...	Wahlheim	...	7 25	11 11	3 4	...	8 29
1,9	...	...	...	Alzey	6 4	7 34	11 20	3 13	...	8 34
2,7	...	...	...	Albig	6 10	7 43	11 27	3 27	...	8 46
3,1	...	...	...	Armsheim	6 21	7 51	11 34	3 37	...	8 57
3,7	...	...	...	Wörstadt	6 33	8 6	12 5	3 44	...	9 8
4,3	...	...	...	Nieder-Saulheim	6 42	8 14	12 19	3 56	7 33	9 16
4,9	...	...	...	Nieder Olm	6 52	8 23	12 28	4 5	7 32	9 25
5,8	...	...	...	Kl.-Winternh.	7 2	8 32	12 31	4 14	7 39	9 34
...	...	...	...	Marienhorn	...	...	...	...	...	...
0,3	...	...	...	Gonsenheim	7 19	8 47	12 46	4 29	7 47	9 49
0,8	...	...	...	**Mainz** arr	7 30	9 2	1 1	4 44	8 2	10 4

Extra Worms to Mosbach, 1m. 11.30 a.m., arrive in Mo. abach, 11.40 a.m., and arrive 12.55 p.m.

Arrive in Worms at 2.15 p.m.

FRANKFURT and ASCHAFFENBURG.

G.M. Dis.	1 Cl. fl kr.	1 Cl. fl kr.	2 Cl. fl kr.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1 & 2 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1 & 2 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1 & 2 p.m.	1,2,3 p.m.
...	...	...	...	**Frankfurt** (West.)dep	...	6 45	8 10	8 53	10 15	11 10	1 0	1 35	2 40	5 30	7 20	7 58
...	...	...	...	(Ostbahn) a	...	...	...	...	...	...	...	...	...	...	...	...
0.7	0 15	0 9	0 6	Mainkur	...	6 55	8 21	...	10 26	...	...	...	2 51	5 41	7 39	...
1.4	0 27	0 18	0 12	Hochstadt-Dörnigheim	...	7 3	8 30	...	10 35	...	...	...	3 0	5 50	7 44	...
1.9	0 36	0 24	0 15	Wilhelmsbad	...	...	8 37	...	10 42	...	...	...	3 7	...	...	...
2.2	0 48	0 30	0 21	**Hanau** (Westbhf.) arr	7 11	...	8 43	9 13	10 47	11 30	1 30	1 56	3 12	5 57	7 57	8 12
...	...	...	...	**HANAU** (Westbahn) d	...	...	8 45	...	9 15	10 51	...	...	3 16	6 9	...	8 14
...	0 48	0 27	0 18	(Ostbahn)...arr	...	...	8 49	9 19	10 55	...	1 35	...	3 22	6 13	...	8 18
2.	...	...	...	**Hanau** (Westbahn) dp	7 14	...	8 49	...	...	11 37	...	1 57	3 16	6 6	...	8 10
2.7	0 54	0 39	0 21	Gross Auheim	...	...	8 56	...	...	...	...	...	3 23	6 13	...	8 19
3.4	1 9	0 49	0 27	Kahl	...	...	9 6	...	...	...	...	...	3 33	6 23	...	8 29
4.1	1 21	0 48	0 33	Detzingen	7 33	...	9 14	...	...	...	...	...	3 41	6 31	...	8 46
4.7	1 33	0 57	0 39	Klein Ostheim	...	...	9 21	...	...	...	...	...	3 50	6 46	...	8 55
5.5	1 51	1 8	0 45	**Aschaffenburg** 1906	7 48	...	9 32	...	...	11 57	...	2 27	4 0	6 49	...	10 5

FRANKFURT, SODEN, WIESBADEN, OBERLAHNSTEIN, and WETZLAR.

Nassauische und Taunus Eisenbahn.

May 15.

G.M. Dis.	1 Cl. m.	2 Cl. m.	3 Cl. m.	Stations.	1—3 a.m.	1—4 a.m.	1—4 a.m.	1—3 a.m.	1 & 2 a.m.	1—3 a.m.	1—4 a.m.	1 & 2 p.m.	1—3 p.m.	1—4 p.m.	1—3 p.m.	1—4 p.m.	1 & 2 p.m.	1—3 p.m.	1—4 p.m.
...	...	...	...	**Frankfurt** ..... dep	6 30	8 0	11 45	11 0	11 30	2 0	3 30	4 30	5 30	7 0	7 30	8 30	9 0	10 0	11 0
...	...	...	...	**Soden** ..... arr	6 43	8 13	11 58	11 13	11 43	2 13	3 43	4 43	5 43	7 13	7 43	8 43	9 13	10 13	11 13
...	...	...	...	**Soden** ..... dep	6 45	8 15	12 0	11 15	11 45	2 15	3 45	4 45	5 45	7 15	7 45	8 45	9 15	10 15	11 15
...	...	...	...	**Hofheim** ..... dep	6 51	8 21	12 6	11 21	11 51	2 21	3 51	4 51	5 51	7 21	7 51	8 51	9 21	10 21	11 21
...	...	...	...	**Hattenheim** ..... dep	7 41	9 11	12 56	12 11	12 41	3 11	4 41	5 41	6 41	8 11	8 41	9 41	10 11	11 11	12 11
...	...	...	...	**Eltville** ..... dep	7 49	9 19	1 4	12 19	12 49	3 19	4 49	5 49	6 49	8 19	8 49	9 49	10 19	11 19	12 19
...	...	...	...	**Kiedrich** ..... dep	7 55	9 25	1 10	12 25	12 55	3 25	4 55	5 55	6 55	8 25	8 55	9 55	10 25	11 25	12 25
...	...	...	...	**Rüdesheim** ..... arr	8 0	9 30	1 15	12 30	1 0	3 30	5 0	6 0	7 0	8 30	9 0	10 0	10 30	11 30	12 30
...	...	...	...	**Rüdesheim** ..... dep	8 10	9 40	1 25	12 40	1 10	3 40	5 10	6 10	7 10	8 40	9 10	10 10	10 40	11 40	12 40
...	...	...	...	**Assmannshausen**	8 20	9 50	1 35	12 50	1 20	3 50	5 20	6 20	7 20	8 50	9 20	10 20	10 50	11 50	12 50
...	...	...	...	**Lorch**	8 30	10 0	1 45	1 0	1 30	4 0	5 30	6 30	7 30	9 0	9 30	10 30	11 0	12 0	1 0
...	...	...	...	**Caub**	8 40	10 10	1 55	1 10	1 40	4 10	5 40	6 40	7 40	9 10	9 40	10 40	11 10	12 10	1 10
...	...	...	...	**Oberlahnstein**	8 55	10 25	2 10	1 25	1 55	4 25	5 55	6 55	7 55	9 25	9 55	10 55	11 25	12 25	1 25
...	...	...	...	**Ems**	9 15	10 45	2 30	1 45	2 15	4 45	6 15	7 15	8 15	9 45	10 15	11 15	11 45	12 45	1 45
...	...	...	...	**Nassau**	9 25	10 55	2 40	1 55	2 25	4 55	6 25	7 25	8 25	9 55	10 25	11 25	11 55	12 55	1 55
...	...	...	...	**Schaumburg**	9 35	11 5	2 50	2 5	2 35	5 5	6 35	7 35	8 35	10 5	10 35	11 35	12 5	1 5	2 5
...	...	...	...	**Diez**	9 45	11 15	3 0	2 15	2 45	5 15	6 45	7 45	8 45	10 15	10 45	11 45	12 15	1 15	2 15
...	...	...	...	**Limburg**	9 55	11 25	3 10	2 25	2 55	5 25	6 55	7 55	8 55	10 25	10 55	11 55	12 25	1 25	2 25
...	...	...	...	**Dietkirchen**	10 5	11 35	3 20	2 35	3 5	5 35	7 5	8 5	9 5	10 35	11 5	12 5	12 35	1 35	2 35
...	...	...	...	**Oberlahnstein** ..... arr	10 15	11 45	3 30	2 45	3 15	5 45	7 15	8 15	9 15	10 45	11 15	12 15	12 45	1 45	2 45

G.M. Dis.	1 Cl. m.	2 Cl. m.	3 Cl. m.	Stations.	1—3 a.m.	1—4 a.m.	1—3 p.m.	1—4 p.m.	1—3 p.m.	1—4 p.m.	1—3 p.m.	1—4 p.m.	1—3 p.m.	1—4 p.m.	1—3 p.m.	1—4 p.m.	1—3 p.m.	1—4 p.m.
...	...	...	...	**Berlin** ..... dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Dresden** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Leipzig** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Hanau** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Cassel** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Vienna** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Munich** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Stuttgart** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Basel** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Carlsruhe** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Frankfurt** ..... dep	10 0	10 15	...	...	...	...	...	...	...	...	...	...	...	...
0.7	0 35	...	...	**Hochst** ..... dep	10 10	10 25	...	...	...	...	...	...	...	...	...	...	...	...
1.30	0 55	...	...	**Höchst** ..... arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2.1	...	...	...	**Soden** ..... dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Hofheim** ..... dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Hattenheim** ..... dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Eltville** ..... dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Kiedrich** ..... dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...
0.5	0 10	...	...	**Rüdesheim** ..... arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1.30	0 30	...	...	**Rüdesheim** ..... dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2.5	0 45	...	...	**Assmannshausen**	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2.5	0 55	...	...	**Lorch**	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3.0	1 0	...	...	**Caub**	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3.5	1 10	...	...	**Oberlahnstein**	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4.0	1 20	...	...	**Ems**	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4.1	1 25	...	...	**Nassau**	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4.7	1 35	...	...	**Schaumburg**	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5.1	1 40	...	...	**Diez**	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5.6	1 50	...	...	**Limburg**	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6.1	2 0	...	...	**Dietkirchen**	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6.7	2 10	...	...	**Oberlahnstein** ..... arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Frankfurt** ..... dep	7 30	8 30	10 45	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30
...	...	...	...	**Höchst** ..... dep	7 40	8 40	10 55	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40
...	...	...	...	**Hofheim** ..... dep	7 55	8 55	11 10	11 55	12 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55
...	...	...	...	**Hattenheim** ..... dep	8 41	9 41	11 56	12 41	1 41	2 41	3 41	4 41	5 41	6 41	7 41	8 41	9 41	10 41
...	...	...	...	**Eltville** ..... dep	8 49	9 49	12 4	12 49	1 49	2 49	3 49	4 49	5 49	6 49	7 49	8 49	9 49	10 49
...	...	...	...	**Kiedrich** ..... dep	8 55	9 55	12 10	12 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55	10 55
...	...	...	...	**Rüdesheim** ..... arr	9 0	10 0	12 15	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0
...	...	...	...	**Rüdesheim** ..... dep	9 10	10 10	12 25	1 10	2 10	3 10	4 10	5 10	6 10	7 10	8 10	9 10	10 10	11 10
...	...	...	...	**Assmannshausen**	9 20	10 20	12 35	1 20	2 20	3 20	4 20	5 20	6 20	7 20	8 20	9 20	10 20	11 20
...	...	...	...	**Lorch**	9 30	10 30	12 45	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30
...	...	...	...	**Caub**	9 40	10 40	12 55	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40	11 40
...	...	...	...	**Oberlahnstein** ..... arr	9 55	10 55	1 10	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55	10 55	11 55
...	...	...	...	**Ems**	10 15	11 15	1 30	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 15	12 15
...	...	...	...	**Nassau**	10 25	11 25	1 40	2 25	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 25	11 25	12 25
...	...	...	...	**Schaumburg**	10 35	11 35	1 50	2 35	3 35	4 35	5 35	6 35	7 35	8 35	9 35	10 35	11 35	12 35
...	...	...	...	**Diez**	10 45	11 45	2 0	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45	11 45	12 45
...	...	...	...	**Limburg**	10 55	11 55	2 10	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55	10 55	11 55	12 55
...	...	...	...	**Dietkirchen**	11 5	12 5	2 20	3 5	4 5	5 5	6 5	7 5	8 5	9 5	10 5	11 5	12 5	1 5
...	...	...	...	**Oberlahnstein** ..... arr	11 15	12 15	2 30	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 15	12 15	1 15

G.M. Dis.	1 Cl. m.	2 Cl. m.	3 Cl. m.	Stations.	1—3 a.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.
...	...	...	...	**Berlin** ..... dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Dresden** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Leipzig** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Hanau** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Cassel** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Vienna** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Munich** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Stuttgart** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Basel** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Carlsruhe** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Frankfurt** ..... dep	7 30	10 0	12 30	2 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30
0.7	0 15	0 9	0 6	**Mainkur**	7 40	10 10	12 40	2 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40
1.4	0 27	0 18	0 12	**Hochstadt-Dörnigheim**	7 48	10 18	12 48	2 48	4 48	5 48	6 48	7 48	8 48	9 48	10 48	11 48	12 48	1 48
1.9	0 36	0 24	0 15	**Wilhelmsbad**	7 54	10 24	12 54	2 54	4 54	5 54	6 54	7 54	8 54	9 54	10 54	11 54	12 54	1 54
2.2	0 48	0 30	0 21	**Hanau** (Steamer) ...arr	8 0	10 30	1 0	3 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0	12 0	1 0	2 0
...	...	...	...	**Hanau** ..... dep	8 10	10 40	1 10	3 10	5 10	6 10	7 10	8 10	9 10	10 10	11 10	12 10	1 10	2 10
...	...	...	...	" ..... "	8 30	11 0	1 30	3 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30
3.4	1 9	0 49	0 27	**Kahl** ..... dep	8 40	11 10	1 40	3 40	5 40	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40
4.1	1 21	0 48	0 33	**Detzingen** ..... "	8 48	11 18	1 48	3 48	5 48	6 48	7 48	8 48	9 48	10 48	11 48	12 48	1 48	2 48
4.7	1 33	0 57	0 39	**Klein Ostheim** ..... "	8 55	11 25	1 55	3 55	5 55	6 55	7 55	8 55	9 55	10 55	11 55	12 55	1 55	2 55
5.5	1 51	1 8	0 45	**Aschaffenburg** 1906 ...	9 10	11 40	2 10	4 10	6 10	7 10	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10

G.M. Dis.	1 Cl. m.	2 Cl. m.	3 Cl. m.	Stations.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.
...	...	...	...	**Berlin** ..... dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Dresden** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Leipzig** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Hanau** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Cassel** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Vienna** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Munich** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Stuttgart** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Basel** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Carlsruhe** ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Frankfurt** ..... dep	2 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30
0.7	0 15	0 9	0 6	**Mainkur**	2 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40
1.4	0 27	0 18	0 12	**Hochstadt-Dörnigheim**	2 48	4 48	5 48	6 48	7 48	8 48	9 48	10 48	11 48	12 48	1 48	2 48	3 48	4 48
1.9	0 36	0 24	0 15	**Wilhelmsbad**	2 54	4 54	5 54	6 54	7 54	8 54	9 54	10 54	11 54	12 54	1 54	2 54	3 54	4 54
2.2	0 48	0 30	0 21	**Hanau** (Steamer) ...arr	3 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0
...	...	...	...	**Hanau** ..... dep	3 10	5 10	6 10	7 10	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10
...	...	...	...	" ..... "	3 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30
3.4	1 9	0 49	0 27	**Kahl** ..... dep	3 40	5 40	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40
4.1	1 21	0 48	0 33	**Detzingen** ..... "	3 48	5 48	6 48	7 48	8 48	9 48	10 48	11 48	12 48	1 48	2 48	3 48	4 48	5 48
4.7	1 33	0 57	0 39	**Klein Ostheim** ..... "	3 55	5 55	6 55	7 55	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	5 55
5.5	1 51	1 8	0 45	**Aschaffenburg** 1906 ...	4 10	6 10	7 10	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10

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ASCHAFFENBURG and HANAU.

C.M.	C.M.	C.M.	C.M.	Stations.	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3
Min.	ch.	ch.	ch.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Aschaffenburg**...dep	4 5	...	8 20	11 13	1 5	...	...	3 50	5 10	7 20	...	9 56	...
0.0	0	21	0	14	**Klein Ostheim**	4 16	...	8 30	11 23	...	...	...	5 20	...	...	9 45	...
1.6	0	34	0	23	**Dettingen**.....	4 26	...	8 39	11 32	...	...	...	5 28	...	...	9 54	...
2.7	0	46	0	30	**Kahl**	4 35	...	8 47	11 40	...	...	...	5 37	...	...	10 2	...
3.9	1	3	0	42	**Gross Auheim**	4 44	...	8 56	11 48	...	...	...	5 46	...	...	10 11	...
3.4	1	10	0	46	**Hanau (Westb.)** ...arr	4 50	...	9 1	11 54	1 34	...	4 90	5 52	7 50	...	10 17	...
3.4	—	—	—	—	**HANAU** (Ostbahn) dep	...	6 57	9 1	11 45	...	...	3 31	...	5 52	7 69	...	...
	—	—	—	—	.. (Westbahn) arr	...	7 1	9 5	11 49	...	...	3 35	...	5 56	7 53	...	...
3.4	—	—	—	—	**Hanau** (Westb.) ...dep	4 55	7 3	9 8	11 59	1 37	2 15	3 37	4 22	6 4	7 56	8 50	10 22
3.7	1	19	0	53	**Wilhelmsbad**	...	...	9 14	...	...	2 22	...	...	6 10	...	...	10 28
5.5	1	28	0	59	**Hochstadt-Dörnigheim**	5 8	...	9 21	12 0	...	2 30	...	...	6 17	...	9 2	10 36
5.5	1	43	1	9	**Mainkur**	5 18	...	9 30	12 20	...	2 45	...	...	6 26	...	9 11	10 45
5.5	1	56	1	19	**Frankfurt** (Ostbahn)	5 26	7 31	9 38	12 28	1 56	2 50	3 56	4 40	6 35	8 15	9 20	10 55
—	—	—	—	—	.. 125 (Westbahn)	...	...	...	...	...	...	...	...	...	...	...	...

HADAMAR and LIMBURG, and Vice Versa.

Ger. Mls.	Eng. Mls.	Stations.	1—4 a.m.	1—4 a.m.	1—4 p.m.	1—4 p.m.
			m.	p.m.	p.m.	p.m.
0.51	2.3	**Wedemar**.....dep	6 0	8 30	12 45	4 13
0.75	3.4	Elz.....	6 6	8 40	12 53	4 21
1.7	5.6	Staffel.....	6 13	8 49	1 2	4 33
2.5	8.0	**Limburg**.....arr	6 18	8 53	1 6	4 39
			a.m.	a.m.	p.m.	p.m.
		Limburg.....dep	7 30	10 50	2 15	6 30
		Staffel.....	7 47	10 41	2 35	6 40
		Elz.....	7 50	10 47	2 39	6 47
		Wedemar.....	7 55	10 54	2 45	6 52

DIEZ and ZOLLHAUS.

Ger. Mls.	Stations.	1—4 a.m.	1—4 a.m.	1—4 p.m.	1—4 p.m.
		a.m.	a.m.	p.m.	p.m.
—	**Diez**.....dep	7 25	10 40	2 27	6 40
0.51	Flacht	7 33	10 48	2 33	6 43
0.97	Obernhof.....	7 44	10 58	2 43	6 56
1.15	Hahnstätten.....	7 52	11 6	2 53	6 56
1.56	Zollhäuschen	7 58	11 10	2 58	7 5
		a.m.	a.m.	p.m.	p.m.
—	**Zollhäuschen** de	6 0	8 23	12 15	3 53
	Hahnstätten	6 5	8 31	12 21	4 3
	Obernhof.....	6 10	8 43	12 42	4 13
	Flacht	6 16	8 51	12 47	4 18
	Diez.....arr	6 23	8 57	12 55	4 25

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GIESSEN and FULDA.—Oberhessische Eisenbahnen.

[May 15.

G.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1 2 3	1,2,3	G.M.	Stations	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	gl. kr	gl. kr	gl. kr			a. m.	a. m.	p. m.	p. m.	Dist.		a.m.	a. m	p.m.	p.m.
—	—	—	—	**Giessen** .....dep	...	6 45	11 55	5 0	7 50	—	**Fulda** .....dep	5 9	9 50	1 55	6 45
1,31	0 28	0 21	0 14	Gross-Buseck	...	7 0	12 10	5 25	8 5	1 82	Grossenlüder.....	5 25	10 18	2 10	7 5
1,86	0 39	0 29	0 29	Reiskirchen	...	7 10	12 15	5 35	8 15	2,68	Bad Salz-chilrf ...	5 35	10 35	2 20	7 18
3,11	1 5	0 49	0 33	**Grünberg**.....	...	7 30	12 30	6 5	8 30	3,58	**Lauterbach**	5 50	11 0	2 30	7 37
4,33	1 31	1 8	0 45	Nieder-Ohmen.....	...	7 50	12 45	6 15	8 50	4,53	Wallenrod	6 0	11 20	2 40	7 40
7, 9	1 47	1 25	0 53	Burggemünden ...	...	8 0	12 59	6 30	8 55	5 22	Renz-ndorf	6 10	11 30	2 50	7 50
5,68	1 59	1 29	1 0	Ehringshausen ...	...	8 15	1 5	6 40	9 5	6,11	**Alzfeld** .....arr	6 22	11 48	3 1	8 5
7, 3	2 28	1 51	1 14	Zell-Romrod	...	8 35	1 20	7 10	9 20	...	„ .....dep	6 25	12 0	3 4	8 10
5, 8	2 49	2 7	1 25	**Alsfeld** .....arr	a.m.	8 51	1 34	7 25	9 35	7,13	Zell-Romrod.....	6 39	12 20	3 15	8 25
...	...	...	...	„ .....dep	6 45	9 5	1 38	7 35	...	8 48	Ehringshausen.....	6 50	12 40	...	8 40
8,94	3 8	2 21	1 34	Renzendorf	6 55	9 25	1 45	7 55	...	9, 7	Burggemünden ...	7 0	1 0	3 35	8 50
9,6	3 22	2 32	1 41	Wallenrod	7 5	9 40	1 55	8 10	...	9,83	Nie'er-Ohmen.....	7 10	1 15	...	9 0
10,5	3 42	2 47	1 51	**Lauterbach** ..	7 20	10 9	2 10	8 30	...	11, 5	**Grünberg**	7 25	1 50	3 58	9 20
11,48	4 1	3 1	2 1	Bad Salzschlirf ...	7 35	10 35	2 20	8 45	...	12,30	Reiskirchen	7 40	2 10	...	9 35
12 35	4 20	3 15	2 10	Grossenluder	7 50	10 52	2 30	9 5	...	12,85	Gross-Buseck	7 50	2 25	4 14	9 45
14 17	4 58	4 43	2 29	**Fulda** .....arr	8 15	10 21	2 53	9 35	...	14,17	**Giessen** .....arr	8 7	2 47	4 25	10 0

WETZLAR, OBERLAHNSTEIN, WIESBADEN, SODEN, and FRANKFURT.

M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—3	1 & 2	1—3	1—4	1 & 2	1—4	1 & 2	1—3	1—3	1—4
s.	m. pf	m. pf	m. pf					a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	a. m.
				BERLIN .....dep	...	...	...	...	...	...	...	...	...	...	8 45
				Dresden ..... „	...	...	...	...	...	...	...	...	...	...	...
				Leipzig ..... „	...	...	...	10 25	...	...	...	...	...	...	...
				Berlin ..... „	...	...	...	...	...	...	...	...	...	...	...
				Hanover ..... „	...	...	...	...	1 35	...	...	...	...	...	12 10
				Cassel ..... „	...	...	...	...	5 35	...	...	...	...	...	4 9
				Frankfurt ..... „	...	...	...	...	9 45	...	...	7 0	2 30	...	...
				Giessen ..... „	...	...	...	...	6 42	...	...	12 0	8 35	4 45	...
					...	...	...	6 15	8 40	...	...	...	...	...	7 0
					...	...	...	a.m.	a.m.	...	...	p.m.	p.m.	p.m.	p.m.
			—	**Wetzlar**.....dep	...	7 32	9 10	...	...	...	...	2 29	...	7 50	7 50
3	0 20	0 20	0 20	Altenkirchen ..... „	...	7 51	...	...	...	...	...	2 48	5 20	8 17	8 13
7	0 40	0 30	0 30	Hachenburg ..... „	...	8 10	...	...	...	...	...	3 7	...	8 37	8 33
11	0 55	0 35	0 35	Braunfels ..... „	...	8 25	...	...	...	...	...	3 22	...	8 52	8 48
14	1 15	0 45	0 45	Stockhausen ..... „	...	8 40	...	...	...	...	...	3 37	...	9 7	9 3
17	1 30	0 55	0 55	Löhnberg ..... „	...	8 55	...	...	...	...	...	3 52	...	9 22	9 18
21	1 50	1 10	0 70	Weilburg ..... „	...	9 15	...	...	...	...	...	4 12	...	9 42	9 38
25	2 10	1 25	0 80	Ahrnenau ..... „	...	9 30	...	...	...	...	...	4 27	...	9 57	9 53
29	2 30	1 40	0 90	Villmar ..... „	...	9 45	...	...	...	...	...	4 42	...	10 12	10 8
33	2 50	1 55	1 00	Runkel ..... „	...	10 0	...	...	...	...	...	4 57	...	10 27	10 23
37	3 10	2 10	1 10	Limburg ..... „	...	10 15	...	...	...	...	...	5 12	...	10 42	10 38
41	3 30	2 25	1 20	Dietz ..... „	...	10 30	...	...	...	...	...	5 27	...	10 57	10 53
45	3 50	2 40	1 30	Fussingen ..... „	...	...	...	...	...	...	...	5 42	...	11 12	11 8
49	4 10	2 55	1 40	Balduinstein [Sobb]	...	...	...	...	...	...	...	5 57	...	11 27	11 23
53	4 30	3 10	1 50	Laurenburg	...	...	...	...	...	...	...	6 12	...	11 42	11 38
57	4 50	3 25	2 00	Nassau ..... „	...	...	...	...	...	...	...	6 27	...	11 57	11 53
61	5 10	3 40	2 10	Ems ..... „	...	...	...	...	...	...	...	6 42	...	12 12	12 8
65	5 30	3 55	2 20	**Oberlahnstein** ...ar	...	...	...	...	...	...	...	6 57	...	12 27	12 23
65	5 30	3 55	2 20	**Ehrenbreitstein** ...	...	...	...	...	...	...	...	6 57	...	12 27	12 23
67	5 50	4 10	2 30	**Coblenz** .....arr	...	...	...	...	...	...	...	7 15	...	12 45	12 41
67	5 50	4 10	2 30	Ehrenbreitstein	...	...	...	...	...	...	...	7 15	...	12 45	12 41
67	5 50	4 10	2 30	Cologne ..... „	...	...	...	...	...	...	...	7 15	...	12 45	12 41
67	5 50	4 10	2 30	Deutz ..... „	...	...	...	...	...	...	...	7 15	...	12 45	12 41
67	5 50	4 10	2 30	Dusseldorf ... „	...	...	...	...	...	...	...	7 15	...	12 45	12 41
67	5 50	4 10	2 30	Elberfeld ... „	...	...	...	...	...	...	...	7 15	...	12 45	12 41
67	5 50	4 10	2 30	Ehrenbreitstein	...	...	...	...	...	...	...	7 15	...	12 45	12 41
67	5 50	4 10	2 30	Rotterdam ... „	...	...	...	...	...	...	...	7 15	...	12 45	12 41
67	5 50	4 10	2 30	Deutz ..... „	...	...	...	...	...	...	...	7 15	...	12 45	12 41
67	5 50	4 10	2 30	Dusseldorf ... „	...	...	...	...	...	...	...	7 15	...	12 45	12 41
67	5 50	4 10	2 30	Ehrenbreitst'n ar	...	...	...	...	...	...	...	7 15	...	12 45	12 41
67	5 50	4 10	2 30	London .....dep	...	...	...	...	...	...	...	7 15	...	12 45	12 41
67	5 50	4 10	2 30	Brussels ..... „	...	...	...	...	...	...	...	7 15	...	12 45	12 41
67	5 50	4 10	2 30	Rotterdam ..... „	...	...	...	...	...	...	...	7 15	...	12 45	12 41
67	5 50	4 10	2 30	Cologne ..... „	...	...	...	...	...	...	...	7 15	...	12 45	12 41
67	5 50	4 10	2 30	Coblenz ..... „	...	...	...	...	...	...	...	7 15	...	12 45	12 41
67	5 50	4 10	2 30	Ehrenbreitstein	...	...	...	...	...	...	...	7 15	...	12 45	12 41
67	5 50	4 10	2 30	**Oberlahnstein** ...dep	...	...	...	...	...	...	...	7 15	...	12 45	12 41
4	0 30	0 30	0 20	Braubach ..... „	...	...	...	...	...	...	...	7 30	...	1 0	12 56
8	0 55	0 55	0 33	St. Goarshausen ...	...	...	...	...	...	...	...	7 55	...	1 25	1 21
14	1 30	0 85	0 55	Camp ..... „	...	...	...	...	...	...	...	8 31	...	2 1	1 57
4	0 25	1 50	1 0	Caub ..... „	...	...	...	...	...	...	...	8 42	...	2 12	2 8
9	1 0	2 10	1 33	Lorch ..... „	...	...	...	...	...	...	...	9 2	...	2 32	2 28
4	3 15	3 60	2 40	Assmannshausen ...	...	...	...	...	...	...	...	9 22	...	2 52	2 48
8	4 20	4 80	3 55	Rüdesheim .....arr	...	...	...	...	...	...	...	9 39	...	3 9	3 5
2	4 60	3 5	1 90		...	...	...	...	...	...	...	9 55	...	3 25	3 21
				CREUZNACH .....arr	...	...	...	...	...	...	...	10 7	...	3 37	3 33
				PARIS .....dep	...	...	...	...	...	...	...	1 31	...	5 38	...
				METZ ..... „	...	...	...	...	...	...	...	...	...	7 50	...
					...	...	...	...	...	...	...	...	...	5 55	...

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GIESSEN and GELNHAUSEN.

[15 May.

Dis.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3 1—3	1,2,3 1—3	1,2,3 1—3	1,2,3 1—3
					p.m.	a.m.	noon	p.m.
				Giessen .....dep.	7 50	8 15	12 0	4 40
				Garbenteich	8 5	8 25	12 20	4 55
				Lich.....	8 19	8 40	12 40	5 5
				Langsdorf.....	8 25	8 50	12 50	5 15
				Hungen	8 35	8 58	1 10	5 20
				Ober Widdersheim...	8 45	9 10	1 25	5 35
				Nidda .....arr	9 0	...	...	...
				,, (Bad)...a.m.	5 10	9 25	1 50	5 50
				Ranstadt	5 26	9 35	2 0	6 0
				Stockheim	5 30	9 45	2 20	6 10
				Bleichenbach	5 35	9 50	2 30	6 20
				Büdingen	5 50	10 5	2 50	6 30
				Mittelgründau	6 0	10 20	3 5	6 45
				Lieblos	6 10	...	3 20	...
				Gelnhausen ...arr.	6 15	10 35	3 30	7 0
				For BEBRA ...dep	6 55	11 47	4 12	7 32

Dis.	From BEBRA in GELNHAUSEN arr		a.m.	a.m.	a.m.	p.m.	p.m.
			8 12	11 2		3 2	8 34
			a.m.	a.m.		p.m.	p.m.
	Gelnhausen ...dep	...	8 14	11 55		4 35	8 53
0,41	Lieblos	...	8 20	..		4 40	8 59
0,99	Mittelgründau.....	...	8 25	12 15		4 50	9 5
1,98	Büdingen	...	8 40	12 40		5 5	9 20
2,73	Bleichenbach	...	8 50	12 50		5 15	9 30
3,18	Stockheim	...	9 0	1 5		5 25	9 40
3,88	Ranstadt	...	9 10	1 15		5 35	9 50
4,62	**Nidda** (Bad Salz) a	a.m.	...	...		...	10 0
	,, (hausen) dep	5 30	9 26	1 45		5 50	...
5,48	Ober Widdersheim...	5 40	9 38	2 0		6 0	...
6,38	**Hungen**	5 55	9 50	2 35		6 15	...
6,87	Langsdorf.....	6 0	10 0	2 40		6 20	...
7,26	Lich.....	6 10	10 8	3 0		6 30	...
8,25	Garbenteich	6 35	10 20	3 15		6 45	...
9,30	**Giessen** 130 arr.	6 40	10 35	3 35		7 0	...

Dis.	1 Cl.	2 Cl.	3 Cl.	Stations.	HEIDELBERG and SPEYER. 1—3	1—3	1—3	1—3
					a.m.	p.m.	p.m.	...
	...	...	...	WURZBURG d	...	5 20	...	...
				Heidelberg d	7 40	10 30	2 40	5 35
0,7	...	...	...	Eppelheim	7 49	10 40	2 49	5 48
1,0	...	...	...	Plankstadt	7 54	10 46	2 54	5 53
1,3	...	...	...	**Schwetzingd** a	8 0	10 52	3 0	6 0
...	...	...	...	CARLSRUHE.	12 20	4 30	...	...
...	...	...	...	**Schwetzingd** d	8 5	11 0	3 6	5 35
3,1	...	...	...	**Speyer Rh.** a	8 40	11 35	3 40	6 10
3,5	...	...	...	**Speyer Rh.** d	8 41	11 36	3 41	6 31
...	...	...	...	NEUSTADT ,,	10 40	2 35	...	11 55
...	...	...	...	LANDAU	11 38	2 39	...	...

Dis.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—3	1—3	1—3
					a.m.	p.m.	...	...
	...	...	...	LANDAU dp	4 25	7 10	...	4 29
				NEUSTADT				4 42
				Speyer Rhf d	7 30	10 15	2 0	6 0
				Speyer Rh d	7 39	10 24	2 24	6 9
				Schwetzingd a	8 15	10 50	2 55	6 35
				Schwetzingd d	8 11	11 3	3 7	6 45
				Plankstadt	8 17	11 7	3 12	6 52
				Eppelheim	8 22	11 13	3 17	6 57
				Heidelberg a	8 30	11 22	3 26	7 5
				WURZBURG	2 50	...	...	...

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APPENWEIER, KEHL, and STRASSBURG.

D.M.	1 cl.	2 cl.	Stations.	1,2,3	3 cl.	1,2,3	1 & 2	1,2,3	3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	m.pf	m.pf		a.m.		a.m.	a.m.	a.m.		a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
			Appenweier ..... dep	5 40	7 25	9 18		9 35	12 8		1 10	3 20	4 10	6 20	6 45	10 5	
0,7			Legelshurst	...	5 55	7 35		...			1 20	3 30	4 20	...	6 54	10 15	
1,1	0 75	0 50	Kork	6 6	7 42			9 52	12 19		1 27	3 37	4 27	...	7 0	10 22	
1,8	1 15	0 75	**Kehl** (64) ..... arr	3 2	6 20	7 50	9 35	10 0	12 28		1 35	3 45	4 35	6 35	7 7	10 30	
			,, ... dep.	3 7		7 55	9 40	10 5	12 30		1 40	3 50	4 40	6 40	7 10	10 35	
	2 35	1 60	**Strassburg** (M.-Tr.) arr.	...		8 4	9 49	10 14	12 39		1 49	3 59	4 49	6 49	7 19	10 44	
			(Bhf.-St.) ,,	3 35		8 30	10 5	10 30	12 55		2 5	4 15	5 5	7 5	7 35	11 0	
			STRASSBURG ..... dep.	5 11		...	10 23	11 43			3 26	4 26	5 37	7 43	7 43	...	
			PARIS ..... arr.	10 25		...	9 10	4 0			5 0	5 0	9 5	10 10	10 20	...	

				1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
				a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.
			PARIS ..... dep.	...		8 25	...	...				9 25	12 25	12 25	8 25	8 25
			STRASSBURG ..... arr	...		8 20	...	...				1 15	5 0	5 0	8 28	8 28
			Strassburg (Bhf.-St.) dep.	6 15	7 50	8 42	11 10	12 5	1 0			3 5	5 10	5 30	9 0	11 45
			(Mgr.-Tr.) ,,	6 51	8 6	...	11 26	12 21	1 16			3 21	5 26	5 46	9 16	12 2
	1 5	0 75	**Kehl** ..... arr	6 45	8 15	9 1	11 35	12 30	1 25			3 30	5 34	6 0	9 25	12 12
			,, ... dep.	6 50	8 20	9 3	11 37	12 35	1 30			3 35	5 37	6 5	9 30	12 15
0,7			**Kork**	6 59	8 29	...	11 45	12 44	1 39			3 44	...	6 14	9 39	...
1,8			Legelshurst	7 6	8 36	...		12 51	1 46			3 51	...	6 21	...	...
			Appenweier 133 ..... arr	7 15	8 45	9 18	11 55	1 0	1 55			4 0	5 52	6 30	9 50	12 31

| | | | | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3

MUSEL and LANDSTUHL.—Pfälzische Eisenbahn. [15th May

Dis.	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1,2,3 cl.	1,2,3	1,2,3	Stations.	Trains. 3 cl.	1,2,3	1,2,3
	gl. kr.	gl. kr.	gl. kr.		a.m.	a.m.	p.m.		a.m.	a.m.	p.m.
—	—	—	—	Musel ....dep.	5 20	9 50	1 15	Landstuhl ...dep.	6 58	9 15	3 30
9.6	—	0 9	0 6	Altenglan	5 35	10 05	1 30	Glan-Münchweiler...	7 47	9 54	4 9
18.8	—	0 18	0 12	Glan-Münchweiler..	6 7	11 21	2 2	Altenglan	8 42	10 27	4 41
31.1	1 18	0 48	0 32	Landstuhl.....arr.	6 45	12 15	2 41	Musel .....arr.	9 5	10 41	4 55

OOS to BADEN at 1.20, 2.0, 6.5, 7.45, 8.35, 10.5, 10.45 a.m.; 12.25, 12.50, 2.45, 3.25, 5.30, 6.40, 7.45, 8.50, and 10.55 p.m. **BADEN to OOS** 1.10, 1.40, 5.50, 7.30, 8.5, 9.50, 10.25 a.m.; 12.10, 12.35, 2.25, 3.0, 5.15, 5.25, 6.25, 7.25, 8.35, and 10.40 p.m.

DINGLINGEN and LAHR.

Dis.	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1—3	1,2,3	1,2,3	1—3	1—3
	gl. kr.	gl. kr.	gl. kr.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	0 21	0 12	0 6	Dinglingen .....dep.	5 2	9 37	8 47	10 12	11 22	1 17	1 47	2 37	5 12	5 47	6 52	7 47	9 11	...
9.5				Lahr.....arr.	5 10	6 45	8 55	10 20	11 30	1 25	1 55	2 45	5 20	5 55	7 0	7 55	9 25	...
—	0 21	0 12	0 6	Lahr .....dep.	4 45	6 20	8 25	9 55	11 5	12 35	1 30	2 20	4 35	5 30	6 35	7 30	9 0	...
9.5				Dinglingen 4	4 53	6 27	8 33	10 3	11 13	12 43	1 37	2 27	4 42	5 37	6 42	7 38	9 7	...

BADE and SCHOPFHEIM.

Dis.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	Bale .....dep.	6 50	9 15	12 35	3 15	5 30	9 15	Schopfheim dep	5 50	7 50	12 40	4 45	7 35	...	...
1.2	1 0	0 70	0 50	Lorrach	7 11	9 27	12 53	3 45	5 47	9 47	Manheim	5 57	7 58	12 47	4 52	7 41	...	...
2.2	1 70	1 20	0 90	Steinen	7 23	9 42	1 7	4 0	6 0	10 2	Steinen	6 4	8 2	12 54	4 59	7 51	...	...
3.6	2 35	1 50	1 3	Maulburg	7 33	9 49	1 19	4 12	6 12	10 14	Maulburg	6 19	8 17	1 9	5 15	7 57	...	...
5.0	2 85	1 75	1 30	Schopfheim ...arr.	7 38	9 55	1 30	4 20	6 19	10 20	Bale .....arr.	6 35	8 36	1 28	5 35	8 10	...	...

MANNHEIM-KARLSRUHE.

Dist.	1 cl.	2 cl.	3 cl.	Stations.	1—3	1—3	1—3	Stations.	1—3	1—3	1—3
	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.		a.m.	km	p.m.	p.m.	p.m.
—	—	—	—	Mannheim ...dep	5 45	10 35	2 30	7 10	...	Carlsruhe Bhf.	6 10	9 34	1 40	6 15	...	...	...
2.8	0 51	0 31	0 21	Hockenheim	6 4	10 56	2 49	7 29	...	Linkenheim	6 37	9 56	2 11	6 42	...	...	...
4.2	1 0	0 39	0 27	Neulussheim	6 25	11 18	3 15	7 52	...	Graben-Neudorf ...	6 54	10 23	2 38	7 9	...	...	...
6.0	1 18	0 51	0 35	Wiegthausel	6 39	11 33	3 30	8 8	...	Wagbausel	7 8	10 39	2 53	7 24	...	...	...
6.5	1 26	1 0	0 42	Graben-Neudorf ...	6 51	11 45	3 42	8 21	...	Neulussheim	7 19	10 50	3 4	7 35	...	...	...
8.7	1 54	1 18	0 51	Linkenheim	7 5	12 0	3 53	8 32	...	Hockenheim	7 30	10 59	3 13	7 46	...	...	...
9.4	2 33	1 45	1 0	Carlsruhe Bhf.	7 25	12 25	4 20	9 0	...	Mannheim ...arr.	7 50	11 20	3 35	8 0	...	...	...

DEIZISAU-WILDBAD.

Dist.	Stations.	1—3	1—3	1—3	1—3	Stations.	1—3	1—3	1—3	1—3	1—3	1—3
		a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	Feuerbg ...dep	6 30	9 45	1 45	6 30	Waldkirch ...dep	5 40	7 25	10 55	3 20	6 15	...
—	Degerlocher ...dep	6 40	9 55	1 55	6 40	Buchholz	5 48	7 33	11 3	3 28	6 23	...
2.4	Degerlocher ...arr	6 46	10 1	2 1	6 46	Denzlingen ...arr.	5 55	7 40	11 10	3 35	6 30	...
2.4	Waldkirch ...dep	6 50	10 5	2 5	6 50	Freiburg	6 15	9 40	11 30	3 55	6 55	9 0
5.4	Waldkirch ...arr	6 52	10 7	2 7	6 52							

BERGZABERN, WINDEN, and MAXMÜNSTER.—Pfälzische Eisenbahn.

Dist.	Stations.	1—3	1—3	1—3	1—3	Stations.	1—3	1—3	1—3	1—3
		a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
—	Bergzabern .....dep	5 11	7 25	11 20	2 12	Winden .....dep	6 0	9 37	12 30	4 5
6.1	Kappellen-Druweiler	5 21	7 32	11 27	2 19	Barbelroth-Oberhausen	6 12	9 53	12 42	4 17
8.1	Barbelroth-Oberhausen	5 29	7 39	11 34	2 26	Kappellen-Druweiler	6 19	10 0	12 49	4 24
12.0	Winden .....arr.	5 40	7 50	11 45	2 37	Bergzabern .....arr.	6 25	10 6	12 55	4 30

BALE Badischer-Bahnhof to BALE Schweizer-Bahnhof.

Dist.	Stations.	1—3	1—3	1—3	1—3	Stations.	1—3	1—3	1—3	1—3
		a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
—	Badischer Bah.hof..	6 0	9 0	1 4	4 10	Schweizer Bahnhof..	6 30	9 30	1 30	4 40
—	Schweizer "	6 10	9 10	1 55	4 20	Badischer "	6 32	10 0	2 25	5 25

RÖDELHEIM and CRONBERG.—Cronberger Eisenbahn.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	m. pf	m pf	m. pf		a.m.	a.m.	p.m.	p.m.	p.m.			a.m.	a.m.	a.m.	p.m	p.m.	p.m
—	—	—	—	Frankfurt dep	6 5	8 0	12 20	2 30	6 20		Cronberg... dep	5 0	7 0	10 3	1 18	5 10	7 25
—	—	—	—	Rödelheim arr	6 18	8 11	12 31	2 41	6 32		Niederhöchstadt ...	5 9	7 16	10 11	1 26	5 18	7 34
—	—	—	—	Rodelheim dep	6 23	8 14	12 41	2 46	6 37		Eschborn	5 14	7 21	10 26	1 31	5 23	7 39
2	40	25	15	Eschborn	6 35	8 27	12 53	2 57	6 48		Rodelheim arr	5 25	7 32	10 43	1 42	5 32	7 43
3	55	40	20	Niedrhöchstadt	6 40	8 32	12 58	3 3	6 54		Rödelheim dep	5 35	7 36	10 53	1 48	5 40	7 51
5	90	60	30	Cronberg ...arr	6 48	8 41	1 6	3 11	7 2		Frankfurt arr	5 45	7 48	10 43	1 56	5 50	8 2

SACHSENHÄUSEN and OFFENBACH.—Frankfurt Bebraer Eisenbahn.

Dia.	1st	2nd	3rd	4th	Stations	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4
	f. kr.	f. kr.	f. kr.	f. kr.		a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	—	Sachsenhausen	6 40	8 30	9 30	10 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 40	8 30
—	—	—	—	—	Oberrad	7 46	8 26	9 36	10 36	12 36	1 36	2 36	3 46	4 36	5 36	6 36	7 46	8 36
—	—	—	—	—	Offenbach	7 50	8 40	9 40	10 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40

Dia.	1st	2nd	3rd	Stations	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1,2,3	1,2,3
	f. kr.	f. kr.	f. kr.		a.m.	a.m.	a.m	a.m.	noon	p.m.	p.m	p.m.	p.m.	p.m.	p.m.	p.m.	p. m.	p.m.
2	0 7	0 6	0 3	Offenbach ...dep	6 20	8 0	9 0	10 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0
3	0 15	0 12	0 6	Oberrad	6 25	8 5	9 5	10 5	12 5	1 5	2 5	3 5	4 5	5 5	6 5	7 25	8 5	10 25
5				Sachsenhausen ar	6 30	8 10	9 10	10 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	7 30	8 10	10 30

147

CONSTANCE to BASEL, HEIDELBERG and MANNHEIM.

| Mls. | 1st | 2nd | 3rd | Stations. | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3

FRANKFORT AND HOMBURG. [15th May.

Stations	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1 & 2 cl.	1 & 2 cl.	1, 2, 3 cl.	1, 2, 3 cl.
Frankfort ..... dep.	a.m. 6 5	a.m. 8 0	a.m. 11 0	p.m. 12 20	p.m. 2 30	p.m. 4 25	p.m. 6 20	p.m. 8 40	p.m. 10 4	...
Rodelheim	6 21	8 11	11 16	12 36	2 41	...	6 32	8 51	10 55	...
Weiskirchen	6 35	8 24	...	12 49	2 54	...	6 47	9 4	...	...
Oberursel	6 44	8 31	11 27	12 56	3 1	4 48	6 55	9 11	11 13	...
Homburg ..... arr.	6 55	8 40	11 35	1 5	3 10	4 56	7 5	9 20	11 20	...

Stations.	1, 2, 3 cl.	1, 2, 3 cl.	1 & 2 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1 & 2 cl.	1 & 2 cl.	1, 2, 3 cl.	1, 2, 3 cl.
Homburg ..... dep.	a.m. 5 0	a.m. 7 10	a.m. 8 50	p.m. 10 5	p.m. 1 20	p.m. 3 25	p.m. 5 5	p.m. 7 25	p.m. 10 0	...
Oberursel	5 14	7 14	8 56	10 13	1 28	3 31	5 14	7 33	10 7	...
Weiskirchen	5 20	7 21	...	10 19	1 34	...	5 20	7 39	...	...
Rodelheim	5 33	7 34	...	10 33	1 48	...	5 40	7 53	10 24	...
Frankfort (Main, West) ..... arr.	5 45	7 44	9 15	10 43	1 58	3 50	5 50	8 2	10 35	...

Stations	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.
Wurzburg dep	a.m. 5 30	a.m. 10 10	a.m. 11 30	p.m. 2 30	p.m. 5 10	p.m. 7 10	p.m. 9 30	p.m. 11 0	...	...
Kitzingen	5 41	10 21	...	2 41	...	7 21	9 41	11 11	...	...
Kleinlangheim	5 53	10 33	...	2 53	...	7 33	9 53	11 23	...	...
Gross Gottheim	6 30	11 10	...	3 30	...	8 10	10 30	12 0	...	...
Grunfeld	6 43	11 23	1 45	3 43	6 20	8 23	10 43	12 13	...	...
Lauda 190 arr.	6 50	11 30	1 52	3 50	6 27	8 30	10 50	12 20	...	...
dep.	7 6	11 30	1 52	3 50	6 27	8 30	10 50	12 20	...	...
Unterach upf.	7 37	11 59	2 19	4 19	6 54	8 57	11 19	12 47	...	...
Adelsheim	7 58	12 20	2 40	4 40	7 15	9 18	11 40	1 8	...	...
Hallau	8 20	12 42	3 2	5 2	7 37	9 40	12 2	1 30	...	...
Hemsbach	8 45	1 7	3 27	5 27	8 2	10 5	12 27	1 55	...	...
Schriesheim 132	9 11	1 33	3 53	5 53	8 28	10 31	12 53	2 21	...	...
Heidelberg ar.	9 30	1 50	4 10	6 10	8 45	10 50	1 10	2 40	...	...
MANNHEIM dep.	8 0	12 15	3 35	5 30	8 15	10 0	12 55	2 0	...	...

Stations	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.
Speyer ..... dep	a.m. 5 30	a.m. 9 28	a.m. 11 30	p.m. 2 15	p.m. 5 30	p.m. 7 30	p.m. 9 30	p.m. 11 30	...	...
Germersheim ...	5 47	9 45	11 47	2 32	5 47	7 47	9 47	11 47	...	...
Landau	6 30	10 28	12 30	3 10	6 30	8 30	10 30	12 30	...	...
Hochstadt	6 52	10 45	12 52	3 24	6 52	8 52	10 52	12 52	...	...
Landau ..... arr	6 58	10 58	12 58	3 40	7 30	9 0	11 0	1 0	...	...
dep	9 48	11 48	1 48	3 50	7 30	9 10	11 10	1 10	...	...
Neustadt ..... dep	9 56	12 15	2 15	4 20	8 5	9 45	11 45	1 45	...	...
Kaiserslautern ...	10 30	12 55	2 55	5 0	8 45	10 20	12 20	2 20	...	...

Stations	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.
Rheinbelen ...dep	a.m. 6 15	a.m. 11 15	p.m. 3 15	p.m. 7 30	...	...	...	...	...	...
Philippsburg ...	6 36	11 37	3 37	7 53	...	...	...	...	...	...
Huttenheim ...	6 43	11 44	3 44	8 0	...	...	...	...	...	...
Graben-Neudorf ar.	6 53	11 58	3 58	8 14	...	...	...	...	...	...
dep.	6 53	11 58	3 58	8 29	...	...	...	...	...	...
Carlsdorf ..... arr	7 15	12 5	4 0	8 37	...	...	...	...	...	...
Brucksal	7 42	12 32	4 27	9 4	...	...	...	...	...	...
STUTTGART ...	11 40	3 42	8 50	2 10	...	...	...	...	...	...

Stations	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.
STUTTGART ...dep	a.m. 7 35	a.m. 9 30	a.m. 11 30	p.m. 2 10	p.m. 5 30	p.m. 7 30	p.m. 9 30	p.m. 11 30	...	...
Brucksal ..... dep	7 50	1 45	6 33	9 10	...	...	...	...	...	...
Carlsdorf ..... arr	7 58	1 58	6 41	9 38	...	...	...	...	...	...
Graben-Neudorf ar.	8 8	2 8	6 52	9 48	...	...	...	...	...	...
dep.	8 12	2 20	6 57	9 58	...	...	...	...	...	...
Philippsburg	8 20	2 31	7 10	10 0	...	...	...	...	...	...
Huttenheim	8 43	2 43	7 14	10 9	...	...	...	...	...	...
Rheinsheim ...arr	8 35	2 50	7 20	10 15	...	...	...	...	...	...

Stations	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.
Wurzburg dp	a.m. 5 30	a.m. 10 10	a.m. 11 30	p.m. 2 30	p.m. 5 10	p.m. 7 10	p.m. 9 30	p.m. 11 0	...	...
Kitzingen	5 41	10 21	...	2 41	...	7 21	9 41	11 11	...	...
Kleinlangheim	5 53	10 33	...	2 53	...	7 33	9 53	11 23	...	...
Gross Gottheim	6 30	11 10	...	3 30	...	8 10	10 30	12 0	...	...
Grunfeld	6 43	11 23	1 45	3 43	6 20	8 23	10 43	12 13	...	...
Lauda 190 arr.	6 50	11 30	1 52	3 50	6 27	8 30	10 50	12 20	...	...
dep.	7 6	11 30	1 52	3 50	6 27	8 30	10 50	12 20	...	...
Unterach upf.	7 37	11 59	2 19	4 19	6 54	8 57	11 19	12 47	...	...
Adelsheim	7 58	12 20	2 40	4 40	7 15	9 18	11 40	1 8	...	...
Hallau	8 20	12 42	3 2	5 2	7 37	9 40	12 2	1 30	...	...
Hemsbach	8 45	1 7	3 27	5 27	8 2	10 5	12 27	1 55	...	...
Schriesheim 132	9 11	1 33	3 53	5 53	8 28	10 31	12 53	2 21	...	...
Heidelberg ar.	9 30	1 50	4 10	6 10	8 45	10 50	1 10	2 40	...	...
MANNHEIM dep.	8 0	12 15	3 35	5 30	8 15	10 0	12 55	2 0	...	...

Stations	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.
Speyer ..... dep	a.m. 5 30	a.m. 9 28	a.m. 11 30	p.m. 2 15	p.m. 5 30	p.m. 7 30	p.m. 9 30	p.m. 11 30	...	...
Germersheim ...	5 47	9 45	11 47	2 32	5 47	7 47	9 47	11 47	...	...
Landau	6 30	10 28	12 30	3 10	6 30	8 30	10 30	12 30	...	...
Hochstadt	6 52	10 45	12 52	3 24	6 52	8 52	10 52	12 52	...	...
Landau ..... arr	6 58	10 58	12 58	3 40	7 30	9 0	11 0	1 0	...	...
dep	9 48	11 48	1 48	3 50	7 30	9 10	11 10	1 10	...	...
Neustadt ..... dep	9 56	12 15	2 15	4 20	8 5	9 45	11 45	1 45	...	...
Kaiserslautern ...	10 30	12 55	2 55	5 0	8 45	10 20	12 20	2 20	...	...

Stations	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.
Rheinbelen ...dep	a.m. 6 15	a.m. 11 15	p.m. 3 15	p.m. 7 30	...	...	...	...	...	...
Philippsburg ...	6 36	11 37	3 37	7 53	...	...	...	...	...	...
Huttenheim ...	6 43	11 44	3 44	8 0	...	...	...	...	...	...
Graben-Neudorf ar.	6 53	11 58	3 58	8 14	...	...	...	...	...	...
dep.	6 53	11 58	3 58	8 29	...	...	...	...	...	...
Carlsdorf ..... arr	7 15	12 5	4 0	8 37	...	...	...	...	...	...
Brucksal	7 42	12 32	4 27	9 4	...	...	...	...	...	...
STUTTGART ...	11 40	3 42	8 50	2 10	...	...	...	...	...	...

Google

RASTATT to GERNSBACH (Murgthalbahn).

Mls.	1 Cl	2 Cl.	3 Cl.	Stations.	1—3	1—3	1—3	1—3	1—3	1—3	Sun.
Dis.	m pf	m pf	m pf		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.
—	—	—	—	CARLSRUHE dep.	7 35	11 40	2 25	4 50	7 45	10 0	
—	—	—	—	**Rastatt**...dep.	8 40	12 15	3 5	5 35	8 35	11 25	
2½	0 40	0 30	0 20	Kuppenheim ...	8 47	12 24	3 12	5 42	8 42	11 32	
4½	0 90	0 70	0 45	Rothenfels	8 56	12 35	3 21	5 51	8 51	11 41	
6½	1 0	0 75	0 50	Gaggenau	9 1	12 45	3 26	5 56	8 56	11 46	
8	...	...	...	Hordten	9 9	12 53	3 34	6 4	9 4	11 54	
9½	1 50	1 15	0 75	**Gernsbach**ar	9 15	1 0	3 40	6 10	9 10	12 0	

Stations.	1—3	1—3	1—3	1—3	1—3	1—3	Sun.
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Gernsbach dp	5 35	9 35	1 45	4 25	7 15	10 20	
Hordten	5 45	9 42	1 52	4 32	7 22	10 27	
Gaggenau	5 57	9 50	2 0	4 40	7 30	10 35	
Rothenfels	6 7	9 56	2 6	4 46	7 36	1 41	
Kuppenheim ...	6 18	10 4	2 14	4 54	7 44	10 49	
Rastatt126a.	6 25	10 10	2 20	5 0	7 50	10 55	
CARLSRUHE a	7 30	11 40	3 20	7 20	8 35	11 40	

SINGEN, VILLINGEN, and OFFENBURG —(Black Forest Line).

M's	Stations.	1 & 2	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3
Dis.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
...	BASLE (Badia) dep	...	...	6 10	9 45	9 45	4 10
...	ZURICH ... dep	...	...	7 28	11 15	1 0	2 48
...	SCHAFFHAUSEN	...	5 10	9 20	1 0	3 0	7 30
...	CONSTANCE .. dep	...	5 15	9 5	12 45	3 10	7 20
5½	**Singen** .....dep.	...	6 15	10 15	1 45	4 10	8 25
9½	Mühlhausen	...	6 32	10 32	...	4 26	8 41
9½	Engen	...	6 48	10 49	...	4 41	8 55
16½	Hattingen	...	7 18	11 17	...	5 6	9 20
19½	**Immendingen** arr	...	7 28	11 26	2 30	5 15	9 29
...	TUTTLINGEN ... ,,	...	...	11 56	2 58	5 41	9 58
...	ROTTWEIL ... ,,	...	...	1 40	...	6 36	11 0
...	REUTLINGEN ... ,,	...	...	2 6	6 3	10 5	...
...	STUTTGART... ,,	...	...	8 35	7 20	...	...
24	Geisingen .....dep	...	7 50	11 45	...	5 33	9 48
26½	Neudingen	1—3	8 5	11 58	...	5 46	10 1
28½	Pfohren	a.m.	8 13	12 4	...	5 52	10 7
31½	**Donaueschingen**	5 0	8 24	12 15	3 0	6 0	10 18
34½	Grüringen	5 12	8 37	12 27	...	6 12	10 28
36½	Klengen	5 18	8 44	12 23	...	6 18	10 34
38	Marbach.....	5 25	8 50	12 39	...	6 25	10 40
40	**Villingen**.....arr.	5 30	8 56	12 45	3 21	6 30	10 45
...	ROTWEIL	...	8 10	11 45	...	4 20	...
...	VILLINGEN	...	9 15	1 0	...	5 20	...
...	**Villingen** .....dep	5 35	9 20	1 10	3 27	6 38	...
42½	Kirnach	5 45	9 30	1 20	...	6 48	...
50	Sommerau	5 15	10 0	1 50	...	7 18	3 C1
66½	Hornberg	7 12	10 57	2 47	4 37	8 14	a.m.
73½	Hausach	7 40	11 25	3 12	4 55	8 39	5 0
79	Steinach	7 58	11 43	3 30	...	8 56	5 3
87	Gengenbach	8 24	12 9	3 54	...	9 20	6 26
93½	**Offenburg** 132arr	8 40	12 25	4 10	5 35	9 35	6 0

Stations.	1,2,3	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Offenburg .....dep	...	6 10	9 45	2 10	4 32	7 10
Gengenbach	...	6 27	10 4	2 27	...	7 27
Steinach	...	6 53	10 33	2 53	...	7 53
Hausach	...	7 15	11 0	3 15	5 13	8 15
Horuberg	...	7 39	11 25	3 40	5 30	8 40
Sommerau	...	8 35	12 27	4 44	...	9 40
Kirnach	...	9 2	12 56	5 12	...	10 7
Villingen .....arr	...	9 10	1 5	5 20	6 38	10 15
VILLINGEN.....dep	...	10 0	1 20	4 0	...	...
ROTTWEIL .....arr.	a.m.	11 10	2 20	6 40	...	...
Villingen .....dep	5 20	9 20	1 15	5 30	6 44	10 20
Marbach	5 26	9 26	1 21	5 36	...	10 26
Klengen	5 32	9 32	1 28	5 43	...	10 33
Grüningen	5 38	9 38	1 34	5 49	...	10 39
Donaueschingen	5 52	9 54	1 49	6 2	7 7	10 50
Pfohren	5 59	10 1	1 56	6 9	...	...
Neudingen	6 5	10 7	2 2	6 15	...	...
Geisingen	6 18	10 20	2 16	6 28	...	...
STUTTGART.....dep	...	...	5 20	...	2 35	...
REUTLINGEN ... ,,	...	4 40	7 54	...	4 9	...
ROTWEIL ..... ,,	5	8 15	11 25	...	6 36	...
TUTTLINGEN ... ,,	6 17	10	12 42	...	7 47	...
Immendingen ...	6 37	10 38	2 31	6 45	7 35	...
Hattingen	6 48	10 49	2 46	6 56	...	...
Engen	7 12	11 15	3 11	7 21	...	...
Mühlhausen	7 27	11 30	3 25	7 35	...	...
Singen (135) ...arr	7 42	11 45	3 40	7 50	8 20	...
CONSTANCE.....arr	8 50	12 40	5 0	9 25	9 25	...
SCHAFFHAUSEN ,,	9 15	12 28	4 50	9 0	9 0	...
ZURICH ..... ,	11	27	2 28	7 50	10 35	10 35
BASLE	12	55	3 52	8 25	...	...

WERTHEIM, LAUDA, AND MERGENTHEIM.

Mls	1 cl	2 cl.	3 cl.	Stations.	1—3	1—3	1—3	1—3
Dis.	m pf	m pf	m pf		a.m.	a.m.	p.m.	p.m.
—	—	—	—	**Wertheim** dep.	5 15	10 35	2 30	6 15
3	0 40	0 30	0 20	Reicholzheim	5 27	10 4	2 42	6 27
5	0 65	0 45	0 30	Bronnbach	5 41	10 36	2 56	6 36
11½	1 55	1 5	0 65	Hochhausen.....	6 13	11 21	3 16	7 ...
15	1 95	1 30	0 85	Tauberbischofsh....	6 30	11 30	3 25	7 10
17½	2 25	1 50	1 0	Distelhausen	6 37	11 37	3 32	7 17
20	2 60	1 70	1 10	**Lauda** ..... arr.	6 44	11 44	3 39	7 24
...	...	...	...	,, 135 ... dep.	7 30	12 55	3 45	7 35
23½	2 75	1 85	1 20	Königshofen	7 44	1 2	3 52	7 42
23½	3 5	2 5	1 30	Edelfingen	7 56	1 13	4 3	7 53
26½	3 40	2 25	1 45	**Mergenthemar.**	8 2	1 20	4 10	8 0
...	...	...	...	MERGENTHEM ar.	8 12	...	4 15	8 20
...	...	...	...	CRAILSHEIM	11 35	...	6 35	10 50
...	...	...	...	NORDLINGEN ar.	3 8	...	8 41	...

Stations.	1—3	1—3	1—3	1—3	1—3
	a.m.	a.m.	a.m.	a.m.	a.m.
NORDLINGEN dp	...	...	5 45	11 35	...
CRAILSHEIM	...	5 55	11 40	4 20	...
MERGE THEM ar	...	7 37	2 40	6 30	...
Mergenth. dep.	6 30	11 35	3 0	7 0	...
Edelfingen	6 41	11 49	3 12	7 12	...
Königshofen	6 54	11 55	3 30	7 19	...
Lauda ..... arr.	7 5	12 0	3 35	7 24	...
,, 135 ... dep.	7 50	1 10	3 50	7 50	...
Distelhausen	7 57	1 17	3 59	7 58	...
Tauberbischofsh ...	8 4	1 24	4 14	8 6	...
Hochhausen.....	8 12	1 32	4 27	8 15	...
Bronnbach	8 35	1 55	4 59	8 39	...
Reicholzheim	8 44	2 4	5 9	8 48	...
Wertheim...arr.	8 55	2 15	5 20	9 0	...

RADOLFZELL, SIGMARINGEN, and MENGEN.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
BASEL .....dep	...	6 10	8 45	9 45	4 10	...	...
SCHAFFHAUSEN... dep	...	5 10	9 20	11 16	1 0	7 30	...
CONSTANZ	...	5 15	9 5	10 55	12 45	7 20	...
Radolfzell .....dep	...	6 15	10 25	12 15	2 5	8 50	...
Stockach	...	7 15	11 6	12 43	3 5	9 27	...
Schwakenreuthe .....arr	p.m.	7 58	11 35	1 3	3 40	9 54	...
Schwakenreuthe d	6 45	8 0	10 10	1 18	3 55	10 0	...
Pfullendorf .....arr	7 10	8 25	10 45	1 32	4 30	10 25	...
Schwakenreuthe .....dep	...	8 10	11 37	1 5	3 55	9 56	...
Messkirch .....arr	...	8 40	12 0	1 18	4 30	10 14	...
Krauchenwies .....arr	a.m.	9 5	12 20	1 32	5 0	10 33	...
Krau henwies .....dep	5 35	9 30	12 25	1 40	6 0	10 35	...
Sigmaringen.....arr	5 55	9 50	12 45	2 0	6 20	10 55	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Mengen .....dep	5 5	9 0	11 50	1 5	5 40	...	...
Krauchenweis .....arr	5 25	9 17	11 43	1 22	5 56	...	...
Sigmaringen...dep	5 0	8 55	11 15	1 5	5 30	10 25	...
Krauchenweis.....arr	5 22	9 15	11 40	1 25	5 50	10 25	...
Krau henweis .....dep	5 35	9 20	11 45	1 32	6 0	...	...
Messkirch	6 10	9 42	12 2	1 57	6 21	...	...
Schwakenreuthe .....arr	6 30	10 0	12 15	2 35	6 37	p.m.	...
Pfullendorf ...dep	6 0	9 30	11 40	1 50	6 5	9 25	...
Schwakenreuthe	6 30	9 55	12 10	2 15	6 30	9 45	...
Schwakenreuthe .....dep	6 40	10	12 17	2 23	6 47	...	...
Stockach	7 20	10 33	12 43	2 53	7 27	...	...
Radolfzell .....arr	8	11 10	1 7	3 35	7 45	...	...
CONSTANZ	8 50	12 40	2 35	5 0	9 25	...	...

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FREIBURG & TITISEE—H.

Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.
Freiburg ....dep	7 45	12 30	4 20	9 40
Hegnetsten	7 57	12 44	4 35	9 52
Gottenheim	8 5	12 54	4 45	10 0
Hiringen	8 18	1 7	5 2	10 13
Altbreisach ...arr	8 25	1 15	5 10	10 20

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.
—	—	—	Altbreisach ...dep	5 30	10 25	2 0	7 0
0 24	0 15	0 9	Hiringen	5 38	10 38	2 15	7 8
0 39	0 27	0 18	Gottenheim	5 56	10 51	2 29	7 20
0 57	0 39	0 24	Hegnetsten	5 58	11 1	2 40	7 28
1 12	0 48	0 30	Freiburg .....arr	6 10	11 15	2 55	7 40

CARLSRUHE, DURLACH, PFORZHEIM, and MUHLACKER.

Stations.	3 cl.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3
			a.m.	p.m.		a.m.	p.m.	
Paris .....dep	...	...	8 25	8 25	...	9 25	...	8 25
Strassburg "	...	...	8 42	8 42	11 10	1 0	...	9 0
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Carlsruhe ....dep	...	7 50	10 55	11 50	1 40	5 5	7 35	11 50
Durlach .....arr	...	7 57	11 2	11 58	1 47	5 12	7 42	11 58
,, ...dep	...	7 59	11 3	12 0	1 52	5 14	7 44	12 0
Gochsheim	...	8 5	...	12 8	1 59	5 20	7 50	...
Grötzingen	...	8 11	...	12 15	2 6	5 26	7 56	...
Wilferdingen ...	a.m.	8 17	...	12 22	2 13	5 32	8 2	...
Singen	4 45	8 39	...	12 43	2 23	5 42	8 13	...
Königsbach	4 55	8 50	...	12 54	2 32	5 50	8 21	12 26
Ellingen	5 18	8 45	...	12 54	2 39	5 56	8 30	...
Berghausen	5 33	8 52	...	1 2	2 46	6 5	8 37	...
Pforzheim ...arr	5 45	9 0	11 42	1 10	2 53	6 12	8 45	12 45
Pforzheim dep		10 0	1 50	1 50	...	7 0	9 25	...
Wildbad .....arr	1,2,3	11 30	2 50	2 50	...	8 0	10 25	...
Pforzheim dep	6 15	9 5	11 43	1 45	2 58	6 18	9 15	12 50
Singen	6 26	9 12	...	1 53	3 5	6 25	9 26	...
Durlach	6 35	9 18	...	1 58	3 11	6 31	9 32	...
Durlach	6 44	9 24	...	2 4	3 17	6 37	9 51	...
Muhlacker ...arr	6 55	9 30	12 1	2 10	3 25	6 45	10 5	1 10
Stuttgart...arr	9 0	11 40	1 13	3 40	5 30	8 50	...	3 30
Munich "	7 30	11 30	7 30	10 30	...	...	...	8 50
Vienna "	...	...	8 40	...	...	...	...	9 50

Vienna dp	...	...	...	9 0	...	...	...	...
Munich ..	...	...	...	11 0	...	...	6 15	...
Stuttgart	...	...	...	5 0	7 35	9 50	12 0	2 5
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Muhlacker	7 10	5 0	6 10	9 25	11 50	1 10	4 2	8 3
Enzberg	7 17	5 15	...	9 32	11 58	...	4 33	8 40
Niefern	7 23	5 28	...	9 38	12 5	...	4 46	8 52
Eutingen	7 29	5 37	...	9 43	12 11	...	4 46	8 56
Pforzheim ...	7 35	5 48	6 38	9 49	12 17	1 28	4 53	9 3
Wildbad d.	1,2,3	5 25	5 25	...	...	12 15	4 10	8 20
Pforzheim a.	6 10	6 10	...	...	...	1 25	5 ...	9 5
Pforzheim	5 20	6 40	6 39	9 55	12 23	1 29	5 3	9 10
Isprungen.....	5 28	...	...	10 3	12 31	...	5 11	9 18
Bräingen	5 34	...	...	10 9	12 37	...	5 17	9 25
Königsbach	5 42	7 20	...	10 18	12 46	...	5 27	9 34
Wilferdingen	5 49	7 38	...	10 24	12 54	...	5 34	9 41
Ellingen	5 59	7 58	...	10 34	1 4	...	5 4	9 51
Berghausen...	6 5	8 11	...	10 39	1 10	...	5 46	9 57
Grötzing. n ..	6 11	8 24	...	10 45	1 16	...	5 52	10 3
Durlach arr	6 16	8 33	7	8 10 50	1 21	2 8	5 57	10 8
123.124.137	6 17	8 48	7	9 10 52	1 23	2 9	5 58	10 12
Carlsruhe	6 25	9 0	7 15	11 0	1 36	2 15	6 5	10 20
Strassbg	10 30	2 5	10	5 2	5 5	5 11	0	3 35
Paris ...arr	4 0	5 0	9 10	5 0	6 20	6 20	...	10 25

FRANKFORT, MANNHEIM, & HEIDELBERG.—Main-Neckar Railway.

Stations.	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
May. 15.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Frankfort dep.	5 45	8 15	8 30	10 35	12 55	6 40	2 0	4 30	7 25	9 20
Sisenburg	6 0	...	8 46	...	1 11	6 57	2 16	4 46	...	...
Langen	6 17	...	8 57	...	1 21	7 10	2 27	4 57	7 49	...
Arheilgen	6 28	...	9 12	...	1 33	7 27	2 42	5 12	7 57	...
Darmstadt arr.	6 38	9 45	9 22	11 5	1 40	7 35	2 50	5 20	8 5	9 50
,, (123,137)d	6 45	8 50	9 31	11 15	1 50		3 0	5 30	8 15	10 0
Eberstadt	6 55	...	9 40	...	2 0	...	3 10	5 40	8 25	10 10
Bickenbach	7 5	...	9 50	...	2 9	...	3 20	5 50	8 35	...
Zwingenberg	7 12	...	9 57	...	2 16	...	3 28	5 57	8 43	...
Auerbach	7 18	...	10 4	...	2 22	...	3 35	6 3	8 49	...
Bensheim 127	7 25	...	10 11	11 40	2 27	...	3 43	6 9	8 55	10 28
Heppenheim	7 33	...	10 20	...	2 35	...	3 51	6 17	9 4	...
Weinheim	7 56	...	10 42	12 0	2 51	...	4 16	6 40	9 27	10 48
Ladenburg	8 14	...	11 0	...	3 5	1,2,3	4 35	6 58	9 46	...
Friedrichsf'ld	8 25	9 52	11 10	12 18	3 12	p.m.	4 45	7 5	9 56	11 6
,, 122 dep.	8 27	9 53	11 12	12 20	1 47	3 5	4 55	7 7	10 0	11 8
Mannheim	8 45	10 8	11 30	12 35	2 0	3 20	5 10	7 20	10 15	11 24
Heidelb'g 122	8 40	10 5	11 25	12 30	2 0	3 15	5 0	7 20	10 10	11 26

Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
—	—	Heidelberg dp.	3 46	...	5 40	9 16	...	12 20	1 15	3 10	4 40
0 15	0 9	Mannheim	3 60	...	5 40	9 17	...	12 20	1 15	3 5	4 30
0 28	0 12	Friedrichsf'ld	3 59	...	5 55	9 32	...	12 35	1 30	3 20	4 45
0 34	0 15	,, 137 dep	4 0	...	6 0	9 36	...	12 37	1 35	3 27	4 55
0 38	0 27	Ladenburg	...	...	6 8	9 44	...	...	1 43	...	5 28
0 57	0 39	Weinheim	4 22	...	6 27	10 1	...	12 56	2 2	3 45	5 47
1 18	1 12	Heppenheim	4 30	...	6 50	10 26	...	...	2 26	...	6 10
1 25	1 18	Bensheim 127	4 46	...	7 0	10 37	...	1 16	2 36	4 8	6 20
1 34	1 12	Auerbach	...	...	7 6	10 43	...	...	2 42	...	6 25
1 39	1 27	Zwingenberg ...	4 53	...	7 13	10 49	...	...	2 49	...	6 32
1 45	1 37	Bickenbach	...	...	7 20	10 57	...	...	2 57	...	6 40
1 53	1 39	Eberstadt	5 8	1,2,3	7 33	11 9	...	...	3 9	...	6 52
2 15	1 51	Darmstadt arr.	5 18	a.m.	7 40	11 20	a.m.	1 40	3 20	4 35	5 5
2 21	1 57	,, 123 dep.	5 25	5 40	7 50	11 30	8 49	1 45	3 30	4 45	6 0
2 43	1 48	Arheilgen	...	5 49	7 58	11 38	8 49	...	3 39	...	...
2 50	2 0	Langen	...	6 6	8 12	11 52	9 3	...	3 54	...	...
3 10	2 12	Sisenburg (123)	...	6 18	8 23	12 3	9 14	...	4 5	...	...
3 23	2 21	Frankfort arr.	6 0	6 30	8 35	12 15	9 27	2 15	4 20	5 15	6 30

Stations.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
Frankfort dep.	5 45	8 15	8 30	10 35	12 55	6 40	2 0	4 30	7 25
Sisenburg	6 0	...	8 46	...	1 11	6 57	2 16	4 46	...
Langen	6 17	...	8 57	...	1 21	7 10	2 27	4 57	7 49
Arheilgen	6 28	...	9 12	...	1 33	7 27	2 42	5 12	7 57
Darmstadt arr.	6 38	9 45	9 22	11 5	1 40	7 35	2 50	5 20	8 5
,, (123,127)d	6 45	8 50	9 31	11 15	1 50		3 0	5 30	8 15
Eberstadt	6 55	...	9 40	...	2 0	...	3 10	5 40	8 25
Bickenbach	7 5	...	9 50	...	2 9	...	3 20	5 50	8 35
Zwingenberg	7 12	...	9 57	...	2 16	...	3 28	5 57	8 43
Auerbach	7 18	...	10 4	...	2 22	...	3 35	6 3	8 49
Bensheim 127	7 25	...	10 11	11 40	2 27	...	3 43	6 9	8 55
Heppenheim	7 33	...	10 20	...	2 35	...	3 51	6 17	9 4
Weinheim	7 56	...	10 42	12 0	2 51	...	4 16	6 40	9 27
Ladenburg	8 14	...	11 0	...	3 5	1,2,3	4 35	6 58	9 46
Friedrichsf'ld	8 25	9 52	11 10	12 18	3 12	p.m.	4 45	7 5	9 56
,, 122 dep.	8 27	9 53	11 12	12 20	1 47	3 5	4 55	7 7	10 0
Mannheim	8 45	10 8	11 30	12 35	2 0	3 20	5 10	7 20	10 15
Heidelb'g 122	8 40	10 5	11 25	12 30	2 0	3 15	5 0	7 20	10 10

Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
—	—	Heidelberg dp.	3 46	...	5 40	9 16	...	12 20	1 15	3 10	4 40
0 15	0 9	Mannheim	3 60	...	5 40	9 17	...	12 20	1 15	3 5	4 30
0 28	0 12	Friedrichsf'ld	3 59	...	5 55	9 32	...	12 35	1 30	3 20	4 45
0 34	0 15	,, 137 dep	4 0	...	6 0	9 36	...	12 37	1 35	3 27	4 55
0 38	0 27	Ladenburg	...	...	6 8	9 44	...	...	1 43	...	5 28
0 57	0 39	Weinheim	4 22	...	6 27	10 1	...	12 56	2 2	3 45	5 47
1 18	1 12	Heppenheim	4 30	...	6 50	10 26	...	...	2 26	...	6 10
1 25	1 18	Bensheim 127	4 46	...	7 0	10 37	...	1 16	2 36	4 8	6 20
1 34	1 12	Auerbach	...	...	7 6	10 43	...	...	2 42	...	6 25
1 39	1 27	Zwingenberg ...	4 53	...	7 13	10 49	...	...	2 49	...	6 32
1 45	1 37	Bickenbach	...	...	7 20	10 57	...	...	2 57	...	6 40
1 53	1 39	Eberstadt	5 8	1,2,3	7 33	11 9	...	...	3 9	...	6 52
2 15	1 51	Darmstadt arr.	5 18	a.m.	7 40	11 20	a.m.	1 40	3 20	4 35	5 5
2 21	1 57	,, 123 dep.	5 25	5 40	7 50	11 30	8 49	1 45	3 30	4 45	6 0
2 43	1 48	Arheilgen	...	5 49	7 58	11 38	8 49	...	3 39	...	...
2 50	2 0	Langen	...	6 6	8 12	11 52	9 3	...	3 54	...	...
3 10	2 12	Sisenburg (123)	...	6 18	8 23	12 3	9 14	...	4 5	...	...
3 23	2 21	Frankfort arr.	6 0	6 30	8 35	12 15	9 27	2 15	4 20	5 15	6 30

Stations.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
Frankfort dep.	5 45	8 15	8 30	10 35	12 55	6 40	2 0	4 30	7 25
Sisenburg	6 0	...	8 46	...	1 11	6 57	2 16	4 46	...
Langen	6 17	...	8 57	...	1 21	7 10	2 27	4 57	7 49
Arheilgen	6 28	...	9 12	...	1 33	7 27	2 42	5 12	7 57
Darmstadt arr.	6 38	9 45	9 22	11 5	1 40	7 35	2 50	5 20	8 5
,, (123,127)d	6 45	8 50	9 31	11 15	1 50		3 0	5 30	8 15
Eberstadt	6 55	...	9 40	...	2 0	...	3 10	5 40	8 25
Bickenbach	7 5	...	9 50	...	2 9	...	3 20	5 50	8 35
Zwingenberg	7 12	...	9 57	...	2 16	...	3 28	5 57	8 43
Auerbach	7 18	...	10 4	...	2 22	...	3 35	6 3	8 49
Bensheim 127	7 25	...	10 11	11 40	2 27	...	3 43	6 9	8 55
Heppenheim	7 33	...	10 20	...	2 35	...	3 51	6 17	9 4
Weinheim	7 56	...	10 42	12 0	2 51	...	4 16	6 40	9 27
Ladenburg	8 14	...	11 0	...	3 5	1,2,3	4 35	6 58	9 46
Friedrichsf'ld	8 25	9 52	11 10	12 18	3 12	p.m.	4 45	7 5	9 56
,, 122 dep.	8 27	9 53	11 12	12 20	1 47	3 5	4 55	7 7	10 0
Mannheim	8 45	10 8	11 30	12 35	2 0	3 20	5 10	7 20	10 15
Heidelb'g 122	8 40	10 5	11 25	12 30	2 0	3 15	5 0	7 20	10 10

Stations.	1 & 2 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
Carlsruhe (Bhof.)	6 9	8	11 12	2 24	6 7	9 25	11 37	...	...
,, (M. Tor)	6 13	8	11 16	2 28	6 11	9 29	11 41	...	...
Mühlburg	6 19	8	11 22	2 34	6 17	9 35	11 47	...	...
Knielingen	6 23	8	11 26	2 38	6 21	9 39	11 51	...	...
Maxau	6 28	8	11 31	2 43	6 26	9 44	11 56	...	...
,, ... arr.	6 30	8	11 37	2 50	6 30	9 50	12 0	...	...

Stations.	1 & 2 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
Carlsruhe (Bhof.)	6 9	8	11 12	2 24	6 7	9 25	11 37	...	...
,, (M. Tor)	6 13	8	11 16	2 28	6 11	9 29	11 41	...	...
Mühlburg	6 19	8	11 22	2 34	6 17	9 35	11 47	...	...
Knielingen	6 23	8	11 26	2 38	6 21	9 39	11 51	...	...
Maxau	6 28	8	11 31	2 43	6 26	9 44	11 56	...	...
,, ... arr.	6 30	8	11 37	2 50	6 30	9 50	12 0	...	...

Stations.	1 & 2 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
Carlsruhe (Bhof.)	6 9	8	11 12	2 24	6 7	9 25	11 37	...	...
,, (M. Tor)	6 13	8	11 16	2 28	6 11	9 29	11 41	...	...
Mühlburg	6 19	8	11 22	2 34	6 17	9 35	11 47	...	...
Knielingen	6 23	8	11 26	2 38	6 21	9 39	11 51	...	...
Maxau	6 28	8	11 31	2 43	6 26	9 44	11 56	...	...
,, ... arr.	6 30	8	11 37	2 50	6 30	9 50	12 0	...	...

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WORMS, FRANKENTHAL, NEUSTADT, KAISERSLAUTERN, AND NEUNKIRCHEN.—Palatine Railway

[15 May.

| Stations. | EM 1 Cl. | 2 Cl. | Cr. | 3 Cl. | Cl. | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1 & 2 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1 & 2 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3

NEUSTADT, DURKHEIM, MONSHEIM, and LANGMEIL. All 1, 2, 3 class.

G.M.

	Neustadt ..... dep	a.m.	a.m.		a.m.	p.m.	p.m.	p.m.	
—	Neustadt ..... dep	...	7 10	...	10 48	3 37	7 10	9 25	
0,49	Musbach	...	7 19	...	10 57	3 41	7 19	9 34	
—	Königsbach	...	7 25	...	11 3	...	7 25	9 40	
1, 9	Deidesheim	...	7 32	...	11 9	3 50	7 32	9 47	
1,59	Wachenheim	...	7 40	...	11 10	3 54	7 40	9 55	
2, 5	Durkheim ...arr	...	7 47	...	11 18	4 5	7 47	10 2	
	...dep	...	7 58	...	11 25	4 13	8 0	...	
2,68	Erpolzheim	...	8 8	...	11 35	4 25	9 10	...	
3,98	Freinsheim	...	8 14	...	11 57	4 31	8 16	...	
3,98	Kirchheim	...	8 24	...	15 6	4 41	8 26	...	
4, 3	Grünstadt	6 44	8 37	...	12 8	4 50	8 33	...	
4,38	Albisheim	6 50	8 43	...	12 12	4 56	7 10	...	
4,73	Bockenheim-Kln.	6 58	8 51	...	12 20	5 4	...	...	
5, 9	Hohensulzen	7 5	8 58	...	12 27	5 11	...	...	
5,33	Monsheim ...arr	7 19	9 3	...	12 32	5 20	...	...	
	...dep	6 10	9 30	...	12 35	5 20	...	...	
0,41	Wachenheim	6 17	9 37	...	12 42	5 27	...	...	
0,71	Harxheim-Zell	6 24	9 34	...	12 48	5 34	...	...	
1,13	Albisheim	6 31	9 51	...	12 56	5 41	1, 2, 3		
—	Marnheim	6 40	10 0	a.m.	1 5	5 50	p.m.		
—	Kirchheimbold	7 20	10 10	5 39	2 30	8 14	12 45		
2 24	Gollheim-Dreisen...	8 17	9 47	5 58	1 46	6 1	1 8		

... Sundays and Fair days; 30 minutes later.

	Langmeil ..... dep	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
—	Langmeil ..... dep	8 55	6 29	10 30	1 43	4 15	7 33	
—	Borrstadt	9 7	6 41	10 42	1 56	4 27	7 45	
—	Gollheim-Dreisen...	9 17	6 51	10 52	2 6	4 37	7 55	
—	Marnheim	8 4	6 58	11 5	2 30	4 44	8 2	
10 19	Kirchheimbold	10 19	7 10	11 15	2 45	4 56	8 14	
—	Albisheim		7 56	11 15	2 47	6 10		
—	Harxheim-Zell		8 3	11 22	2 54	6 17		
—	Wachenheim		8 10	11 29	3 0	6 24		
—	Monsheim ...arr		8 16	11 35	3 8	6 30		
—	...dep		8 28	11 50	3 8	6 57		
—	Hohensulzen		8 44	11 56	3 8	7 3		
—	Bockenheim-Kln...		8 51	12 3	3 12	7 10		
—	Albisheim		8 59	12 11	3 22	7 18		
—	Grünstadt		9 6	12 21	3 17	7 25		
—	Kirchheim		9 14	12 29	3 25	7 33		
—	Freinsheim		9 24	12 42	3 35	7 43		
—	Erpolzheim		9 30	12 48	3 41	7 49		
—	Durkheim ...arr	a.m.	9 39	12 57	3 50	7 58		
	...dep	6 20	9 49	1 8	4 5	8 10		
—	Wachenheim	6 28	9 57	1 16	4 13	8 18		
—	Deidesheim	6 36	10 5	1 24	4 21	8 26		
—	Königsbach	6 45	10 12	1 31	4 28	8 33		

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THROUGH SERVICES between
ENGLAND, FRANCE, BELGIUM, AACHEN, MAINZ, DEUTZ, DUSSELDORF, SOEST, KREIENSEN, and BERLIN. November 1.

	Stations.	1—4	1—3	1—4	1—3	1—4	1 & 2	1—4
			Ex.			p.m.	Ex.	Ex.
London	Charing-Cr. dep	...	...	...	...	8 45	...	...
	Cannon Street ,,	...	...	...	...	8 50	...	...
	Victoria Stat.... ,,	...	...	...	...	8 35	...	...
	Ludgate-Hill.... ,,	...	...	...	...	8 33	...	...
	Calais ..... ,,					1 55 a	6 10 a	...
	Paris ..... ,,	...	8 p	...	9 45 p	...	...	...
London	Charing-Cr. dep	...	...	...	8 45	...	...	...
	Cannon-Street ,,	...	...	...	8 50	...	...	...
	Victoria-Stat.... ,,	...	...	...	8 35	...	...	...
	Holborn Viaduct ,,	...	...	...	8 35	...	...	...
	Ostend ..... ,,	...	...	...	4 10	6 20 a	6 25	9 0 a
	Brussels ..... ,,	...	...	...	6 50	9 35	10 42	1 47 p
	Liege ..... ,,	...	4 39 a	6 30 a	10 11	11 35	3 30 a	4 55
	Verviers ..... ,,	...	5 30	7 48	11 27	1 23 p	4 49	6 34
	Bleyberg ..... ,,	...	6 10	8 44	12 20 p	2 16	5 33	7 25
	Aachen T. ..... arr	...	6 31	9 7	12 45	2 42	5 59	7 51
	ANTWERP ..... dep	...	...	...	7 15 a	...	1 50 p	...
	BRUSSELS ,,	...	...	...	7 50	...	1 47	...
	AACHEN ..... arr	...	...	...	11 44	...	6 3	...
	Aachen M. ..... dep	...	7 0 a	9 6	1 5	3 45	6 5	7 45
	Aachen T. ..... ,,	...	7 10	9 17	1 15	3 55	6 15	8 0
	Düren ..... ,,	...	6 40	...	1 20	...	...	7 2
	Stolberg (B. M.) ,,	...	6 20	...	1 12	...	...	6 51
	Venlo ..... ,,	...	5 40	9 50	1 59	4 35	...	7 40
	Viersen ..... ,,	...	6 34	10 44	2 49	5 28	...	8 40
	M.-Gladbach..... ,,	...	8 24	11 12	3 18	5 47	7 21 p	9 55
	Neuss ..... ,,	...	8 43	11 50	3 57	6 25	7 40	10 33
	Düsseldorf ..... arr	...	8 53	12 5 p	4 9	6 35	7 50	10 46
	CREFELD ..... dep	...	7 33 a	11 20 a	3 30 p	5 55 p	...	7 20 p
	NEUSS ..... arr	...	7 55	11 45	3 52	6 20	...	8 0
	Düsseldorf ..... dep	5 45 a	9 0 a	12 10 p	4 18	6 50	7 55 p	10 56
	Vohwinkel ..... arr	6 41	...	1 5	5 8	7 39	8 33	11 46
	MAINZ ..... dep	...	...	6 35 a	8 50 a	11 30 a	2 55 p	5 50 p
	BINGERBRUCK ,,	...	...	7 20	9 25	12 40 p	3 35	6 30
	COBLENZ ..... ,,	...	5 45 a	9 0	11 5 a	2 25	4 55	8 0
	BONN ..... ,,	...	7 30	10 40	11 25 p	4 15	6 25	9 20
	COLOGNE ..... arr	...	8 30	11 25	1 5	5 15	7 15	11 0
	BENSBERG ..... dep	...	6 55	10 0	1 21	4 46	...	...
	DEUTZ ..... ,,	5 30 a	9 0	12 5 p	4 0 p	6 0	8 0 p	10 45
	MULHEIM-a-Rh ,,	5 38	...	12 13	4 8	6 13	8 7	10 55
	SOLINGEN ..... ,,	5 59 a	8 30	12 40	4 30	6 35	7 40	11 19
	OHLIGSWALD ..... ,,	6 18	...	12 55	4 48	7 3 p	8 31	11 37
	VOHWINKEL ..... ,,	6 39	9 45	1 20	5 5	7 29	8 46	11 57
	ELBERFELD ..... arr	6 50	9 55	1 32	5 16	7 40	8 56	12 7 a
	Vohwinkel..... dep	6 44 a	...	1 8 p	5 11 p	7 40 p	8 34	11 47 p
	Elberfeld ..... arr	6 55	9 46 a	1 19	5 23	7 51	8 45 p	11 58
	,, ... dep	7 6	10 0	1 40	5 28	7 56	9 1	12 15 a
	Barmen..... ,,	7 15	10 7	1 50	5 37	8 5	9 8	12 25
	Remscheid ..... ,,	5 4	8 0	12 56	...	7 5	...	...
	Rittershausen ..... ,,	7 22 a	...	1 59	5 45	8 12	...	12 31
	Hagen ..... arr	8 8	10 37	2 44	6 31	8 58	9 37	1 1
	SIEGEN ..... dep	...	7 15 a	11 20 a	...	...	6 7 p	...
	ALTENA ..... arr	5 18 a	9 36	1 54 p	4 45 p	...	8 28	...

	Stations.	1—2	1—3	1—4	1—3	1—3	1—3	1—3
		Ex.					Ex.	
	Berlin ..... dep	10 0 p	...	2 0 p	11 0 p	...	8 45 a	...
	Potsdam ..... ,,	10 27	...	2 34	11 44	...	9 12	...
	Magdeburg..... ,,	12 19 a	...	5 50	2 50 a	...	11 2	...
	Eilsleben..... ,,	...	...	6 46	3 46	...	...	...
	Jerxheim ..... ,,	...	...	7 40	4 30	...	12 3	...
	BRUNSWICK ... ,,	12 0 n	...	7 30	4 30	...	11 40	...
	WOLFENBUTTEL,,	12 25	...	7 50	4 45	...	11 55	...
	Börsum..... ,,	1 43	...	8 35	5 15	...	12 30 p	...
	Kreiensen ..... arr	2 44	...	10 16	7 16	...	1 34	...
	,, ... dep	2 52 a	...	10 25	...	a	2 4 p	...
	Holzminden ..... ,,	3 40	...	6 30 a	9 10	...	3 0	...
	Altenbeken ..... arr	4 32	...	7 48	10 38	...	4 1	...
	,, ... dep	4 33	...	7 58	10 43	...	4 5	...
	Paderborn ..... ,,	4 53	...	8 23	11 12	...	4 26	...
	Lippstadt ..... ,,	5 21	...	9 8	11 10 p	...	4 57	...
	Soest ..... arr	5 42	...	9 38	12 45	...	5 19	...
	,, ... dep	5 45 a	6 15 a	9 48	1 0 p	...	5 23	8 0 p
	Unna..... arr	6 11	6 58	10 26	1 43	...	5 51	8 50
	UNNA ..... dep	6 18 a	7 19	10 38	1 48	...	6 0	9 3
	DORTMUND..... arr	6 55	8 0	11 22	2 30	...	6 41	9 44
	WITTEN ..... ,,	7 30	10 3	12 12p	5 4	...	8 59 p	...
	STEELE ..... ,,	8 7	9 35	12 28	5 0	...	8 10	11 10
	ESSEN ..... ,,	8 20	9 55	12 37	5 15	...	8 23	11 22
	DUISBURG ... ,,	9 0	10 28	1 21	5 51	...	9 4	11 53
	OBERHAUSEN ,,	9 4	10 32	1 25	5 54	...	9 0	...
	RUHRORT ..... ,,	9 5	11 16		6 8	...	9 6	...
	CREFELD..... ,,	10 7	...	2 13	8 5 p	...	10 10	...
	VIERSEN..... ,,	10 34	...	2 38	8 38	...	...	...
	VENLO ..... arr	11 56	...	3 55	11 5	...	...	...
	Unna ..... dep	6 12 a	7 9 a	10 33 a	1 58 p	...	5 52 p	8 58 p
	Hagen ..... arr	6 41	7 57	11 33	2 55	...	6 32	9 51
	HAGEN ..... dep	...	8 23	12 50	3 0	...	7 5 p	10 10 p
	ALTENA ..... arr	...	9 14	1 40	4 1	...	7 56	11 3
	SIEGEN..... ,,	...	11 33	3 57	...	...	10 18	...
	Hagen ..... dep	6 44 a	8 8 a	11 31 a	3 3 p	...	6 37 p	10 0 p
	Rittershausen ..... ,,	7 11	8 57	12 26 p	3 50	6 20 p	7 10	10 46
	REMSCHEID ...arr	9 6	11 23	3 3	5 8	...	9 16	...
	Barmen ..... ,,	7 16	9 4	12 31	3 57	6 28	7 18	10 54
	Elberfeld ..... arr	7 22	9 11	12 41	4 4	6 35	7 24	11 1
	ELBERFELD ...dep	7 30	9 36	1 30	4 20	7 3 p	7 40	11 18
	VOHWINKEL ..... ,,	...	9 50	1 41	4 34	7 18	...	11 31
	OHLIGSWALD ..... ,,	7 2 a	10 12 a	1 54 p	4 50 p	7 40 p	8 10 p	11 54
	SOLINGEN ...arr	8 13	10 34	2 14	5 10	...	8 49	12 11
	MULHEIM-a-Rh ,,	...	10 47	2 19	5 31	8 18	8 34	12 30
	DEUTZ ..... ,,	8 20	10 55	2 27	5 40	8 27	8 42	12 40
	BENSBERG ..... ,,	9 16	1 11 p	3 31	7 1	10 21	...	...
	Cologne ..... dep	9 20	11 45	3 0	7 45 p	...	10 15	...
	BONN ..... ,,	10 20	12 50	3 55	8 45	...	11 0	...
	COBLENZ..... ,,	12 2 p	2 30	5 35	10 25	...	2 30 a	...
	BINGEN ..... ,,	1 45	4 15	7 10 p	9 50	...	4 5	...
	MAINZ ..... arr	2 55	5 35	8 30	...	...	6 17	...
	Elberfeld ..... dep	7 35 a	9 17 a	1 0 p	4 10 p	6 40 p	7 30 p	11 13 p

The Express Trains between Berlin and Verviers contain Sleeping Carriages, and 1st and 2nd Class Coupés, and 1st Class Coupés for Ladies.

Aachen	arr	6 27		10 29		2 36		5 36		...		9 22		...		Vohwinkel	dep	...		9 00		1 11		4 24		6 51		...		11 43 p	
	dep	8 13 a		10 4 a		2 55 p		6 45 p		9 3		9 42 p		1 29 p		Düsseldorf	dep	6 18		10 19		2 30		5 18		7 45		8 18		12 20	
	arr	8 58		11 20		3 44		7 37		9 51		10 16		2 1			dep	8 20		10 26		2 33		5 18		7 50		8 37		...	
Verlo	dep	...		5 40 a		9 52 a		...		...		1 59 p		...		Neuss	,,	8 50		10 56		2 30		5 33		8 0		8 50		...	
Viersen	,,	...		6 35		11 11		...		...		3 23		...			Neuss	10 0		12 50		2 30		6 25		arr.		8 50		...	
Crefeld	,,	...		6 59		11 33		...		...		3 54		...			Crefeld	arr	10 25		1 15		2 50		6 50		...		9 22		...	
Ruhrort	,,	5 4 a		8 14		12 28 p		3 48 p		...		7 4 p		...		M. Gladbach	dep	8 54		11 10 a		3 5		6 10		...		9 13		...	
Oberhausen	,,	5 10		8 10		12 44		3 58		...		7 18		...		Viersen	arr	...		11 28		3 16		6 17		...		10 15		...	
Duisburg	... ,,	5 17		8 18		12 40		4 0		...		7 20		...		Venlo	,,	...		11 56		3 55		7 6		...		11 5		...	
Essen	,,	5 54		8 54		1 18		4 41		...		7 58		...		Stolberg (B.M.)	,,	...		...		5 2		7 51		...		...		...	
Steele	... ,,	6 8 a		9 7		1 33		5 0		...		8 12		...		Düren	,,	...		...		5 10		8 22		...		...		...	
	Witten	,,	7 20		8 47		11 23		4 12		...		8 26		...	**Aachen**	T.	,,	9 54		2 43 p		4 40		7 53		...		10 34		...	
Dortmund	... ,,	8 10		10 13		2 50		7 5		...		9 20		...			M.	,,	10 5		12 53		4 51		8 5		...		10 42		...	
Unna	... arr	8 52		11 0		3 34		7 47		...		10 1		...		Aachen T.	...dep	10 9		...		5 29		...		...		...		...	
na	dep	9 3		11 22 a		3 50 p		7 56 p		10 28 p		10 31 p		...		Brussels	arr	2 40 p		...		9 40 p		...		...		...		...	
est	arr	9 46		11 54		4 30		8 40		11 12		10 51		...		Antwerp	,,	2 14		...		9 41		...		...		...		...	
	dep	9 54		11 57		4 36		8 47		...		10 55		...		**Aachen** T.	dep	10 27 a		1 7 p		4 54 p		8 0		...		10 42 p		...	
p-tadt	,,	10 28		12 19 p		5 14		9 27		...		11 18		...		Bloyberg	Brus Time	,,	10 47		1 23		5 16		8 29		...		10 57		...	
erborn	,,	11 16		12 53		6 8		10 26		...		11 53		...		Verviers	arr	11 22		2 20		6 7		9 21		...		11 37		...	
enbeken	arr	11 40		1 11		6 34		10 54		...		12 14 a		...		Liege	,,	12 39 p		3 11		7 6 p		10 39		...		2 7 a		...	
	,, dep	11 45		1 15		6 42		11 0		...		12 15		...		**Brussel**	,,	2 57		5 20		9 40		...		...		4 50		...	
zminden	,,	12 56 p		2 22		8 0 p		4 15 a		...		1 8		...		**Ostend**	,,	5 40		7 51		...		...		...		5 45 p		...	
elessen	arr	2 8		3 12		arr.		5 26		...		1 57		...		London	Victoria-Stat	... ,,	6 15 a		6 15 a		...		...		...		...		5 45 p		...	
	,, dep	2 15 p		3 36 p		...		5 35 a		...		2 3		...			H'Torn Viaduct	,,	6 18		6 18		...		...		...		...		5 45		...	
sum		4 25		4 45		...		7 50		...		3 10		...			Cannon-St	,,	3 55 a		3 55 a		...		...		...		...		5 30		...	
Wolfenbuttel	a	5 10		5 0		...		8 1		...		3 30		...			Charing-Cross	,,	...		...		...		...		...		...		5 40		...	
Brunswick	... ,,	5 30		5 30		...		8 35		...		3 45		...		**Paris**		,,	9 p		4 45 a		...		...		...		...		10 15		...	
heim	dep	5 40		...		...		8 30		...		...		...		**Calais**		... ,,	1 5 a		1 5 a		...		...		...		...		12 20 p		...
lieben	,,	6 44		...		...		9 29		...		...		...		London	Cannon-St.	,,	6 0		6 0		...		...		...		...		5 30		...	
rdeburg	arr	7 40		6 15 p		...		10 16		...		6 40		...			Charing-Cross	,,	6 10		6 10		...		...		...		...		5 40		...	
tam	dep	11 0		8 25		...		1 15		...		6 43		...			Victoria-Stat	... ,,	6 15		6 15		...		...		...		...		5 45		...	
rlin	arr	11 35		8 55		...		1 51		...		7 12		...			**Ludgate Hill**	ar	6 15		6 15		...		...		...		...		5 45		...	

ESSEN and SCHALKE,

Kil.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4	1—4	Stations.	1—4	1—4	1—4	1—4	
Dist.	gl kr	gl kr	gl kr		a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	
...	...	...	...	Mulheim dep	5 31	8 31	1 47	4 15	**Schalke** dep	7 5	10 38	3 20	7 29	...
...	...	...	...	Steele ,,	6 14	9 45	2 20	5 5	**Essen** arr	7 26	10 59	3 41	7 48	...
—	—	—	—	**Essen** dep	6 30	10 5	2 40	6 41	Steele ,,	8 2	11 20	4 5	8 7	...
11,0	...	...	...	**Schalke** arr	6 49	10 24	2 59	7 0	Mulheim ,,	8 40	11 50	5 35	8 41	...

ESSEN and HERNE.

Kil.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4.	1—4	1—4		Stations,	1—4	1—4	1—4		
Dist.	gl kr	gl kr	gl kr		a.m	a.m.	p.m.			a.m.	p.m.	p.m.		
...	...	...	...	Mulheim dep	5 31	10 47	3 33	...	**Herne** dep	8 47	1 8	5 32	...	...
...	...	...	...	Steele ,,	7 27	11 20	2 20	...	**Bochum** arr	9 18	1 36	6 0	...	...
—	—	—	—	**Essen** dep	7 44	11 40	4 15	...	,, dep	9 23	1 39	6 5	...	...
9,5	...	...	...	Wattenscheid ,,	7 57	11 53	4 28	...	Wattenscheid	9 34	1 48	6 14	...	...
16,6	...	...	...	**Bochum** arr	8 5	12 1	4 36	...	**Essen** arr	9 46	2 0	6 26	...	...
...	...	...	...	,, dep	8 8	12 15	4 50	...	Steele ,,	11 20	2 20	8 7	...	...
25,5	...	...	...	**Herne** arr	8 28	12 35	5 10	...	Mulheim	10 14	2 47	8 41		

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(VERVIERS,) AIX-LA-CHAPELLE, DÜSSELDORF, DEUTZ, HAMM, and SOEST.

Mls	1 Cl.	2 Cl.	3 Cl.	Stations.	1			1—3	1—3		1—4		1—3	1—3	1—4	1 & 2		1—4
Dist.	m. pf	m. pf	m. pf						p.m.		a.m.			p.m.	p.m.	a.m.		a.m.
....	....	....	....	LONDON ...dep.	....	....	....	....	....	....	....	....	....	8 35	....	....	....	....
....	....	....	....	OSTEND ... ,,	....	....	....	....	....	....	....	....	....	4 10	6 20	6 25	....	9 0
....	....	....	....	BRUSSELS... ,,	....	....	....	....	....	....	....	....	....	6 50	9 35	10 42	....	1 47
....	....	....	....	PARIS ..... ,,	....	....	....	....	8 0	....	....	....	....	6 43	....	7 20	....	....
....	....	....	....	AIX-LA-CHAP.a	....	....	....	....	6 24	....	9 0	....	....	12 39	2 35	5 52	....	7 44
....	....	....	....	VERVIERS.....dep	....	....	....	....	5 30	....	7 48	....	....	11 27	1 23	4 40	....	6 32
....	....	....	....	WELKENRAEDT...	....	....	....	....	5 54	....	8 18	....	....	11 57	1 53	5 10	....	7 2
....	....	....	....	BLEYBERG	....	....	....	....	6 10	....	8 41	....	....	12 20	2 16	5 33	....	7 25
....	....	....	....	AIX-LA CHAPEL a	....	....	....	p.m.	6 31	....	9 7	....	....	12 46	2 42	5 59	....	7 51
....	....	....	....	ANTWERP...dep.	....	....	....	5 45	....	....	....	....	....	7 15	....	1 50	....	....
....	....	....	....	AIX-LA-CHAP.a	....	....	....	10 13	....	....	8 33	....	....	11 44	....	6 3	....	....
—	—	—	—	**Aix-la-Chapelle**	....	....	....	a.m.	a.m.	....	a.m.	....	p.m.	p.m.	p.m.	p.m.	....	p.m.
1½	0 30	0 20	0 10	...(Marsch) dep	....	....	....	5 20	7 0	....	9 6	....	....	1 5	3 45	6 5	....	7 44
5½	0 70	0 50	0 40	...(Templerb.)	....	....	....	5 28	7 10	....	9 17	....	....	1 15	3 55	6 15	....	8 0
8½	1 0	0 90	0 60	Kohlscheid ... ,,	....	....	....	5 42	....	....	9 28	....	....	1 28	4 8	....	....	8 13
15½	2 0	1 50	1 0	Herzogenrath	....	....	....	5 51	7 25	....	9 37	....	....	1 37	4 17	....	....	8 22
20	2 60	1 90	1 30	Gellenkirchen.....	....	....	....	6 11	7 38	....	9 51	....	....	1 52	4 36	....	....	8 41
24½	3 20	2 40	1 60	Lindern.....	....	....	....	6 23	....	....	10 1	....	....	2 2	4 46	....	....	8 52
27½	3 60	2 70	1 80	Baal	....	....	....	6 35	....	....	10 12	....	....	2 16	4 59	....	....	9 6
33	4 30	3 20	2 20	Erkelenz	....	....	....	6 46	....	....	10 23	....	....	2 27	5 12	....	....	9 18
35½	4 60	3 50	2 30	Wickrath	....	....	....	6 59	....	....	10 35	....	....	2 40	5 26	....	....	9 31
38	4 90	3 70	2 50	Rheydt	....	....	....	7 7	8 13	....	10 43	....	....	2 48	5 34	7 11	....	9 39
....	....	....	....	**M.-Gladbach** arr	....	....	....	7 13	8 19	....	10 49	....	....	2 54	5 40	7 17	....	9 45
....	....	....	....	VENLO ... ,,	....	....	....	....	9 19	....	11 52	....	....	3 58	....	....	....	10 47
....	....	....	....	CREFELD ... ,,	....	....	....	9 5	....	....	11 31	....	....	3 45	6 42	8 6	....	11 40
....	....	....	....	RICHORT ... ,,	....	....	....	9 58	....	....	12 17	....	....	4 52	7 44	9 3	....	11 16
38	....	....	....	**M.-Gladbach** dep	....	....	....	7 18	8 24	....	11 12	....	1 23	3 12	5 47	7 21	....	9 55
43	5 50	4 10	2 80	Kleinenbroich	....	....	....	7 34	....	....	11 28	....	....	3 29	6 3	....	....	10 11
48½	6 30	4 70	3 20	**Neuss** ..... arr	....	....	....	7 52	8 42	1—4	11 45	....	1 43	3 47	6 20	7 39	....	10 28
....	....	....	....	OBERCASSEL..	....	....	6 43	....	9 0	a.m.	12 10	....	....	4 30	6 45	9 40	....	....
....	....	....	....	COLOGNE...dep.	1—3	....	....	7 0	....	9 25	....	....	11 40	2 45	5 30	....	1—3	7 45
....	....	....	....	NEUSS... arr.	a.m.	....	1—4	7 30	....	10 4	....	1—3	12 35	3 39	6 17	....	p.m.	8 44
....	....	....	....	CREFELD dep.	6 40	....	a.m.	7 30	....	9 47	11 19	p.m.	1 15	3 24	5 53	....	7 20	8 51
48½	....	....	....	**Neuss** .....dep	7 18	1—4	9 27	7 58	8 43	10 20	11 50	12 50	1 50	3 57	6 25	7 40	8 10	10 33
53	7 80	5 80	3 90	**Düsseldorf**... arr	7 28	....	9 37	8 8	8 53	10 35	12 5	1 2	2 0	4 9	6 33	7 50	8 23	10 46
....	....	....	....	COLOGNE-DEUTZ	dep.	a.m.	....	7 0	....	....	9 30	....	....	1 45	....	4 0	....	8 0
53	....	....	....	**Düsseldorf**...dep	....	5 30	....	9 12	9 0	....	12 5	....	2 20	4 18	6 50	7 55	....	8 20
57½	8 30	6 20	4 20	Gerresheim	....	5 45	....	8 27	....	....	12 20	....	2 35	4 36	7 5	....	....	9 45
59½	8 60	6 40	4 30	Erkrath.....	....	5 53	....	8 35	....	....	12 28	....	2 43	4 43	7 13	....	....	9 53
61½	8 70	6 50	4 40	Hochd ht	....	6 4	....	8 44	....	....	12 38	....	2 54	4 52	7 22	....	....	10 2
64½	9 20	6 90	4 60	Haan	....	6 14	....	8 52	....	....	12 47	....	3 4	5 1	7 31	....	....	10 11
65½	9 50	7 10	4 80	Vohwinkel	1—3	6 25	....	9 3	....	1—3	12 57	....	3 14	5 9	7 40	8 34	1—3	10 20
69½	10 10	7 50	5 10	**Elberfeld** .....arr	p.m.	6 36	1—3	9 17	9 46	p.m.	1 8	....	3 25	5 19	7 51	8 45	p.m.	10 31
....	....	....	....	**Deutz** .....dep	2 45	5 10	8 30	8 0	9 0	12 25	12 0	....	2 15	4 0	6 15	8 0	9 25	10 35
2	0 40	0 30	0 20	**Mulheim a Rh.**	2 53	5 17	8 38	8 7	....	12 33	12 7	....	2 22	4 7	6 23	8 6	9 43	10 42
2	....	....	....	,, dep.	....	5 19	....	8 8	....	....	12 8	....	2 23	4 8	6 24	8 7	....	10 43
7	1 0	0 75	0 50	Schlebusch	....	5 30	....	8 20	....	....	12 18	....	2 34	4 19	6 35	....	....	10 54
9½	1 30	1 0	0 70	Opladen.....	....	5 38	1—3	8 28	....	....	12 26	....	2 41	4 27	6 43	....	....	11 2
12½	1 70	1 30	0 80	Leichlingen.....	....	5 46	a.m.	8 38	....	....	12 36	....	2 50	4 37	6 51	....	....	11 12
....	....	....	....	SOLINGEN dep.	....	5 4	6 52	8 16	....	....	12 27	....	2 45	4 30	6 45	7 29	....	11 4
16½	2 20	1 60	1 10	Ohligs-Wald	....	6 0	....	8 40	....	....	12 46	....	3 2	4 48	7 5	8 31	....	11 22
18½	2 70	2 0	1 40	Haan.....	....	6 14	6 19	9 0	....	....	....	....	3 13	....	7 19	....	....	11 33
23½	3 10	2 30	1 50	Vohwinkel	....	6 25	7 34	9 13	9 45	....	1 3	....	3 21	5 4	7 32	8 46	....	11 43
27½	3 70	2 75	1 90	Elberfeld ...arr	....	6 36	7 45	9 24	9 55	....	1 14	....	3 32	5 14	7 43	8 56	....	11 53

HAGEN, ATTENDORN and SIEGEN.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	2 & 3	1—4	1—3	1—3	1—3	1—4
Dist.	m. pf	m. pf	m. pf		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
1	0 10	0 10	0 10	**Hagen**.....dep.	....	8 23	10 47	12 50	3 10	6 20
3	0 30	0 30	0 30	Kabel.....	....	8 36	....	1 3	3 23	6 33
10	1 10	0 90	0 50	Limburg.....	....	8 50	11 9	1 17	3 37	7 32
13	1 50	1 20	0 80	**Letmathe**.....arr	....	9 1	11 18	1 27	3 48	7 43
....	....	....	....	,, ...dep	....	9 11	11 31	1 43	4 1	7 50
....	....	....	....	Werdohl	....	9 32	....	1 57	....	8 14
....	....	....	....	Plettenberg	....	9 46	....	....	....	8 28
....	....	....	....	**Finnentrop** ....arr	7 30	10 0	....	2 35	....	9 0
....	....	....	....	**Attendorn** .....dep	7 40	10 10	....	2 55	....	9 20
....	....	....	....	,, ...arr	7 50	10 15	....	....	....	9 25
....	....	....	....	**Finnentrop** .....dep	8 20	a.m.	11 50	3 15	....	9 55
....	....	....	....	Attendorn Blick ... ,,	8 45	10 29	12 3	3 28	....	10 8
....	....	....	....	Altenhundem ... ,,	9 0	10 41	12 15	3 41	....	10 20
....	....	....	....	Welschenennest ... ,,	9 15	10 55	12 27	3 54	....	10 34
....	....	....	....	Cruezthal	9 30	11 10	1 30	4 10	....	10 49
....	....	....	....	Hartrik	9 46	11 27	1 45	4 26	....	11 5
....	....	....	....	**Siegen**	10 5	11 33	1 50	4 32	....	11 12

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SIEGEN. ATTENDORN, and HAGEN.

No.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—3	1—3	1	1	1—4	1—3	1—4	1—4
Dist.	m. pf.	m. pf.	m. pf.		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
				Siegen ..... dep.	...	7 15	10 10	11 10	12 30	4 15	6 7	10 0	
6	0 22		0 20	Haard	...	7 22	10 6	11 17	12 36	4 21	6 14	10 12	
12	0 45		0 40	Creuzthal	...	7 39	10 20	11 36	1 10	4 35	6 31	10 44	
18	1 10		0 90	Weischeinennest	...	8 1		11			6 54	11 20	
22	1 30		1 20	Altenhundem	...	8 22	...	12 22			7 15	11 44	
28	1 55		1 40	Grevenbrück	...	8 36	...	12 35			7 27		
33	2 20		1 80	**Finnentrop** ..arr	...	8 44	...	12 45			7 37	p.m.	
				Attendorn ..ar	...	10 40	...	2 55			9 20	9 40	
				" dep	...	8 10	...	12 15			7 0	10 0	
				Finnentrop dep	...	8 45	...	12 48			7 38	2 & 3	
5	0 20	0 20	0 20	Plettenberg	...	9 4	1—3	1 6	1—3		7 57		
10	0 40	0 40	0 30	Werdohl	...	9 18	a.m.	1 24	p.m.		8 11		
16	1 0	1 0	0 50	Altena	5 38	9 36	11 39	1 42	4 45		8 28		
22	1 30	1 30	1 10	**Letmathe** ..arr	5 49	9 49	11 57	1 55	5 8		8 41		
28	1 55	1 55	1 30	" ..dep	5 52	9 53	11 53	1 56	5 11		8 44		
33	2 20	2 20	1 60	**Limburg**	6 1	10 2	12 1	2 5	5 20		8 53		
39	2 50	2 50	2 0	Kabel	6 15	10 16	...	2 20	5 34		9 7		
45	3 10	3 10	2 20	**Hagen** ..... arr	6 27	10 29	12 22	2 32	5 44		9 20		
					p.m.								
					9 30	Sundays and Fêtes.							

No.	Stations.	1—4	1—3	1—3	1	1	1—4	1—3	1—4	1—4
Dist.		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
	Essen .....dep.	...	7 15	10 10	11 10	12 30	4 15	6 7	10 0	
	Steele ..... "	...	7 55	10 54	11 57	1 10	4 57	6 54	10 44	
	Kupferdreh	6 25	8 14	9 43	11 57	1 2	4 43	6 54	10 31	
	Langenberg	6 40	8 41	9 58	12 20	2 14	4 57	7 6	10 46	
	Neviges	...	7 0	8 56	...	11 51	2 27	...	10 41	
	Aprath	...	7 9	8 56	...	12 18	2 36	...	10 51	
	Wohwinkel ..arr	...	7 27	9 12	...	12 30	2 51	...	11 16	
	Elberfeld ... "	...	7 45	9 33	...	1 2	3 59	...	11 38	
	Vohwinkel ..dep	6 47	8 14	9 0	4	5	6 30	9 30		
	Neuss ..... dep	6 47	8 14	9 0	4	5	6 30	9 30		
	Obercassel ..arr	6 53	9 13	12 15	4 20	6 45	7 15	11 0		
	Obercassel dep	6 56	9 20	12 ?	5 0	7 0	7 45			
	Neuss .....arr	7 5	9 35	12 40	5 15	7 15	11 0			

No.	Stations.	1—4	1—3	1—3	1	1	1—4	1—3	1—4	1—4
Dist.		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
	Essen .....dep.	...	7 15	10 10	11 10	12 30	4 15	6 7	10 0	
	Steele ..... "	...	7 55	10 54	11 57	1 10	4 57	6 54	10 44	
	Kupferdreh	6 25	8 14	9 43	11 57	1 2	4 43	6 54	10 31	
	Langenberg	6 40	8 41	9 58	12 20	2 14	4 57	7 6	10 46	
	Neviges	...	7 0	8 56	...	11 51	2 27	...	10 41	
	Aprath	...	7 9	8 56	...	12 18	2 36	...	10 51	
	Wohwinkel ..arr	...	7 27	9 12	...	12 30	2 51	...	11 16	
	Elberfeld ... "	...	7 45	9 33	...	1 2	3 59	...	11 38	
	Wohwinkel ..dep	6 47	8 14	9 0	4	5	6 30	9 30		
	Neuss ..... dep	6 47	8 14	9 0	4	5	6 30	9 30		
	Obercassel ..arr	6 53	9 13	12 15	4 20	6 45	7 15	11 0		
	Obercassel dep	6 56	9 20	12 ?	5 0	7 0	7 45			
	Neuss .....arr	7 5	9 35	12 40	5 15	7 15	11 0			

VOHWINKEL and STERKRADE.

No.	Stations.	1—4	1—3	1—3	1—4	1—4	1—3	1—4	1—4	1—4
Dist.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
	Vohwinkel ..dep	6 19	9 5	10 5	12 5	2 15	3 55	5 8	7 49	9 50
	Elberfeld ... "	6 38	9 23	10 23	12 31	2 33	4 18	5 23	8 6	9 8
	Wohwinkel ..arr	6 30	9 30	11 42	1 54	3 15	4 35	5 45	8 20	9 20
	Aprath ..... "	6 45	9 43	11 55	2 7	3 29	4 48	7 29	8 33	10 33

No.	Stations.	1—4	1—3	1—3	1—4	1—4	1—3	1—4	1—4	1—4
Dist.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
	Vohwinkel ..dep	6 19	9 5	10 5	12 5	2 15	3 55	5 8	7 49	9 50
	Elberfeld ... "	6 38	9 23	10 23	12 31	2 33	4 18	5 23	8 6	9 8
	Wohwinkel ..arr	6 30	9 30	11 42	1 54	3 15	4 35	5 45	8 20	9 20
	Aprath ..... "	6 45	9 43	11 55	2 7	3 29	4 48	7 29	8 33	10 33
	Neviges	7 0	9 58	...	2 22	3 44	5 3	7 44	8 48	10 48
	Langenberg	7 21	10 27	...	2 47	4 0	p.m.	5 48	9 8	p.m.
	Kupferdreh	6 13	7 47	10 34	10 45	1 49	4 16	5 36	5 51	9 43
	Steele .....arr	6 25	7 58	10 46	10 5	1 54	4 26	6	6 10	9 55
	Essen ..... "	6 51	8 20	...	11 14	2 17	4 46	...	6 34	10 21

No.	Stations.	1—4	1—3	1—3	1—4	1—4	1—3	1—4	1—4	1—4
Dist.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
	Essen .....dep	6 19	9 5	10 5	12 5	2 15	3 55	5 8	7 49	9 50
	Steele ..... "	6 38	9 23	10 23	12 31	2 33	4 18	5 23	8 6	9 8
	Kupferdreh	6 30	9 30	11 42	1 54	3 15	4 35	5 45	8 20	9 20
	Langenberg	6 45	9 43	11 55	2 7	3 29	4 48	7 29	8 33	10 33
	Neviges	7 0	9 58	...	2 22	3 44	5 3	7 44	8 48	10 48
	Wohwinkel ..arr	7 21	10 27	...	2 47	4 0	p.m.	5 48	9 8	p.m.
	Elberfeld ... "	6 13	7 47	10 34	10 45	1 49	4 16	5 36	5 51	9 43
	Steele .....arr	6 25	7 58	10 46	10 5	1 54	4 26	6	6 10	9 55
	Essen ..... "	6 51	8 20	...	11 14	2 17	4 46	...	6 34	10 21

No.	Stations.	1—4	1—3	1—3	1—4	1—4	1—3	1—4	1—4	1—4
Dist.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
	Essen .....dep	6 19	9 5	10 5	12 5	2 15	3 55	5 8	7 49	9 50
	Steele ..... "	6 38	9 23	10 23	12 31	2 33	4 18	5 23	8 6	9 8
	Kupferdreh	6 30	9 30	11 42	1 54	3 15	4 35	5 45	8 20	9 20
	Langenberg	6 45	9 43	11 55	2 7	3 29	4 48	7 29	8 33	10 33
	Neviges	7 0	9 58	...	2 22	3 44	5 3	7 44	8 48	10 48
	Wohwinkel ..arr	7 21	10 27	...	2 47	4 0	p.m.	5 48	9 8	p.m.
	Elberfeld ... "	6 13	7 47	10 34	10 45	1 49	4 16	5 36	5 51	9 43
	Steele .....arr	6 25	7 58	10 46	10 5	1 54	4 26	6	6 10	9 55
	Essen ..... "	6 51	8 20	...	11 14	2 17	4 46	...	6 34	10 21

No.	Stations.	1—4	1—3	1—3	1—4	1—4	1—3	1—4	1—4	1—4
Dist.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
	Essen .....dep	6 19	9 5	10 5	12 5	2 15	3 55	5 8	7 49	9 50
	Steele ..... "	6 38	9 23	10 23	12 31	2 33	4 18	5 23	8 6	9 8
	Kupferdreh	6 30	9 30	11 42	1 54	3 15	4 35	5 45	8 20	9 20
	Langenberg	6 45	9 43	11 55	2 7	3 29	4 48	7 29	8 33	10 33
	Neviges	7 0	9 58	...	2 22	3 44	5 3	7 44	8 48	10 48
	Wohwinkel ..arr	7 21	10 27	...	2 47	4 0	p.m.	5 48	9 8	p.m.
	Elberfeld ... "	6 13	7 47	10 34	10 45	1 49	4 16	5 36	5 51	9 43
	Steele .....arr	6 25	7 58	10 46	10 5	1 54	4 26	6	6 10	9 55
	Essen ..... "	6 51	8 20	...	11 14	2 17	4 46	...	6 34	10 21

SOEST, HAMM, DEUTZ, DÜSSELDORF, and AIX-LA-CHAPELLE. (VERVIERS.)

DÜSSELDORF, STEELE, and HERDECKE.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1–4	1 & 2	1–3	1–4	1–3	1–3	1–3	1–4	1–3	1–4
						p.m.			p.m.				a.m.	noon
				LEIPZIG ..... dep		8 45								
				BERLIN ..... ,,		10 0			6 30				6 45	12 0
				KARLSBERG ,,		2 52			7 35				2 4	
				SOEST ..... arr		5 49			9 38				5 19	
						a.m.	a.m.	a.m.	a.m.				p.m.	p.m.
—	—	—	—	Soest ..... dep		5 45		6 5	9 45				4 13	5 23
8¼	1 5	0 80	0 50	Werl				6 25	10 3				4 53	
18¼	2 40	1 80	1 10	Unna ..... arr		6 11		6 48	10 23				5 23	5 51
				BERLIN ..... dep		10 0							9 0	12 0
				MINDEN ,,		3 23			7 0				2 40	5 5
—	—	—	—	Hamm		5 45		6 20	10 5	12 0			5 20	7 45
	1 50	1 10	0 60	Unna ..... arr		6 9		6 44	10 24	12 19			5 45	8 10
14½	From	Soest.		Unna ..... dep		6 12	a.m.	6 58	10 30	12 20	p.m.		5 52	8 32
22½	3 0	2 20	1 50	Holzwickede			9 5	7 9	10 43	12 29	12 50			
28½	3 70	2 80	1 90	Schwerte ..... arr			9 20	7 23	10 58		1 5			6 10
				LEIPZIG ..... dep										7 35
				LEIPZIG ,,					10 25					7 42
				CASSEL ,,					5 25					1 56
				WARBURG ,,					6 49					3 13
				ARNSBERG ,,				6 0	9 40					8 12
				SCHWERTE ,,				7 0	10 45		1 10			6 2
				Schwerte ..... dep				7 23	11 4				2 30	6 17
33½	4 0	3 0	2 0	Wetter				7 30	...				38	
36½	4 80	3 60	2 40	Hagen ..... arr		6 41		7 57	11 28				2 55	6 32
				Dortmund dep		5 50		7 0	9 30	11 40			1 40	5 0
9½	1 20	0 90	0 60	Witten		6 14		7 29	10 1	12 11	1–4		2 10	5 11
14½	1 80	1 35	0 90	Wetter		6 25		7 39	10 12	12 22	p.m.		2 21	5 42
16½	1 95	1 50	1 0	Hasdecke				7 47	10 20	12 30	12 15		2 29	5 50
19½	2 40	1 80	1 20	Hagen ..... arr	a.m.	6 36		7 54	10 37	12 37	12 22		2 36	5 57
36½	From	Soest		Hagen ..... dep	5 15	6 44		8 5	11 33	12 40			4 5	6 37
39	5 10	3 80	2 60	Haspe	5 24			8 15	11 43				3 15	6 14
42½	5 50	4 20	2 80	Levelsberg	5 35			8 26	11 55				3 26	6 24
43½	5 70	4 30	2 90	Milspe	5 42			8 33	12 3				3 33	6 32
46½	6 0	4 50	3 0	Schwelm 1–4	5 52		1–3	8 43	12 14	1 6			3 43	1–3 6 42
49½	6 50	4 90	3 20	Germen-Klutt. arr	p.m. 6 0		p.m.	8 51	12 23	1 11			3 51	p.m. 6 50
63½				,, dep	9 33	6 2		12 18	12 26	1 13	2 33		3 52	6 36 6 52
51	8 60	5 0	3 20	Barmen	9 36	6 9	7 19	12 25	9 0	12 31	1 19	2 40	3 58	6 44 6 58
53½	6 90	5 20	3 50	Elberfeld ..... arr	9 43	6 16	7 19	12 32	9 7	12 41	1 25	2 46	4 6	6 51 7 4
49½				Barmen-Klutt d		5 57	7 0		9 15		1 13	2 25	4 0	6 52
51	6 60	5 0	3 20	Barmen		6 3	7 6		9 23		1 19	2 3	4 7	6 58
53½	6 90	5 20	3 50	Elberfeld ..... arr		6 9	7 12		9 30		1 25	2 40	4 14	7 4
				,, dep		6 33	7 25		9 35		1 30	2 43	4 27	7 10
58½	7 40	5 60	3 70	Vohwinkel		6 46	7 35		9 50		1 41	2 57	4 41	7 23
61½	From	Vohwkl.		Haan		6 55			9 59			3 6	4 51	7 32
63½	8 05	6 60	3 90	Oehge-Wald		7 5	7 51		10 9		1 54	3 16	4 59	7 42
				SOLINGEN ..... arr			8 13		10 14			3 34	5 19	8 49
67½	8 30	1 0	0 70	Leichlingen			7 17		10 22			3 26	5 6	7 55
70½	1 70	1 20	0 90	Opladen			7 27		10 30		2 9	3 34	5 14	8 4
72½	2 0	1 50	1 0	Schlebusch 1–3	1–3		7 35		10 37			3 41	5 21	8 12
73½	2 70	2 0	1 20	Mülheim-Rh. a.m.	p.m.		7 45		10 47		2 23	3 51	5 31	1–3 8 23
				,, dep	7 32	10 37	7 32	7 48		1 58	10 48	2 24	3 52	5 33 5 21
	3 10	2 30	1 50	Deutz ..... arr	7 40	10 45	7 40	7 56	8 20	2 5	10 55	2 30	3 59	5 40 5 30
	From	Soest		Elberfeld ..... dep				6 24	7 30				2 1	4 12

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1–4	1–4	1–4	1–4	1–4	1–4	1–4	1–4	1–4	1–4
Dist.	m pf	m pf	m pf		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
0	0 70	0 60	0 40	Düsseldorf ..... dep	5 0	9 35	12 35	3 45	6 40	8 30	10 40			
1	0 90	0 80	0 50	Grafenberg	5 11	9 46	12 46	3 56	6 51	8 41	10 51			
1½	1 0	0 90	0 60	Rath	5 18	9 53	12 51	4 1	6 58	8 48	10 58			
2½	1 10	1 0	0 70	Erkrath	5 27	10 1	1 0	4 10	7 7	8 57	11 7			
4½	1 30	1 20	0 90	Hochdahl	5 39	10 13	1 12	4 22	7 19	9 9	11 19			
6½	1 50	1 40	1 0	Gruiten	5 50	10 24	1 23	4 33	7 30	9 20	11 30			
8½	1 70	1 60	1 20	Kupferdreh	6 0	10 34	1 33	4 43	7 40	9 30	11 40			
				Kupferdreh ..... dep	6 5	10 39	1 38	4 48	7 45	9 35	11 45			
10½	1 90	1 80	1 40	Dahlhausen	6 15	10 49	1 48	4 58	7 55	9 45	11 55			
				Dahlhausen ..... dep	6 18	10 52	1 51	5 1	7 58	9 48	11 58			
12½	2 10	2 0	1 60	Steele	6 28	11 2	2 1	5 11	8 8	9 58	12 8			
13½	2 25	2 15	1 70	Steele ..... dep	6 30	11 4	2 3	5 13	8 10	10 0	12 10			
15½	2 45	2 35	1 90	Frohnhausen	6 40	11 14	2 13	5 23	8 20	10 10	12 20			
17½	2 60	2 50	2 0	Essen	6 50	11 24	2 23	5 33	8 30	10 20	12 30			
18½	2 80	2 70	2 10	Altenessen	6 58	11 32	2 31	5 41	8 38	10 28	12 38			
20½	3 0	2 90	2 30	Bottrop	7 11	11 45	2 44	5 54	8 51	10 41	12 51			
24½	3 40	3 30	2 70	Osterfeld	7 33	12 6	3 5	6 15	9 12	11 2	1 12			
28½	3 80	3 60	2 90	Wesel	7 50	12 23	3 22	6 32	9 29	11 19	1 29			
30½	4 0	3 80	3 0	Hamborn	8 0	12 33	3 32	6 42	9 39	11 29	1 39			
32½	4 20	4 0	3 20	Ruhrort	8 10	12 43	3 42	6 52	9 49	11 39	1 49			
34½	4 40	4 20	3 40	Duisburg	8 20	12 53	3 52	7 2	9 59	11 49	1 59			
36½	4 60	4 40	3 60	Homberg	8 30	1 3	4 2	7 12	10 9	11 59	2 9			
38½	4 80	4 60	3 80	Ruhrort	8 40	1 13	4 12	7 22	10 19	12 9	2 19			
40½	5 0	4 80	4 0	Crefeld	8 50	1 23	4 22	7 32	10 29	12 19	2 29			
43½	5 30	5 20	4 30	Rheydt	9 10	1 43	4 42	7 52	10 49	12 39	2 49			
46½	5 60	5 40	4 60	Odenkirchen	9 30	2 3	5 2	8 12	11 9	12 59	3 9			
48½	5 80	5 60	4 80	Rheydt	9 40	2 13	5 12	8 22	11 19	1 9	3 19			
51½	6 10	5 90	5 10	Rheindahlen	9 55	2 28	5 27	8 37	11 34	1 24	3 34			
53½	6 30	6 10	5 30	Wickrath	10 5	2 38	5 37	8 47	11 44	1 34	3 44			
56½	6 60	6 40	5 60	Rheydt	10 20	2 53	5 52	9 2	11 59	1 49	3 59			
58½	6 80	6 60	5 80	Mönchengladbach	10 30	3 3	6 2	9 12	12 9	1 59	4 9			
61½	7 10	6 90	6 10	Rheydt	10 45	3 18	6 17	9 27	12 24	2 14	4 24			
63½	7 30	7 10	6 30	Herrath	10 55	3 28	6 27	9 37	12 34	2 24	4 34			
66½	7 60	7 40	6 60	Stolberg	11 10	3 43	6 42	9 52	12 49	2 39	4 49			
68½	7 80	7 60	6 80	Rothe Erde	11 20	3 53	6 52	10 2	12 59	2 49	4 59			
70½	8 0	7 80	7 0	Aix-la-Chapelle ..... arr	11 30	4 3	7 2	10 12	1 9	2 59	5 9			
48½	3 90	3 70	3 10	Herdecke ..... dep	7 11	11 45	2 44	5 54	8 51	10 41	12 51			
49½	4 0	3 80	3 20	Hasperbanke	7 20	11 54	2 53	6 3	9 0	10 50	1 0			
52½	4 20	4 0	3 40	Hagen ..... arr	7 33	12 6	3 5	6 15	9 12	11 2	1 12			
49½	4 0	3 80	3 20	Volmarstein ..... dep	7 20	11 54	2 53	6 3	9 0	10 50	1 0			
52½	4 20	4 0	3 40	Hagen ..... arr	7 33	12 6	3 5	6 15	9 12	11 2	1 12			
48½	3 90	3 70	3 10	Herdecke ..... dep	7 11	11 45	2 44	5 54	8 51	10 41	12 51			
				..... arr	7 18	11 52	2 51	6 1	8 58	10 48	12 58			

Sundays & Fests.

REMSCHEID, STRELN, and DUSSELDORF.

| Miles | 1 Cl. | 2 Cl. | 3 Cl. | 4 Cl. | Stations. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |

M.-GLADBACH, RUHRORT, DORTMUND and HAM.

Mls.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1—4	1—3	1—3	1—4	1—4	1—4	1—3	1—4	1	1—3	1—4	1—3	1—4	
Dist.	m. pf.	m. pf.	m. pf.	m. pf.						a.m.	a.m.		p.m.				p.m.	p.m.	p.m.
...	...	...	...	...	AIX-LA-CHAPEL d.	...	...	...	...	7 0	9 6	...	1 5	...	...	...	3 45	6 5	7 45
...	...	...	...	...	GLADBACH ... arr.	...	...	...	...	8 19	10 49	...	2 54	...	...	...	5 40	7 11	9 45
...	...	...	...	...	JULICH ... de .	...	...	...	...	7 7	7 7	...	1 55	...	...	...	...	...	7 34
						a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	—	M.-Gladbach ..dep	...	...	6 20	...	8 26	11 0	...	3 5	...	...	6 5	7 20	10 5	...
5½	0 70	0 50	0 40		Viersen ..... arr	...	...	6 32	...	8 38	11 10	...	3 16	...	...	6 17	7 42	10 15	...
...	...	...	...		VENLO ..... dep	...	...	5 40	...	...	9 50	...	1 39	...	...	4 35	...	7 40	...
5½	...	...	...		Viersen ..... "	...	...	6 35	...	8 44	11 11	...	3 33	...	...	6 20	7 44	10 17	...
8½	1 10	0 80	0 60		Anrath ..... "	...	...	6 45	...	8 54	1 2	...	3 34	...	...	6 29	7 53	10 26	...
14½	1 90	1 40	1 0		Crefeld ..... arr	...	...	6 58	...	9 5	11 31	...	3 45	...	...	6 42	8 6	10 49	...
...	...	...	...		NEUSS ..... arr	...	...	7 55	...	10 15	1 45	...	6 20	...	...	8 0	9 18	...	...
...	...	...	...		COLOGNE ..... "	...	...	8 45	...	11 15	2 30	...	7 20	...	...	9 30	10 8	...	...
...	...	...	...		CLEVE ..... "	...	...	10 12	...	12 9	4 10	...	5 30	...	...	8 30	...	...	...
14½	...	...	...		Crefeld ..... dep	...	...	6 59	...	9 10	11 33	...	3 55	...	...	6 47	8 16	10 45	...
19	2 40	1 80	1 20		Uerdingen ..... "	...	...	7 10	...	9 21	11 44	...	4 6	...	...	6 58	8 27	10 57	...
20½	3 40	2 6	1 70		Homberg ..... "	...	...	7 37	...	9 48	12 6	...	4 33	...	...	7 32	8 51	11 21	...
27½	3 60	2 70	1 80		Ruhrort ..... arr	...	...	7 45	...	10 0	12 18	...	4 46	...	...	7 44	9 3	11 33	...
...	...	...	...		RUHRORT ..... dep	...	...	...	...	10 5	1 30	...	5 30	...	...	8 55	...	...	...
...	...	...	...		OBERHAUSEN arr	...	...	...	...	10 20	12 47	...	5 5	...	...	9 15	...	...	...
...	...	...	...		EMMERICH ..... "	...	...	...	...	12 15	4 22	...	8 5	...	...	11 2	...	...	...
...	...	...	...		MUNSTER ..... "	...	...	...	...	12 53	4 50	...	9 0	...	...	11 33	...	...	...
...	...	...	...		BREMEN ..... "	...	...	...	...	4 45	9 55	...	—	...	...	3 5	...	...	...
...	...	...	...		BERLIN ..... "	...	...	...	...	7 45	8 35	...	...	...	...	7 5	...	...	...
27½	...	...	...		Ruhrort ..... dep	5 4	...	8 4	...	10 19	12 28	...	1—3	3 45	7 4	...	9 15	...	...
34½	4 40	3 30	2 20		Mulheim ..... arr	5 24	...	8 24	...	10 33	12 48	...	1 24	4 5	7 24	...	9 35	...	...
...	...	...	...		Oberhausen ..de	5 0	6 45	8 10	...	10 0	12 44	1 30	3 20	3 58	7 18	...	9 21	...	...
...	0 50	0 40	0 30		Mulheim ..... arr	5 20	7 55	8 2	...	10 10	12 54	1 41	3 30	4 8	7 28	...	9 31	...	...
—	...	...	...		Duisburg ...dep	5 17	...	8 16	...	0 33	12 40	1.33	...	4 0	7 20	...	9 29	...	...
...	0 70	0 50	0 40		Mulheim ..... "	5 28	...	8 28	...	0 43	12 51	1 44	p.m.	4 11	7 31	...	9 39	...	...
34½	from Gl'd	bach	...		Mulheim ..... dep	5 31	...	8 31	...	10 47	12 57	1 47	3 33	4 15	7 35	...	9 47	...	...
41½	...	...	...		Essen ..... "	5 54	...	8 54	7 53	11 11	1 18	2 11	3 5	4 41	7 58	...	10 2	...	...
44½	5 80	4 40	2 90		Steele ..... arr	6 3	...	9 3	8 2	11 20	1 27	2 20	4 8	4 50	8 7	...	10 12	...	...
...	...	...	...		HATTINGEN ...d. p.	5 4	...	...	...	9 15	11 3	...	...	4 21	7 46	...	...	...	...
...	...	...	...		VOHWINKEL ..... "	...	...	6 44	...	9 55	...	...	...	3 5	5 16	...	8 50	...	...
...	...	...	...		DUSSELDORF ..... "	...	1—4	6 0	...	9 30	11 6	...	p.m.	3 30	...	...	8 37	...	...
44½	...	...	...		Steele ..... dep	6 8	a.m.	9 7	a.m.	11 23	1 33	...	2 4	4 53	8 12	...	10 17	...	...
53½	6 60	4 80	3 30		Bochum ..... "	6 48	6 54	9 2	8 16	11 44	1 51	...	1 0	5 19	8 38	...	10 34	...	...
55	7 10	5 30	3 50		Langendreer arr	6 37	7 3	9 33	8 25	11 55	2 2	...	...	5 3	8 39	p.m.	10 44	...	...
55	...	...	...		Langendreer d p	...	7 4	9 48	8 27	12 2	2 7	...	...	5 43	8 45	9 35	10 50	...	...
59½	0 50	0 40	0 30		Witten ..... arr	...	7 14	9 58	8 37	12 12	2 17	...	...	5 50	8 55	9 45	11 0	...	...
...	...	...	...		" ..... dep	6 17	...	8 57	...	11 35	1 45	...	...	4 15	7 10	...	10 31	...	...
58	from Gl'd	bach	...		Langendreer ...dep	6 38	...	9 37	...	11 56	2 4	...	...	5 32	8 41	...	10 44	...	...
64	8 10	5 70	4 0		Dortmund ..... arr	7 0	...	9 5	...	12 18	2 26	...	...	5 54	9 5	...	11 14	...	...
...	...	...	...		" ..... dep	8 10	...	10 13	...	12 30	2 50	...	...	7 5	9 2	...	...	...	...
64	8 60	5 93	4 20		Hörde ..... "	8 25	...	10 28	...	12 46	3 5	...	...	7 20	9 34	...	...	...	...
70½	8 70	6 0	4 30		Aplerbeck ..... "	8 33	...	10 38	...	12 54	3 15	...	...	7 28	9 4	...	...	...	...
73½	9 30	6 70	4 70		Holzwickede ..arr	8 41	...	10 44	...	1 1	3 21	...	...	7 36	9 50	...	...	...	...
...	...	...	...		SOEST ..... arr	...	...	11 4	...	2 24	...	...	...	9 24	...	...	...	...	...
...	...	...	...		ARNSBERG ..... "	...	...	12 5	...	4 47	...	...	...	11 10	...	...	...	...	...
...	14 80	10 10	12 10		CASSEL ..... "	...	...	3 8	...	9 10	...	...	...	...	...	...	...	...	...
73½	...	...	...		Holzwickede ..dep	8 4	...	10 50	...	1 2	3 22	...	...	7 37	9 51	...	...	...	...
77½	9 70	7 20	4 90		Unna ..... arr	8 52	...	11 0	...	1 12	3 32	...	...	7 47	10 1	...	...	...	...
...	...	...	...		UNNA ..... dep	9 3	...	11 22	...	1 30	3 50	...	...	7 56	10 20	...	...	...	...
...	...	...	...		SOEST ..... arr	9 48	...	11 54	...	2 49	4 30	...	...	8 40	10 51	...	...	...	...
...	...	...	...		FERLIN ..... "	...	...	8 5	...	...	...	...	...	...	7 12	...	...	...	...
77½	from	lad	bach		Unna ..... dep	9 11	...	11 30	...	1 15	3 49	...	...	8 4	10 21	...	...	...	...
89	11 20	8 20	5 60		Hamm ..... arr	9 37	...	11 53	...	1 39	4 11	...	...	8 37	10 43	...	...	...	...
...	...	...	...		HAMM ..... dep	10 1	...	2 7	...	...	4 25	...	...	...	11 8	...	...	...	...
...	...	...	...		MINDEN ..... arr	12 12	...	4 56	...	...	8 5	...	...	...	12 58	...	...	...	...
...	...	...	...		BERLIN ..... arr	6 45	...	7 45	...	...	8 0	...	...	...	7 5	...	...	...	...

HANOVER and ALTENBEKEN.—Hannover-Altenbekener Eisenbahn.

Mls.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	4 Cl.	Stations.	1—4	1—3	1—4	1	1—4	Stations.	1—4	1—4	1—3	1—4	1—4
Dist.	th. sg.	th. sg.	th. s.	th. s.			a.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.		p.m.
—	—	—	—	—	—	Hanover ...dep	7 0	8 15	12 10	4 15	7 45	Altenbeken dep.	6 45	11 51	1 32	—	7 46
2½	0 6	0 5	0 3	0 2		Linden ..... "	7 9	9 0	12 18	4 24	7 54	Bergheim ..... "	7 15	12 16	1 56		8 9
8½	0 11	0 9	0 6	0 3		Weetzen ...arr	7 25	9 20	12 31	4 40	8 10	Stadtoldendorf "	7 25	12 26	2 6		8 19
...	0 22	0 17	0 11	0 6		HASTE (1855 arr.	...	...	...	...	...	Schieder ..... "	7 37	12 38	2 20	...	8 31
...	...	...	...	...		Weetzen ...dep.	7 27	...	12 32	4 42	8 12	Pyrmont Lagde.....	7 57	12 54	2 36	p.m.	8 47
11	0 18	0 14	0 9	0 5		Bennigsen	7 39	...	12 44	4 54	8 23	Hameln	8 25	1 25	3 4	6 6	9 28
20	0 33	0 26	0 18	0 9		Springe	7 55	...	12 59	5 10	8 41	Münder	8 43	...	3 22	6 24	9 34
25	1 3	0 25	0 17	0 9		Münder	8 7	a.m.	1 11	5 21	8 57	Springe	8 55	...	3 34	6 39	9 50
32	1 12	1 0	0 21	0 11		Hameln	8 31	6 10	1 37	5 54	9 16	Bennigsen	9 13	...	3 52	6 58	10 6
45	1 27	1 13	0 29	0 14		Pyrmont Lagde..	9 4	6 37	2 4	6 21	—	Weetzen ... arr	9 24	a.m.	4 3	6 58	10 17
51½	1 37	1 20	1 3	0 16		Aschendorf	9 21	6 53	2 20	6 35	...	HASTE 1855 ...d p.	...	...	...	7 5	...
57½	2 13	1 28	1 7	0 18		Steinheim	9 46	7 6	2 37	6 48	...	Weetzen	9 31	7 5	4 5	7 0	10 21

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HAMM, DORTMUND, RUHRORT, and M. GLADBACH.

Dista.	1 Cl.	2 Cl.	3 Cl.	Stations.	1-4	1-4	1-4	1-3	1-4	1-4	1-3	1-3	1-3	1-4	1-4
							p.m.			a.m.		p.m.	a.m.		a.m.
				Berlin ..... dep	...	...	10 0	...	...	...	...	12 0	9 0	...	5 0
				Minden ..... ,,	...	...	8 23	...	...	7 0	...	9 37	2 40	...	5 7
				Hamm ..... arr	...	...	5 5	...	...	10 0	...	12 38	4 36	...	6 41
					a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
				Hamm ..... dep	...	...	5 45	6 20	...	...	...	1 39	5 15	...	8 5
11½	1 50	1 10	0 80	Unna ..... arr	...	...	6 9	6 44	...	10 29	...	1 39	5 40	...	8 36
				Berlin ..... dep	...	...	10 0	...	...	...	...	11 0	7 38	...	...
				Soest ..... ,,	...	...	5 45	6 15	...	9 46	...	1 0	5 23	...	8 0
				Unna ..... arr	...	...	6 11	6 58	...	10 26	...	1 43	5 51	...	8 36
Unna				..... dep	...	...	6 18	7 19	...	10 38	...	1 48	6 0	...	9 3
13½	2 10	1 60	1 10	Holzwickede .. arr	...	...	...	7 29	...	10 48	...	1 58	6 10	...	9 13
15				Cassel ..... dep	...	...	...	...	...	...	...	...	...	...	1 54
19				Arnsberg ..... ,,	...	...	6 0	...	...	...	...	...	...	...	5 12
22				Schwerte ..... ,,	...	...	7 10	...	...	...	...	...	...	...	7 12
19	2 50	1 70	1 25	Holzwickede .. ,,	...	...	...	7 30	...	10 50	...	2 0	6 11	...	9 14
24½	2 30	1 70	1 25	Aplerbeck ..... ,,	...	...	6 36	7 39	...	11 0	...	2 9	6 20	...	9 24
27½	2 35	1 70	1 25	Hörde ..... ,,	...	...	6 43	7 48	...	11 9	...	2 18	6 29	...	9 31
				Dortmund ..... arr	...	...	6 55	8 0	...	11 22	...	2 30	6 41	...	9 43
				..... dep	5 20	...	7 15	8 40	...	11 32	...	4 5	7 20	8 10	10 21
	3 60	2 50	1 80	Langendreer .. arr	5 41	...	7 37	9 2	...	11 54	...	4 28	7 42	9 30	10 43
				Witten ..... ,,	7 14	...	8 37	9 58	...	12 12	...	5 50	8 55	9 45	11 0
				..... dep	...	6 17	7 23	8 50	1 45	11 35	...	4 15	7 30	9 10	10 31
	2 50	0 40	0 30	Langendreer arr	...	6 27	7 33	9 0	1 55	11 45	...	4 25	7 40	9 20	10 41
	from	Ha	mm.	Langendreer ..dep	5 42	6 28	7 34	9 6	...	11 56	...	4 30	7 43	9 21	10 44
41	4 20	2 90	2 0	Bochum ..... ,,	5 55	6 38	7 53	9 21	...	12 9	1 10	4 46	7 56	9 44	10 56
	4 90	3 50	2 40	Steele ..... arr	6 8	...	8 7	9 35	...	12 23	1 25	5 0	8 10	9 58	11 10
				Düsseldorf .. ,,	7 37	...	...	10 56	...	3 13	3 13	6 33	9 54	...	...
				Vohwinkel ... ,,	...	...	9 26	12 45	1—3	3 35	3 35	6 37	...	11 25	...
				Hattingen ... ,,	6 47	...	9 33	...	...	1 51	1 51	5 27	...	10 40	...
	3 50	2 70	2 50	Steele ..... de,	7 27	...	8 11	9 45	11 20	12 28	2 20	6 5	8 13	10 8	11 12
	6 20	4 2	3 10	Essen ..... ,,	7 36	...	8 25	9 59	11 35	2 40	2 37	5 29	8 26	10 20	11 25
				Mulheim ..... arr	...	...	8 40	10 14	11 50	12 55	2 47	5 35	8 41	10 35	11 39
				Mulheim ..... dep	...	1 4	8 50	10 18	11 53	1 11	...	5 40	8 54	10 48	11 51
	0 70	0 5	0 40	Duisburg ... arr	a.m.	a.m.	9 0	10 32	12 6	1 25	...	5 51	9 4	10 49	11 53
				Mulheim ..... de	7 35	6 15	8 54	10 22	2 5	1 15	2 50	5 44	8 50	10 46	...
	0 80	0 40	0 30	Oberhausen ... arr	7 45	6 25	9 4	10 32	2 15	1 25	3 4	5 54	9 0	10 56	...
	from	Ha	mm	Walbeim ..... dep		6 30	8 45	10 55	...	12 59	...	5 48	8 46	10 47	...
	7 70	5 40	3 90	Ruhrort ..... arr	...	6 40	9 5	11 16	...	1 19	1—3	6 8	9 6	11 2	...
				Berlin ..... dep	10 0	...	...	...	...	...	12 0	9 0	12 0	...	...
				Bremen ..... ,,	...	...	...	...	...	...	6 45	10 55	2 ...	...	...
				Munster ..... ,,	a.m.	...	...	...	...	6 47	12 0	3 30	5 35	...	...
				Emmerich ..... ,,	5 0	...	...	...	...	11 40	1 15	...	6 33	...	...
				Oberhausen ... ,,	6 58	8 30	...	...	...	5 5	3 30	6 22	8 5	1—3	...
				Ruhrort ..... arr	7 3	9 16	...	...	...	1 26	3 50	6 40	8 26	p.m.	...
	7 80	5 85	3 95	Ruhrort ..... dep	7 3	9 16	...	...	...	1 27	4 6	7 15	9 20	5 45	...
	8 60	6 30	4 40	Homberg ..... ,,	7 22	9 37	...	...	...	1 45	4 25	7 32	9 37	6 2	...
	9 20	6 70	4 70	Uerdingen ..... ,,	7 41	9 57	...	...	...	2 4	4 45	7 55	10 0	6 22	...
				Crefeld ..... arr	7 51	10 7	...	...	...	2 13	4 55	8 5	10 10	6 32	...
				Cleve ..... ,,	8 45	8 5	...	...	...	12 0	...	4 10	...	...	...
				Cologne ..... ,,	1—4	7 0	...	...	...	11 43	3 45	5 30	...	...	...
				Neuss ..... ,,	a.m.	8 0	...	...	...	12 56	3 45	6 25	...	...	...
				Crefeld ..... dep	6 5	7 55	10 12	...	...	2 16	5 0	8 15	...	6 42	...
	10 10	7 30	5 10	Anerth ..... ,,	6 18	8 8	10 25	...	...	2 29	5 14	8 30	...	...	...
	10 60	8 10	5 40	Viersen ..... arr	6 27	8 17	10 34	...	...	2 38	5 22	8 38	...	6 58	...
				Venlo ..... ,,	...	9 19	11 56	...	...	3 55	7 6	11 5	...	...	...
				Viersen ..... dep	6 34	8 18	10 44	...	...	2 49	5 28	8 40	...	6 56	...
	11 30	8 20	5 60	M. Gladbach ... arr	6 47	8 29	10 55	...	...	2 59	5 40	8 50	...	7 9	...
				Julich ..... ,,	...	9 46	...	...	...	4 19	7 4	...	...	...	...
				Gladbach ... dep	7 5	9 5	11 10	...	...	3 5	6 10	9 13	...	...	...
				Aix-la-Chapel'e	8 55	10 57	12 53	...	...	4 55	8 5	10 42	...	...	...

GEORGSMARIENHÜTTE and HASBERGEN.

Dista.	1 Cl.	2 Cl.	3 Cl.	Stations.	1-3	2-3	1-3	2-3	1-3	2-3	1-3	2-3	1-3	2-3	1-3	2-3
					a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
				Georgsmarienhütt dep	8 22	9 11	11 35	12 17	2 45	3 27	6 18	7 0	8 45	9 27	11 45	12 27
				Holsten ..... ,,	8 32	9 21	11 45	12 27	2 55	3 37	6 28	7 10	8 55	9 37	11 55	12 37
				Hasbergen ..... arr	8 39	9 28	11 52	12 34	3 2	3 44	6 35	7 17	9 2	9 44	12 2	12 44
				Hasbergen ..... dep	8 22	10	11 45	...	2 45	...	6 18	...	8 45	...	11 45	...
				Holsten ..... ,,	8 32	10	11 55	...	2 55	...	6 28	...	8 55	...	11 55	...
				Georgsmarienhütt arr	8 39	10	12 2	...	3 2	...	6 35	...	9 2	...	12 2	...

WEETZEN and HASTE.

Dista.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1-4	1-4	1-4	Stations.	1-4	1-4	1-4
	agr.	agr.	agr.	agr.			a.m.	p.m		a.m.	a.m.	p.m.
	...	...	...	...	Hanover ..... dep.	...	8 45	4 15	Bremen ..... dep.	...	10 24	4 35
	...	...	...	...	Hamelh ..... ,,	...	8 25	3 4	Minden ..... ,,	...	12 33	5 30
						a.m.	a.m.	p.m.	Haste ..... ,,	...	2 0	7 50
	...	...	...	...	Weetzen ..... dep.	4 45	9 29	4 45	Nenndorf ..... ,,	...	2 17	8 6
	6	5	3	2	Kloster Wennigsen ...	5 4	9 41	5 2	Barsinghausen	6 10	3 0	8 44
	8	6	4	2	Egestorf	5 22	9 51	5 19	Egestorf	6 25	3 20	9 5
	11	9	6	3	Barsinghausen	5 35	10 5	5 43	Kloster Wennigsen ...	6 40	3 38	9 25
	13	11	9	4	Nenndorf	...	10 19	6 5	Weetzen ..... arr	6 52	3 50	9 40
	22	16	11	5	Haste ..... arr.	...	10 27	6 17		a.m.	p.m.	p.m.
					Minden ..... ,,	...	2 15	8 42	Hamelh ..... ,,	7 50	4 20	10 45
					Bremen ..... ,,	...	4 39	9 35	Hanover ..... ,,	8 34	5 40	...

Mann Boudoir Sleeping Cars on this Railway.

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GERSTUNGEN CASSEL, AND WARBURG.—Hessische, Nordbahn.

Stations.	Ex.	1—4.	1—4.	1, 2, 3	1, 2, 3	1—3.	1—4.
	p.m.		a.m.	a. m.	a. m.	a. m.	p.m.
Leipzig ..... dep	10 23	..	7 55	5 45	11 15	9 50	1 40
Gerstungen arr	....	....	....	11 32	....	3 43	7 24
		a.m.	p.m.	p. m.	p. m.	p.m.	p.m.
Gerstungen ...dep	....	6 28	....	12 15	4 30	....	7 46
Hönebach	a.m.	6 43	....	12 32	4 47	....	8 3
Bebra 147 .....arr	2 21	6 57	12 25	12 47	5 2	....	8 17
.. ..dep	8 20	7 0	12 30	12 55	5 5	....	8 20
Rotenburg	3 38	7 10	....	1 2	5 15	....	8 31
Altmorschen	3 53	7 27	....	1 20	5 32	....	8 49
Beiseförth	....	7 36	....	1 29	5 41	....	8 58
Melsungen	4 8	7 46	....	1 39	5 51	....	9 8
Guxhagen	....	8 4	....	1 57	6 9	....	9 26
Kunstershausen.	4 28	8 13	1 26	2 5	6 17	....	9 33
Wilhelmshöhe	....	8 27	....	2 20	6 32	....	9 52
Cassel 147 .....arr	4 44	8 35	1 44	2 28	6 40	....	10 0
.. ..dep	5 30	9 0	1 50	....	....	4 10	10 18
Mönchehof	5 48	9 19	2 15	....	....	4 28	10 32
Grebenstein	6 3	9 33	....	....	....	4 43	10 48
Hofgeismar	6 13	9 43	2 33	....	....	4 53	10 59
Hümmne .....arr	6 22	9 53	2 43	p. m.	....	5 1	11 8
Hümmne .....dep	6 35	....	2 50	6 30	....	5 10	....
Trendelburg	6 49	....	3 4	6 44	....	5 24	....
Helmarshausen ...	7 11	....	3 26	9 6	....	5 46	....
Carlshafen ..arr	7 19	....	3 33	9 13	....	5 53	....
Hümmne .....dep	6 24	9 54	2 44	....	....	5 3	11 10
Liebenau	6 38	10 10	....	....	....	5 19	11 26
Warburg 135, 149	6 52	10 23	3 12	....	....	5 31	11 39

Stations.	1—4.	1—4.	4.	1—2	1—3	1—4.
dep	....	p.m.	....	a.m.	p.m.	....
Cologne (Deutz)	....	8 0	....	9 5	12 15	....
Elberfeld ...dep	....	11 13	....	10 3	1 36	....
	p.m.	p.m.	p.m.	p.m.		a.m.
Warburg 141...dep	12 50	2 ..	4 10	7 45	....	5 47
Liebenau	1 2	....	4 26	7 58	....	6 2
Hümmne ..... arr	1 17	....	4 40	8 13	....	6 20
Carlshafen...dep	12 20	....	3 45	7 16	....	5 15
Helmarshausen ...	12 33	....	3 58	7 28	....	5 28
Trendelburg	12 59	....	4 24	7 49	....	5 54
Hümmne ..... arr	1 10	....	4 35	8 0	....	6 5
Hümmne .....dep	1 19	2 36	4 44	8 16	....	6 22
Hofgeismar	1 19	....	4 54	8 26	....	6 32
Grebenstein	1 40	....	5 4	8 37	....	6 43
Mönchehof	1 50	....	5 22	8 53	....	7 0
Cassel ...147.....arr	2 15	3 ..	5 37	9 10	a.m.	7 15
.. ..dep	2 20	3 24	6 15	10 0	8 22	9 7
Wilhelmshöhe (146)	2 37	....	6 28	10 8	8 30	9 9
Kunstershausen...	2 51	3 41	6 39	10 23	8 44	9 26
Guxhagen	3 58	....	6 46	....	8 56	9 34
Melsungen	3 16	....	7 5	10 44	9 14	9 53
Beiseförth	3 26	....	7 15	....	9 24	10 3
Altmorschen	3 33	....	7 22	10 57	9 31	10 10
Rotenburg	3 49	....	7 40	11 11	9 49	10 28
Bebra...147 .....arr	3 54	4 19	7 50	11 20	9 59	10 38
.. ..dep	4 6	4 39	8 0	11 40	7	10 51
Hönebach	4 26	....	8 23	....	7 23	11 13
Gerstungen 130 a.	4 36	....	8 35	....	7 37	11 25
Gerstungen...dep	7 40	11 30	....	5 10	....	....
Leipzig .....arr	1 30	5 5	6	5 10 55	9 5	4 28
Elberfeld ...arr	12 46	....	7 17	....	....	6 19
Cologne (Deutz)„	2 21	....	8 10	....	....	7 56

HALBERSTADT-BLANKENBURGER EISENBAHN.

G.M. Dis	Stations.	1—3 a.m.	1—3 a.m.	1—3. p.m.		G.M. Dis	1 (1, 2) th gr	1 (1, 2) th gr	1 (1, 2) th gr	Stations.	1—3 a.m.	1—3 p.m.	1—3 p.m.	
....	Aschersleben dp	7 12	11 18	6 27	....	....	—	—	—	Blankenburg...dp	6 50	12 20	5 5	....
....	Ochersleben „	8 41	1 2s	7 4	....	0,6	0 4	0 3	0 2	Börnecke	7 1	12 40	5 13	....
....	Vienenburg.. „	9 5	1 18	6 5	....	1,2	0 7	0 6	0 4	Langenstein	7 13	12 53	5 22	....
....	Halberstadt ...dep	10 7	2 20	7 40	....	2,6	0 16	0 13	0 8	Halberstadt ...arr	7 34	1 15	5 40	....
1,7	Langenstein	10 29	2 43	8 2	....	....	....	....	....	Vienenburg... „	8 2	5 45	....	....
2,6	Börnecke	10 40	2 54	8 14	....	....	....	....	....	Oschersleben „	8 26	6 4	6 16	....
2,6	Blankenburg arr	10 52	3 5	8 25	....	....	....	....	....	Aschersleben „	11 3	3 22	....	....

FRANKFORT AND CASSEL.—Main-Weser-Bahn.

Mls. Dis.	1st fl.kr.	2nd fl.kr.	3rd fl.kr.	1st fl.kr.	2nd fl.kr.	3rd fl.kr.	Stations	1—4 a.m.	1—4 a.m.	1, 2, 3 a. m.	1, 2, 3 a.m.	1—4 p.m.	1—4 p.m.	1—4 p.m.	1 & 2 p.m.	1—4 p.m.	1—4. a.m.	
—	—	—	—	—	—	—	Frankfort .....dep.	...	6 42	8 30	9 45	12 30	2 30	5 23	7 0	8 30	11 0	—
1½	...	...	...	...	...	...	Bockenheim	...	6 49	Ex.	9 52	12 43	2 37	5 41	Ex.	8 41	11 8	—
6¼	0 30	0 21	0 15	0 20	0 21	0 12	Bonames	...	7 0	...	10 4	1 1	2 49	5 53	...	8 54	11 21	—
8¾	...	...	...	...	...	...	Friedberg	...	7 9	...	10 13	1 10	2 58	6 2	...	9 3	11 30	—
11	...	...	...	...	...	...	Dorfweil	...	7 16	...	10 20	1 27	3 5	6 9	...	9 13	11 39	—
13	...	...	...	...	...	...	Gross-Karben	...	7 22	...	10 27	1 33	3 12	6 16	...	9 21	11 47	—
16½	1 15	0 57	0 39	1 15	0 51	0 32	Niederwoltstadt	...	7 32	...	10 38	1 43	3 22	6 27	7 41	9 34	12 0	—
21¼	1 36	1 15	0 51	1 36	1 6	0 42	Friedberg	...	7 45	9 1	10 53	2 2	3 39	6 41	7 49	9 54	12 8	—
23¼	1 48	1 21	0 54	1 46	1 12	0 45	Nauheim (Bathe).....	...	7 53	9 9	11 1	2 35	3 47	6 48	....	10 6	12 27	—
29¼	2 15	1 42	1 9	2 15	1 30	0 57	Butzbach	...	8 8	...	11 18	3 3	4 6	7 5	...	10 22	12 45	—
35	...	...	...	...	...	...	Lang-Göns	...	8 20	...	11 31	3 26	4 17	7 18	8 20	10 39	12 58	—
40¾	3 6	2 21	1 43	3 6	2 6	1 18	Giessen ..... arr.	a.m.	8 32	9 40	11 44	3 45	4 30	7 30	8 36	10 53	1 12	—
							.. (117, 130) dep	4 5	9 0	9 55	11 52	5 40	4 49				1 20	—
46½	3 30	2 39	1 45	3 30	2 21	1 30	Lollar	4 19	9 11	...	12 5	5 2	4 54	....	....	....	1 46	—
50	3 51	2 51	1 57	3 51	2 33	1 36	Frankhausen	4 32	9 21	...	12 15	5 20	5 5	....	8 54	....	1 59	—
60¼	4 20	3 24	2 15	4 30	3 0	1 54	Marburg	5 0	9 41	10 29	12 35	5 43	5 30	....	9 6	....	2 20	—
63¼	...	...	...	...	...	...	Cölbe	5 9	....	....	12 47	....	5 38	....	....	....	2 32	—
69¼	5 18	3 57	2 39	5 18	3 30	2 18	Kirchhain	5 30	....	10 49	1 2	....	5 58	....	9 19	....	2 56	—
80	6 6	4 34	3 3	6 6	4 3	2 53	Neustadt	5 56	....	....	1 21	....	6 22	....	....	....	3 14	—
87¼	6 36	4 57	3 18	6 36	4 24	3 46	Treysa	6 16	....	11 23	1 45	....	6 40	....	9 55	....	3 32	—
93¼	...	...	...	...	...	...	Zimmersrode.....	6 36	....	....	2 5	....	6 58	....	....	....	3 52	—
97¼	...	...	...	...	...	...	Borken	6 49	....	....	2 18	....	7 9	....	....	....	4 4	—
103¼	7 51	5 54	3 57	7 51	5 15	3 10	Watern	7 4	....	11 53	2 39	....	7 24	....	10 37	....	4 19	—
107¼	...	...	...	...	...	...	Gensungen	7 17	....	....	2 50	....	7 36	....	10 49	....	4 32	—
115¾	8 48	6 36	4 24	8 48	6 44	3 47	Gerstungen...dep	7 30	....	12 15	3 10	....	7 50	....	11 0	....	4 53	—
							(146) ...dep	7 47	....	12 18	3 1	....	8 4	....	10 50	....	4 54	—
122	9 18	7 0	4 39	9 18	6 12	3 54	Wilhelmshöhe	8 3	....	12 33	3 16	....	8 22	....	11 6	....	5 17	—
134	9 27	7 6	4 45	9 27	6 18	3 59	Cassel (142, 151) ar	8 10	....	12 40	3 20	....	8 30	....	11 12	....	5 20	—
—	—	—	—	—	—	—	Leipzig ..... „	—	—	—	—	—	—	—	—	—	—	—

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BEBRA, MANAU, and FRANKFURT.—Bebra-Hanauer-Eisenbahn.

| Stations. | 1—4 | 1—4 | 1—4

HANOVER, BREMEN, GEESTEMÜNDE, BURG-LESUM and GROHN-VEGESACK.—Hanov. Stadtb. May 15

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.					p.m.	p.m.	a.m.	a.m.	a.m.
...	...	...	...	LEIPZIG (Zerbst) dep	8 45	...	6 40	6 40	9 30
...	...	...	...	„ (Halle) arr	8 45	10 0	7 35	7 35	10 10
...	...	...	...	BERLIN via Stendl „	10 0	12 0	9 0	12 0	...
...	...	...	...	MAGDEBURG via Him	11 10	2 50	10 10	10 10	1 15
...	...	...	...	BRUNSWICK .....dep	12 44	5 30	11 47	1 20	4 5
...	...	...	...	HAMBURG ..... „	9 45	...	7 5	11 20	...
...	...	...	...	CASSEL ..... arr	11 26	...	6 0	1 5	...
					a.m.	a.m.	p.m.	p.m.	p.m.
0	—	—	—	**Hanover** .....dep	3 35	8 25	1 31	5 5	6 20
13	...	...	...	**Wunstorf** ..... arr	4 7	9 0	2 6	5 29	6 55
19½	...	...	...	Neustadt	...	9 13	2 20	...	7 10
32½	...	...	...	Nienburg	4 56	9 52	2 58	6 8	7 52
44½	...	...	...	Eistrup	5 20	10 15	3 20	...	8 17
53½	...	...	...	Verden	5 4	10 42	3 46	6 43	8 43
59	...	...	...	Langwedel	5 59	10 53	3 57	...	8 54
66	...	...	...	Achim	6 16	11 11	4 15	...	9 11
72½	...	...	...	Sebaldsbrück	6 31	11 26	4 30	7 13	9 26
76	...	...	...	**Bremen 163** ..... arr	6 40	11 35	4 39	7 20	9 35
...	...	...	...	OLDENBURG .....arr	8 12	2 27	6 12	9 1	...
...	...	...	...	LEER ..... „	9 41	4 10	10 26	10 26	...
...	...	...	...	EMDEN ..... „	10 30	5 55	11 10	11 10	...
...	...	...	...	WILHELMSHAFEN „	10 5	4 15	9 13	10 42	...
...	...	...	...	BERLIN, via Sten dep	...	12 0	...	...	1 30
...	...	...	...	OSNABRUCK ..... „	...	6 45	2 15	...	6 25
...	...	...	...	**Bremen** .....dep.	7 30	12 0	5 5	...	10 15
83	...	...	...	**Burg-Lesum** .....arr	7 48	12 18	5 23	...	10 33
...	...	...	...	**Burg-Lesum** dep	7 56	12 27	5 30	...	10 42
3½	...	...	...	**G. Vegesack** ...arr	8 10	12 40	5 45	...	10 55
...	...	...	...	**G. Vegesack** ...dep	7 20	12 0	5 0	...	...
3½	...	...	...	**Burg-Lesum** ...arr	7 37	12 15	5 15	...	...
...	...	...	...	**Burg-Lesum** ...dep	7 52	12 22	5 27	...	10 36
8½	...	...	...	Osterholz-Scharmbeck	8 11	12 41	5 46	...	10 55
12½	...	...	...	Stubben	8 41	1 10	6 15	...	11 24
14½	...	...	...	**Geestemünde** ...arr. (Bremerhafen)	9 7	1 36	6 42	...	11 50

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.					m.pf	m.pf	m.pf	m.pf	
...	...	...	...	(Bremerhafen)	—	—	—	—	—
12½	...	1 60	1 20	0 80	Stubben	...	...	...	...	...
25½	...	3 30	2 50	1 70	Osterholz Scharmbeck	...	...	7 24	9 24	3 39	9 19
31½	...	4 10	3 10	2 10	**Burg-Lesum**.....arr	...	...	7 41	9 40	3 55	9 36
...	...	...	...	...	**Burg-Lesum** dep	...	...	7 56	9 50	4 3	...
3½	...	4 60	1 50	2 30	**G. Vegesack** ...arr	...	...	8 10	10 3	4 16	...
...	...	...	...	...	**G. Vegesack** ...dep	...	...	7 20	9 20	3 35	9 15
3½	...	...	...	...	**Burg-Lesum**...arr	...	...	7 37	9 35	3 51	9 30
...	...	...	...	...	**Burg-Lesum** ...dep	...	...	7 45	9 44	3 59	9 40
3½	...	5 0	3 80	2 50	**Bremen 163** .....arr	...	...	8 3	10 2	4 17	9 58
...	...	...	...	...	OSNABRUCK ..... arr	...	...	...	1 45	10 35	3 15
...	...	32 10	24 0	16 10	BERLIN, via Stend „	...	...	...	7 45	...	...
...	...	...	...	...	WILHELMSHAFEN dp	...	...	...	6 39	12 0	6 17
...	...	...	...	...	EMDEN ..... „	...	...	...	5 30	11 5	4 13
...	...	...	...	...	LEER ..... „	...	...	...	6 55	12 0	6 18
...	...	...	...	...	OLDENBURG ..... „	a.m.	7 4	8 38	2 0	8 8
...	...	...	...	...	**Bremen** .....dep	5 18	8 30	10 24	4 35	10 20
...	...	...	...	...	Sebaldsbrück	5 29	8 41	10 35	4 47	10 30
4½	...	1 50	1 0	0 25	Achim	5 46	8 58	10 51	5 6	10 45
5½	...	...	...	...	Langwedel	6 3	9 14	...	5 24	...
6½	...	3 0	2 25	1 50	Verden	6 19	9 29	11 19	5 41	11 11
7	...	4 2	3 20	2 10	Eistrup	6 44	9 53	11 40	6 6	...
8	...	5 56	4 10	2 75	Nienburg	7 12	10 21	12 6	6 35	11 53
8½	...	7 40	5 50	3 5	Neustadt	7 51	11 0	12 40	7 14	...
10	...	7 80	5 40	3 90	**Wunstorf**	8 8	11 17	1 3	7 36	12 40
11½	...	9 0	6 75	4 40	**Hanover** .....arr	8 40	11 47	1 35	8 10	1 8
...	...	...	...	...		a.m.	p.m.	p.m.	p.m.	a.m.
...	...	23 30	17 50	11 70	CASSEL ..... arr	2 20	3 48	9 35	7 18	5 8
...	...	...	...	...	HAMBURG ..... „	3 48	...	9 5	...	7 26
...	...	...	...	...	BRUNSWICK ..... „	11 12	...	3 17	11 3	3 49
...	...	...	...	...	M.-GODESBURG, via Hl.	1 40	...	5 10	...	6 40
...	...	...	...	...	BERLIN ..... arr	4 45	...	6 45	...	7 10
...	...	21 30	22 70	14 50	LEIPZIG (Zerbst) „	5 15	...	10 54	...	11 7
...	...	...	...	...	„ (Halle)... „	6 51	...	8 11	...	10 53

BREMERHAVEN TO MULHEIM a. Rh.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	...	...
	a.m.	a.m.	p.m.	p.m.	1 Cl.	2 Cl.
Bremerhaven ...dep	6.55	10 0	1 21	4 46	8.35	...
Bremen ..... arr	7 27	10 32	1 53	5 18	9 7	...
Mülheim 44 ..... arr	7 27	10 32	1 53	5 18	9 7	sgr.
	a.m.	a.m.	p.m.	p.m.	sgr.	sgr.
DEUTZ	7 40	10 45	2 5	5 30	9 20	12

Stations.	1,2	1,2	1,2	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Bremerhaven ...dep	6.55	10 0	1 21	4 46	8.35	...
Bremen ..... arr	7 27	10 32	1 53	5 18	9 7	...
Mülheim 44 ..... arr	7 27	10 32	1 53	5 18	9 7	sgr.
	a.m.	a.m.	p.m.	p.m.	sgr.	sgr.
DEUTZ	7 40	10 45	2 5	5 30	9 20	12

Stations.	1 Cl.	2 Cl.	3 Cl.
	sgr.	sgr.	sgr.
Benaberg ...dep	3	2	1
Mülheim 44 ..... arr	9	6	4
	6	4	3
Mülheim ...dep	6	4	3
B. Gladbach	9	6	4
Benaberg ..... arr	9	6	4

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.	p.m.	p.m.
DEUTZ	8.30	12 25	2 45	6.17	9 3
Mülheim ...dep	8 43	12 38	2 58	6 32	9 16
B. Gladbach	9 6	1 1	3 21	6 55	9 40
Benaberg ..... arr	9 16	1 11	3 31	7 0	10 11

WERNIGERODE and HEUDEBER.

G.M. Dist.	1 Cl. th.sg	2 Cl. th.sg	3 Cl. th.sg	Stations.	1—4 a.m.	1 4 a.m.	1—4 a.m.	1—4 p.m.	1—4 p.m.	1—4
—	—	—	—	**Wernigerode** dep	6 36	9 27	11 30	2 55	4 15	...
1,0	0 8½	0 6	0 4	**Heudeber** .....arr	7 4	9 45	12 0	3 12	4 48	...
...	...	...	...	HALBERSTADT arr	7 41	...	12 50	...	5 38	...
...	26 0	20 0	13 0	VIENENBURG ...	8 38	...	12 14	...	5 4	...

Stations.	1—4 a.m.	1—4 a.m.	1—4 p.m.	1—4 p.m.	1— p.m.
VIENENBURG...dep	...	9 5	...	1 30	8 24
HALBERSTADT.....	...	...	...	2 29	7 45
Heudeber .....dep	8 52	10 0	12 15	2 34	9 10
Wernigerode arr	9 12	10 25	12 35	3 10	9 45

FROSE and BALLENSTEDT.

M.G. Dist	1 Cl. th.sg	2 C th.sg	3 Cl. th.sg	4 Cl th.sg	Stations.	1—4 a.m.	1—4 a.m.	1—4 p.m.	1—4 p.m.	
—	—	—	—	—	**Frose** .....dep	7 17	11 17	4 0	10 15	...
1,1	0 7	0 5	0 3½	0 2	Ermsleben	7 37	11 35	4 20	10 39	...
1,9	0 11½	0 9	0 6	0 3½	**Ballenstedt** arr	7 56	11 51	4 35	10 54	...

Stations.	1—4 a.m.	1—4 a.m.	1—4 p.m.	1—4 p.m.	
Ballenstedt dep	5 55	10 5	2 30	8 35	...
Ermsleben	6 16	10 26	2 45	8 5	...
Frose.....arr	6 40	10 42	3 0	9 17	...

NORTHEIM, NORD-HAUSEN (Halle Erfurt)—HERZBERG, OSTERODE, & SEESEN. [May 15.

Mls.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
	Cassel ..... dep	...	6 0	9 10	1 5	...	5 50	
	Hamburg ..... "	p.m.	9 45	..	7 5	a.	11 20	
	Bremen ..... "	p.m.	10 20	5 18	8 30	a.	10 25	
	Hanover ..... "	a.m.	5 20	9 30	12 10	p.	4 20	
	Brunswick ... "	a.m	4 30	7 50	11 40	p.	3 45	
	Cologne (Deutz) "	...	4 0	...	...	...	5 9	
	Kreiensen	...	7 24	11 35	1 40	...	6 36	p.
	Northeim ..... dep	...	a.m.	p.m.	p.m.	...	p.m.	
5½	Catlenburg	...	8 17	12 30	3 13	...	8 15	
16½	Herzberg ..... arr	...	8 33	12 34	3 28	...	8 30	
	Herzberg ..... dep	a.m.	8 58	1 5	3 54	p.m.	9 1	
8	Osterode ..... "	5 0	9 15	2 50	4 0	6 15	...	
20	Seesen ..... arr.	5 30	9 54	3 10	4 19	6 40	...	
	Seesen ..... dep.	6 12	10 40	3 45	...	7 3	...	
	Brunswick ..arr.	8 35	...	5 30	...	9 15	...	
	Kreiensen	7 16	11 25	6 37	...	10 3	p.m.	
	Kreiensen ...dep.	...	5 35	...	4 50	7 36	6 3	
	Brunswick ... "	...	4 30	...	11 40	11 40	3 45	
	Seesen ..... dep.	...	7 10	...	1 20	4 10	7 45	
11½	Osterode ..... "	...	8 13	...	1 50	5 10	8 34	
20	Herzberg ..... arr	...	8 43	...	2 7	5 40	8 59	
	Herzberg ..... do.	...	9 1	1 13	3 56	...	9 7	
20½	Scharfd.-Lauterberg ..	...	9 12	1 25	4 7	...	9 20	
31	Walkenried	...	9 45	2 1	4 40	...	9 58	
34½	Ellrich	...	9 55	2 10	4 49	...	10 9	
43	Nieder-Sachswerfen IIf	...	10 8	2 24	5 2	...	10 25	
43	Nordhausen 172 arr	...	10 17	2 33	5 11	...	10 35	
	Halle ..... arr	...	1 14	5 3	8 45	...	...	
	Leipzig ..... "	...	2 25	6 51	9 30	...	...	
	Dresden ..... "	...	5 40	10 45	12 10	...	...	
	Erfurt ..... "	...	1 10	...	7 38	...	...	

Stations. [May 15.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
			a.m.	a.m.	p.m.
Erfurt ..... dep	...	...	...	10 22	2 10
Dresden ..... "	...	...	...	4 40	9 30
Leipzig ..... "	...	...	...	7 35	12 20
Halle ..... "	...	...	6 0	8 23	2 0
Nordhausen ..... dep	...	a.m.	a.m.	p.m.	p.m.
Nieder-Sachswerfen IIf	...	5 39	9 30	12 50	4 50
Ellrich ..... "	...	5 43	9 41	1 2	5 1
Walkenried ..... "	...	5 55	9 53	1 14	5 18
Scharfeld-Lauterberg ..	...	6 38	10 34	1 56	5 59
Herzberg ..... arr	a.m.	6 48	10 43	2 6	6 9
Herzberg ..... dep	5 0	9 15	...	2 50	6 15
Osterode ..... "	5 30	9 54	...	3 10	6 40
Seesen ..... arr	6 12	10 40	...	3 45	7 13
Brunswick ..... "	8 35	...	...	5 40	9 16
Kreiensen ..... "	7 16	11 25	...	6 37	10 39
Kreiensen ..... dep	...	...	5 53	9 59	3 36
Brunswick ..... "	...	...	4 30	11 40	11 40
Seesen ..... dep	...	...	7 1	1 30	4 10
Osterode ..... "	...	...	8 13	1 50	5 10
Herzberg ..... arr	...	...	8 43	2 7	5 40
Herzberg ..... dep	...	...	6 53	10 46	2 11
Catlenburg	...	...	7 21	11 12	2 37
Northeim 150 ..... arr	...	...	7 36	11 24	2 49
Kreiensen ..... arr	...	...	8 12	12 3	3 27
Cologne (Deutz) "	...	...	...	8 45	...
Brunswick ..... "	...	...	1 5	5 30	5 30
Hanover ..... "	...	...	10 42	2 5	4 50
Bremen ..... "	...	...	4 39	...	7 20
Hamburg ..... "	...	...	3 48	...	9 5
Cassel ..... "	...	...	10 18	2 30	...

BRUNSWICK, HARZBURG, and GOSLAR.—Brunswick Eisenbahn. [May 15.

Mls.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3		
		a.m.	a.m.	p.m.	p.m.		
	Brunswick ..... dep	7 50	11 40	3 45	8 0	...	...
7½	Wolfenbüttel	8 5	11 55	4 10	8 20	...	...
15	Borssum ..... arr	8 15	12 20	4 33	8 44	...	...
	" ..... dep	8 27	12 30	4 45	8 55	...	...
	Selden	8 40	12 40	4 55	9 5	...	...
	Vienenburg	8 57	12 59	5 11	9 22	...	...
	Vienenburg ..... dep.	9 5	1 5	5 19	9 25	...	...
	Ohrer ..... "	9 25	1 25	5 31	9 45	...	...
	Goslar ..... arr	9 35	1 36	5 43	9 54	...	...
	Vienenburg	9 0	1 0	5 15	8 25	...	...
	Harzburg ..... arr	9 31	1 30	6 32	9 45	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	
Harzburg ..... dep	6 56	11 35	3 55	7 15	...
Vienenburg ..... arr	7 6	11 48	4 6	7 27	...
Goslar ..... dep	6 40	11 20	3 40	7 0	...
Ohrer ..... "	6 58	11 30	3 50	7 10	...
Vienenburg ..... arr	7 3	11 45	4 3	7 24	...
Vienenburg ..... dep	7 10	11 55	4 10	7 30	...
Selden	7 25	12 10	4 25	7 45	...
Borssum ..... arr	7 37	12 18	4 35	7 55	...
" ..... dep	7 47	12 30	4 50	7 58	...
Wolfenbüttel	8 10	12 50	5 10	8 15	...
Brunswick ..... arr	8 35	1 5	5 30	9 15	...

MAGDEBURG and NEUHALDENSLEBEN.—Magdeburg Halberstadter Eisenbahn.

G.M. Dr.	1 Cl. sgr.	2 sgr.	3 Cl. sgr.	1 Cl. sgr	Stations.	1—4 a.m.	1—4 p.m.	1—4 p.m.	Stations.	1—4 a.m.	1—4 p.m.	1—4 p.m.
	—	—	—	—	Magdeburg ..... dep	8 0	4 0	9 0	Neuhaldensleben d	6 0	1 0	6 5
1,3	9	7	5	4	Barleben	8 20	4 20	9 20	Gr. Ammensleben	6 18	1 18	6 23
2,4	16	12	8	6	Gr Ammensleben	8 39	4 39	9 39	Barleben	6 37	1 37	6 42
3	21	18	12	7	Neuhaldensleben a	9 0	5 2	9 59	Magdeburg	7 5	2 3	7 9

HAGEN and BRUGGE.

Mls. Dist.	Stations.	1—3 a.m.	1—3 p.m.	1—3 p.m.	Stations.	1—3 a.m.	1—3 p.m.	1—3 p.m.
	Elberfeld dep	7 8	1 40	5 25	Brügge ..... dep	6 15	1 0	5 0
	Schwerte .. "	7 35	2 30	6 15	Schalksmühle	6 32	1 17	5 17
	Dortmund "	7 4	1 50	4 35	Dahlerbrücke	6 40	1 25	5 25
		a.m.	p.m.	p.m.	Rummenohl	6 51	1 36	5 36
	Hagen ..... dep	8 29	3 10	7 10	Dahl	7 4	1 51	5 51
1	Oberhagen	8 33	3 28	7 23	Daistern	7 21	2 6	6 6
24	" eistern	8 46	3 38	7 36	Oberhagen	7 38	2 23	6 23
3	Dahl	9 6	3 47	7 56	Hagen ..... arr	7 45	2 30	6 30
6	Rummenohl	9 21	3 5	8 11		a.m	p.m.	p.m.
9	Dahlerbrücke	9 33	4 7	8 23	Dortmund ...arr	9 15	4 8	7 55
11	Schalksmühle	9 47	4 21	8 37	Schwerte .. "	8 56	3 22	7 0
14	Brügge ..... arr	10 5	4 37	8 55	Elberfeld "	9 11	4 4	7 24

HANOVER and CASSEL—Hanoversche Stattsbahn. [May 15

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 2	1, 2, 3 & 4	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3 & 4
Dist.	m. pf	m. pf	m. pf		p. m.	a.m.	a.m.	a. m.	a. m.	a.m.
—	—	—	—	KIEL ..... dep	4 32	...	...	...	7½ 6	11 33
...	...	...	...	HARBURG ..... „	9 45	...	...	7 5	11 20	3 40
...	...	...	...	LUBECK via Hoh „	6 50	...	...	7 10	11 30	
...	...	...	...	BREMEN ..... „	10 20	...	5 18	8 30	10 24	4 35
...	...	...	...	BERLIN via Sten. „	6 30	...	12 0	5 0	12 0	1 30
...	Via	Sten	dal.	**Hanover** ..... dep	1 35	5 20	9 20	12 10	4 20	10 55
11½	...	...	...	**Sarstedt** ..... „	...	5 51	9 53	...	4 53	11 29
18½	...	...	...	**Nordstemmen** ..... arr	...	6 8	10 7	12 38	5 7	11 42
...	...	...	...	HILDESHEIM ..... arr	...	7 5	10 32	1 34	5 46	...
...	...	...	...	HILDESHEIM ..... dep	...	5 45	9 35	12 21	4 39	9 21
...	...	...	...	**Nordstemmen** ..... dep	...	6 10	10 13	12 41	5 14	11 50
20½	...	...	...	Elze ..... „	...	6 22	10 25	12 50	5 26	12 4
25	...	...	...	Banteln ..... „	...	6 32	10 37	...	5 37	12 16
31	...	...	...	Alfeld ..... „	...	6 49	10 51	1 10	5 55	12 34
36½	...	...	...	Freden ..... „	...	7 4	11 10	...	6 10	12 50
43	...	...	...	**Kreiensen** ..... arr	2 52	7 18	11 25	1 32	6 24	1 5
...	...	...	...	BERLIN ..... dep.	10 0	11 0	...	8 45	...	3 30
...	...	...	...	MAGDEBURG ... „	12 18	2 50	6 0	11 2	1 15	6, 6½
...	...	...	...	BRUNSWICK ..... „	12 0	4 30	7 50	11 40	3 45	8 0
...	...	...	...	COLOGNE (Deutz) „	8 0	4 0	...	...	5 9	...
...	...	...	...	**Kreiensen** ..... dep	3 0	7 28	11 35	1 40	6 36	1 15
48	...	...	...	Salzderhelden-Einbeck	...	7 43	11 48	1 51	6 49	1 29
55	...	...	...	**Northeim 149** ..... arr	3 23	7 59	12 4	2 3	7 6	1 46
...	...	...	...	NORDHAUSEN ...arr	...	10 17	2 33	5 11	10 35	...
...	...	...	...	NORDHAUSEN ...dep	...	5 30	9 30	...	4 50	...
...	...	...	...	**Northeim** ..... dep	3 25	8 5	12 8	2 6	7 11	1 51
62	...	...	...	Nörten ..... „	...	8 19	12 22	...	7 27	2 7
67	...	...	...	**Gottingen** ..... arr	3 47	8 37	12 40	2 26	7 46	2 25
...	...	...	...	„ (150) ...dep	3 52	8 47	12 47	2 30	7 53	5 40
77	...	...	...	Dransfeld ..... „	...	9 15	1 15	...	8 25	6 8
88½	...	...	...	Münden ..... „	4 39	9 45	1 44	3 19	8 58	6 42
103½	...	...	...	**Cassel 147** ..... arr	5 8	10 18	2 20	3 48	9 35	7 18
...	...	...	...	EISENACH ..... „	8 17	...	5 31	9 29	12 45	12 6
...	...	...	...	FRANKFURT ..... „	9 40	6 36	...	8 15	5 0	1 35
...	...	...	...	EMS ..... „	11 10	7 11	...	9 46	...	3 4
...	...	...	...	HEIDELBERG ..... „	12 30	10 10	...	11 20	8 40	5 0
...	...	...	...	MUNICH ..... „	9 15	...	...	8 20	9 15	9 10

GOTTINGEN and ARENSHAUSEN to GOTHA and HALLE.

Stations.	1—4	1—4	1—4	1—4	Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
HALLE ..... dep	...	8 23	2 0	...	HANOVER ..... dep	...	...	...	...
NORDHAUSEN ..... „	4 37	11 2	5 0	...	CASSEL ..... „	...	...	...	...
GOTHA ..... „	...	11 5	5 10	9 15	**Gottingen** ..... „	4 55	8 44	4 0	8 45
Arenshausen ..... dep	7 50	1 49	8 28	10 30	**Arenshausen** ..... dep	6 3	9 31	5 32	...
Gottingen (150) ..... arr	8 0	2 0	8 48	...	GOTHA ..... „	...	12 25	9 32	...
CASSEL ..... „	...	10 18	3 48	...	NORDHAUSEN ..... „	...	...	1 0	10 35
HANOVER ..... „	...	10 47	4 50	10 45	HALLE ..... „	...	...	...	...

Mls.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1 & 2	1, 2, 3 & 4	1, 2, 3	1, 2, 3	1, 2, 3 & 4	1, 2, 3 & 4
Dist.	m pf	m. pf	m. pf	m. pf		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
...	...	...	...	...	HANOVER ..... dep	1 35	5 30	9 30	12 10	4 20	10 55
...	...	...	...	...	CASSEL ..... „	...	6 0	1 5	5 50	...	...
...	...	...	...	...	**Gottingen** ..... dep	4 55	8 44	4 0	8 0	8 45	...
...	...	...	...	...	**Arenshausen** ..... dep	6 3	9 31	5 32	9 32	...	...
...	...	...	...	...	GOTHA ..... „	...	12 25	9 32	1 0	10 35	...
...	...	...	...	...	NORDHAUSEN ..... „	...	...	...	...	...	...
...	...	...	...	...	HALLE ..... „	1 35	5 30	12 10	4 20	...	...
...	...	...	...	...	HANOVER ..... „	...	...	...	...	...	...
...	...	...	...	...	CASSEL ..... „	...	4 55	8 44	4 0	8 45	...
...	...	...	...	...	**Gottingen** ..... dep	...	6 3	9 31	5 32	9 32	...
...	...	...	...	...	**Arenshausen** ..... dep	...	...	...	...	...	...
...	...	...	...	...	GOTHA ..... „	...	...	12 25	9 32	1 0	10 35
...	...	...	...	...	NORDHAUSEN ..... „	...	...	...	...	...	...

OLDENBERG, WILHELMSHAFEN (HEPPENS).—Oldenburgische Eisenbahn.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 – 3	1 – 3	1 – 3	1 – 3	Stations.	1 – 3	1 – 3	1 – 3	1 –
Dist.	m. pf	m pf	m pf		a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	a.m.	p
...	...	...	...	BREMEN ..... dep	7 0	1 10	5 10	7 50	**Wilhelmshafen** ... dep	6 59	7 59	12 0	6
...	...	...	...	**Oldenburg** ..... dep	8 43	2 53	6 22	9 20	JEVER ..... dep	6 14	...	11 37	5
7½	1 0	0 60	0 40	Rastede ..... „	9 0	3 10	6 50	9 35	Sande ..... „	6 52	8 25	12 15	6
19	2 40	1 40	1 0	Varel ..... „	9 30	3 40	8 5	10 5	Ellenserdamm ..... „	7 0	8 45	12 25	6
24½	3 0	1 80	1 20	Ellenserdamm ..... „	9 45	3 55	8 30	10 20	Varel ..... „	7 15	9 25	12 40	6
28	3 50	2 10	1 40	Sande ..... „	9 55	4 5	8 50	10 32	Rastede ..... „	7 43	10 10	1 15	7
...	...	...	...	JEVER ..... arr	10 28	4 34	...	11 0	**Oldenburg 151** ..... arr	8 0	10 37	1 34	7
32½	4 0	2 40	1 60	**Wilhelmshafen 150** ar	10 5	4 15	9 15	10 42	BREMEN ..... „	9 55	...	3 18	9

JEVER, SANDE, and WILHELMSHAFEN.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	2 & 3	2 & 3	2 & 3	Stations.	2 & 3	2 & 3	2 & 3
Dist.		m. pf	m. pf		a.m.	a.m.	p.m.		a.m.	p.m.	p.m.
—	—	—	—	**Jever** ..... dep	6 14	11 37	5 47	**Wilhelmshafen** ...dep	9 33	3 43	10 5
6½	...	0 50	0 40	Sander-Busch ..... „	6 35	12 0	6 15	**Sande** ..... arr	9 47	3 57	10 19
8	...	0 60	0 40	**Sande** ..... arr	6 42	12 5	6 20	OLDENBURG ..... dep	8 43	2 53	9 20
...	...	...	...	OLDENBURG ..... „	8 0	1 34	7 38	**Sande** ..... dep	10 2	4 12	10 34
...	...	...	...	**Sande** ..... dep	6 57	12 20	6 35	Sander-Busch ..... „	10 7	4 17	10 40
12½	...	0 90	0 60	**Wilhelmshaf. (150)** ar	7 11	12 34	6 49	**Jever** ..... arr	10 28	4 38	11 0

BRAKE and HUDE.

Mls	1 Cl.	2 Cl.	3 Cl	Stations.	2 & 3	2 & 3	2 & 3	Stations.	2 & 3	1 & 3	2 & 3
Dist.		m.pf	m.pf		a.m.	p.m.	p.m.		a.m.	p.m.	p.m.
—	—	—	—	**Brake** ..... dep	6 35	12 50	7 40	BREMEN ..... dep	7 0	1 10	7 50
6½	...	0 50	0 40	Elsfleth ..... „	6 50	1 15	7 55	OLDENBURG ..... „	8 38	2 0	8 [illegible]
10½	...	0 80	0 60	Berne ..... „	7 0	1 30	8 5	**Hude** ..... dep	9 15	2 36	8 50
16	...	1 20	0 80	**Hude** ..... arr	7 16	1 50	8 21	Berne ..... „	9 30	2 50	9 10
...	...	...	...	OLDENBURG ..... „	8 18	2 37	9 1	Elsfleth ..... „	9 40	3 0	9 [illegible]

CASSEL and HANOVER.—Frankfurt-Eisenbahn. [May 15.

Mi a. Dist.	1 Cl. m. pf	2 Cl m. pf	3 Cl. m. pf	4 Cl. m. pf	Stations.	1, 2 a. m.	1, 2, 3 a. m.	1, 2, 3 a. m.	1, 2 p. m.	1, 2, 3 p. m.	1 & 2 a. m.
—	—	—	—	—	MUNICH ..... dep				5 50		6 20
—	—	—	—	—	HEIDELBERG ... „	7 10	—	2 45	5 40	12 30	4 40
—	—	—	—	—	EMS ..... „	—	—	6 21	9 0	12 13	3 51
—	—	—	—	—	FRANKFURT ..... „	10 30	—	9 30	9 45	2 30	7 0
—	—	—	—	—	EISENACH ..... „	2 44	5 45	...	11½ 11	7 11	7 11
—	—	—	—	—	Cassel ..... dep	6 0	9 10	1 5	5 50	10 30	11 30
18	2 0	1 50	0 90	—	Munden	6 31	9 51	1 40	6 20	11 1	12 1
20½	2 30	2 0	1 75	—	Dransfeld	7 10	10 29	...	7 5	11 36	...
27½	4 70	3 50	2 25	—	Göttingen ..... arr	7 33	10 52	2 31	7 29	12 0	12 51
—	—	—	—	—	„ ..... dep	7 34	10 58	2 36	7 36	4 25	12 56
33½	5 60	4 20	2 75	—	Nortea	7 56	11 16	...	7 54	4 42	...
38½	6 30	4 75	3 10	—	Northeim (149) ..arr	8 9	11 29	2 50	8 7	4 55	1 10
—	—	—	—	—	NORDHAUSEN ...arr	10 17	2 33	5 11	10 35	—	—
—	—	—	—	—	„ ...dep	8 30	9 30	12 50	4 50	—	—
—	—	—	—	—	Northeim ..... dep	8 13	11 34	3 3	8 13	4 56	1 91
5½	7 20	5 50	3 60	—	Salzderhelden-Lib. h. ...	8 30	11 51	3 17	8 31	5 14	...
6½	8 0	6 0	4 0	—	Mreiensen ..... arr	8 43	12 3	3 27	8 43	5 26	1 43
—	15 0	10 75	6 75	—	BRUNSWICK .....dep	1 5	5 30	5 30	—	9 25	3 45
—	19 50	14 70	9 90	—	MAGDEBURG ..... „	5 25	7 15	6 13	—	10 17	4 40
—	31 50	22 70	15 90	—	BERLIN ..... „	7 30	11 15	8 55	—	1 51	7 12
—	—	—	—	—	COLOGNE, (Deu. B.) „	—	8 45	—	—	5 40	8 30
—	—	—	—	—	Mreiensen ..... dep	8 50	12 8	3 33	8 48	5 3	1 53
67	8 75	6 50	4 40	—	Freden	9 5	12 23	...	9 4	5 46	...
72½	9 50	7 10	4 75	—	Alfeld	9 19	12 36	3 53	9 18	5 5	...
79	10 50	7 75	5 20	—	Banteln	9 34	12 51	...	9 16	6 14	...
82½	10 84	8 10	5 40	—	Elze	9 45	1 2	4 10	9 45	6 25	...
87½	11 50	8 80	5 70	—	Nordstemmen ...arr	9 55	1 12	4 19	9 55	6 35	...
—	12 20	9 25	6 20	—	HILDESHEIM .....arr	10 32	1 24	4 36	10 21	7 8	...
—	—	—	—	—	„ ...dep	9 35	12 21	...	9 21	5 45	...
—	—	—	—	—	Nordstemmen ...dep	10 0	1 17	4 20	10 0	6 39	...
92	12 0	9 0	6 0	—	Sarstedt	10 16	1 35	...	10 16	6 57	...
102½	13 50	10 10	6 75	—	Hanover (p. 149) arr	10 42	2 5	4 50	10 45	7 25	3 10
—	39 0	24 60	...	—	BERLIN via Stet. ar	9 45	7 45	12 0	9 30	4 45	...
—	23 30	17 30	11 70	—	BREMEN ..... „	4 30	—	7 30	—	11 25	6 40
—	20 80	22 90	15 20	—	LUBECK via Hohn „	9 30	—	11 20	—	3 20	10 45
—	16 80	21 30	14 20	—	HAMBURG ..... „	5 45	—	9 5	—	12 40	7 36
—	—	—	—	—	KIEL ..... „	9 0	—	12 5	—	4 30	11 31

BREMEN to LEER. Oldenburgische Eisenbahn. [May 15.

Mi. Dist.	1 Cl. m. pf	2 Cl m. pf	3 Cl. m. pf	Stations.	1—3 p. m.	1—4 a. m.	1—3 a. m.	1—3 a. m.	Stations.	1—3 a.m.	1—3 a. m.	1—3 p. m.	1—3 p. m.
—	—	—	—	BERLIN ..... dep	10 0	12 0	9 0	12 0	EMDEN ..... dep	—	5 30	11 5	6 13
—	—	—	—	UELZEN ..... „	...	6 7	...	3 43	LEER ..... arr	—	6 4	11 49	4 55
—	—	—	—	HANNOVER ..... „	2 35	6 25	1 31	5 5	Leer ..... dep	—	6 55	12 0	6 14
—	—	—	—	Bremen ..... dep	7 0	1 10	5 10	7 50	Stickhausen	—	7 15	12 24	6 40
—	—	—	—	„ (Neustadt) ...	7 5	1 15	5 15	7 55	Zwischenahn	—	8 0	1 2	7 25
12	1 20	0 70	0 50	Delmenhorst	7 25	1 38	5 30	8 15	Oldenburg ..... arr	—	8 23	1 48	7 51
17½	2 30	1 30	0 90	Hude ..... arr	7 45	1 59	5 51	8 36	WILHELMSH. ... dep	—	6 32	12 0	6 17
—	—	—	—	BRAKE ..... „	9 56	3 17	...	9 50	OLDENBURG ... arr	—	9	1 34	7 38
—	—	—	—	„ ..... dep	6 35	12 50	...	7 40	Oldenburg (150) dep	7 4	8 34	2 0	8 8
—	—	—	—	Hude ..... dep	7 48	2 4	5 52	8 37	Hude ..... arr	7 25	9 2	2 26	8 33
17½	3 40	2 0	1 40	Oldenburg ... arr	8 12	2 27	6 12	9 1	„ ..... dep		9 56	3 17	9 50
—	—	—	—	OLDENBURG ... dep	6 42	2 54	6 22	9 20	BRAKE ..... „	—	—	12 54	7 40
—	—	—	—	WILHELMSH. ... arr	10 5	4 15	9 15	10 43	„ ..... arr	7 29	9 5	2 29	8 35
—	—	—	—	Oldenburg (150) dep	6 22	2 42	...	9 11	Delmenhorst ... „	7 48	9 28	2 50	8 55
25½	4 60	2 70	1 80	Zwischenahn	6 40	3 0	...	9 30	Bremen (Neustd.) ...	8 2	9 47	3 10	9 15
31	6 00	3 60	2 60	Strickhausen	9 18	3 57	...	10 3	„ (163) ... arr	8 13	9 56	3 18	9 24
42	7 50	4 50	3 0	Leer (155) ..... arr	9 41	4 16	...	10 26	HANNOVER ... „	11 47	1 35	6 10	1 0
—	—	—	—	LEER ..... dep	4 49	5 8	...	10 39	UELZEN ..... „	—	3 28	...	—
—	—	—	—	EMDEN ..... arr	10 30	5 55	...	11 10	BERLIN ..... „	—	6 45	...	7 10

LEIPSIG and EILENBURG.—Halle, Sorau, Guben Eisenbahn. [May 15.

Kil. Dist.	1 Cl. m. pf	2 Cl. m. pf	4 Cl. m. pf	Stations.	1—4 a. m.	1—3 p. m.	3—4 p. m.	1—4 p. m.	Stations.	3—4 a. m.	1—4 a. m.	1—3 p. m.
—	—	—	—	Leipsic ..... dep	5 48	2 0	10 30	2 0	GUBEN ..... dep	—	7 32	2 8
8½	0 70	0 50	0 40	Taucha ..... „	6 37	2 15	10 45	3 17	BRESLAU ..... „	—	10 40	6 30
15	1 20	0 90	0 60	Jesewitz ..... „	9 8	2 26	11 1	3 29	SORAU ..... „	—	5 42	1 34
15	1 20	1 40	1 0	Eilenburg (149) ...arr	9 19	2 37	11 12	3 41	COTTBUS ..... „	—	8 37	3 6
—	—	—	—	COTTBUS ..... „	12 53	5 44	...	7 ...		a.m.	p.m.	p.m.
—	—	—	—	SORAU ..... „	2 40	7 10	...	9 ...	Eilenburg ..... dep	6 44	12 17	6 15
—	—	—	—	BRESLAU ..... „	8 0	...	...	...	Jesewitz ..... „	7 6	12 30	6 28
—	—	—	—	GUBEN ..... „	1 57	6 28	...	...	Taucha ..... „	7 32	12 30	6 37
									Leipsic ..... arr	7 38	12 53	6 50

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HALLE, COTTBUS, and GUBEN.—Halle-Sorau-Gubener Eisenbahn.

G.M. Dis.	1 Cl. sgr.	2 Cl. sgr.	3 Cl. sgr.	4 Cl. sgr.	Stations.	1, 2, 3 a.m.	1—3 a.m.	2, 3, 4 p.m.	2, 3, 4 p.m.	Stations.	1—4. a.m.	1, 2, 3 a.m.	2, 3, 4 p.m.	2, 3, 4 a.m.
...	...	...	...	...	Magdeburg arr	6 0	11 15	3 30	...	Posen ..... dep	...	10 35	3 59	5 3
...	...	...	...	...	Cassel ,,	7 45	7 30	...	...	Frankfurt ,,	12 41	12 21	3 46	10 9
...	...	...	...	...		a.m.	p.m.	p.m.			a.m.	p.m.	p.m.	a.m.
...	...	...	...	...	Halle ..... dep	8 18	1 56	6 13	...	Guben ..... dep	7 23	2 47	8 59	11 15
...	...	...	...	...	Leipzig ..... dep	5 30	1 35	6 11	...	Pelitz	7 56	3 16	9 41	12 5
2,50	22	16	11	5	Bellitzsch ..... dep	8 55	2 23	7 9	...	Cottbus ..... arr	8 16	3 34	10 7	12 32
6,50	60	40	30	10	Altenburg (SS1) ...	9 10	3 6	7 55	...					
10,29	93	62	31	15	Torgau	10 14	3 56	8 52	...	Görlitz ... arr	12 24	6 9	12 35	6 9
12,60	76	57	38	19	Falkenberg arr	10 40	4 2	9 23	...	Grossenhain ,,	3 10	5 55	...	3 10
...	...	...	...	...						Dresden ..... ,,	...	...	...	...
...	...	...	...	...	Kohlfurt ...arr	...	...	...	...	Leipzig ..... ,,	...	...	...	...
...	...	...	...	...	Breslau ..... ,,	...	...	...	...	Sorau ..... dep	5 40	2 25	4 12	...
...	...	...	...	...	Rödern ..... dep	7 52	11 19	7 59	...	Görlitz ..... ,,	6 0	10 50	4 56	...
...	...	...	...	...						Cottbus ..... dep	8 26	3 44	10 34	...
...	...	...	...	...	Falkenberg dep	10 43	4 28	9 29	...	Eichow	8 46	...	11 1	...
12,75	83	62	41	21	Beuters ts	...	4 42	9 44	...	Calau	9 4	4 18	11 20	a.m.
15,83	94	70	47	23	Dobrilugk Kirchh.	11 12	5 5	10 11	a.m.	Finsterwalde	9 45	4 44	...	3 33
17, 9	103	77	51	26	Finsterwalde	11 34	5 30	...	5 40	Dobrilugk-Kirch	10 3	5 4	...	3 52
20, 1	120	90	60	30	Calau	12 1	6 6	...	4 35	Buteursts	10 35	...	...	4 17
21,40	128	96	64	32	Eichow	...	6 24	...	4 58	Falkenberg arr	10 37	5 32	...	4 20
23,90	139	104	70	35	Cottbus ..... arr	12 23	6 45	...	5 26					
...	...	...	...	...	Görlitz ..... arr	6 9	12 35	2—4	8 31	Rödern ..... dep	3 35	8 50	...	10 32
...	...	...	...	...	Sorau ..... ,,	2 9	9 50	a.m.	1 11	Breslau ..... dep	10 40	10 18	...	...
...	...	...	...	...	Leipzig ..... dep	...	...	...	...	Kohlfurt ... ,,	4 49	1 29	...	...
...	...	...	...	...	Dresden ..... ,,	...	...	...	...					
...	...	...	...	...	Grossenhain ,,	7 40	2 35	11 25	...	Falkenberg dep	10 43	5 34	...	4 36
...	...	...	...	...	Görlitz ..... ,,	10 50	...	...	10 10	Torgau	11 16	6 4	...	5 16
...	...	...	...	...	Cottbus ..... dep	12 48	6 53	3 44	5 51	Ellenburg (SS1) ...	11 54	6 41	...	6 6
25, 9	151	113	75	38	Pelitz	1 7	7 15	4 10	6 20	Pelitzsch	12 27	7 11	...	6 52
28,27	169	127	85	42	Guben ..... arr	1 3	7 47	4 55	7 5					
...	...	...	...	...						Leipzig ..... arr	1 46	10 34	...	8 21
...	...	...	...	...	Frankfurt-a-O	3 28	...	7 33	8 43					
...	...	...	...	...	Posen ... arr	5 56	...	10 12	2 13	Halle ..... arr	1 4	7 42	...	7 39
...	...	...	...	...		p.m.		p.m.	p.m.		p.m.	a.m.		a.m.
...	...	...	...	...						Cassel ..... ,,	8 10	7 45	...	1 4
...	...	...	...	...						Magdeburg ,,	3 34	10 55	...	10 0
...	...	...	...	...							p.m.	p.m.		p.m.

COTTBUS and SORAU.

G.M. Dis.	1 Cl. sgr.	2 Cl. sgr.	3 Cl. sgr.	4 Cl. sgr.	Stations.	2, 3, 4 a.m.	1, 2, 3 a.m.	2, 3, 4 p.m.	1—4 p.m.	Stations.	2, 3, 4 p.m.	1—4. a.m.	1, 2, 3 a.m.	2, 3, 4 p.m.
...	...	...	...	...	Berlin ..... dep	...	7 0	3 0	...	Breslau ..... dep	10 48	6 20	9 6	...
...	...	...	...	...	Halle ..... ,,	3 40	8 18	1 38	...	Glogau ..... ,,	...	...	6 4	...
...	...	...	...	...	Grossenhain ,,	...	7 40	2 35	7 55		a.m.	a.m.	p.m.	p.m.
						a.m.	p.m.	p.m.	p.m.	Sorau ..... dep	5 40	11 16	2 22	4 12
2.94	17	13	9	4	Cottbus ..... dep	6 42	12 46	7 14	10 14	Forst ..... ,,	7 25	12 0	4 10	6 0
7,87	47	36	24	12	Forst ..... ,,	7 44	1 16	8 6	10 44	Cottbus ..... arr	8 5	12 33	3 26	6 41
...	...	...	...	...	Sorau ..... arr	9 11	2 9	9 30	11 42		a.m.	p.m.	p.m.	p.m.
						a.m.	p.m.	a.m.	a.m.	Grossenhain ar	...	3 10	...	9 55
...	...	...	...	...	Glogau ..... arr	...	9 11	...	...	Halle ..... ,,	1 4	...	7 43	12 15
...	...	...	...	...	Breslau ..... ,,	5 8	8 0	...	7 40	Berlin ..... ,,	11 10	2 50	...	10 0

COTTBUS and GROSSENHAIN.—Oberlausitzer Eisenbahn.

Mls. Dis.	1 Cl. sgr.	2 Cl. sgr.	3 Cl. sgr.	Stations.	1—4 a.m.	1—4. a.m.	1—4. p.m.	1—4. p.m.	Stations.	2—4. a.m.	1—4. a.m.	1—4. p.m.	4. a.m.
...	...	...	...	Berlin ..... dep	...	7 0	12 30	2 45			a.m.	a.m.	a.m.
...	...	...	...	Görlitz ..... ,,	...	10 5	...	4 50	Chemnitz ..dep	...	4 15	6 20	...
...	...	...	...	Posen ..... ,,	...	6 0	10 30	...	Dresden ..... ,,	...	6 30	10 20	...
...	...	...	...	Frankfort ... ,,	...	10 9	12 21	...	Leipzig ..... ,,	...	5 16	9 3	11 40
...	...	...	...	Guben ..... ,,	...	11 15	2 47	...	Pristewitz ... ,,	...	7 25	11 12	2 2
...	...	...	...	Sorau ..... ,,	...	9 24	2 22	6 12	Grossenhain ,,	...	7 33	11 20	2 30
					a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	a.m.	p.m.
...	...	...	...	Cottbus ..... dep	7 9	1 11	3 52	7 10	Gross-cehain ..dep	...	7 44	11 27	2 36
8½	11	8½	5½	Drebkau ..... ,,	7 31	1 30	4 12	7 35	Ortrand ..... ,,	...	8 19	12 4	3 13
12½	16½	12½	8½	Peter hain ..... ,,	7 48	1 41	4 23	7 52	Ruhland ..... ,,	5 58	8 43	12 30	3 39
...	...	...	...	Luckenau ...dep	...	9 16	...	4 40	Kohlfurt ...arr	...	12 38	...	6 49
21½	27	20½	13½	Senftenberg ... ,,	8 12	2 0	4 49	8 10	Dresden ..... dep	...	...	8 54	...
...	...	...	...	Kamenz ..... ,,	12 40	...	8 37	11 48	Radeberg ..... ,,	...	...	9 38	...
...	...	...	...	Radeberg ..... ,,	1 35	...	7 43	...	Kamenz ..... ,,	...	6 51	10 31	...
...	...	...	...	Dresden ..... ,,	2 15	...	8 15	...	Senftenberg ... ,,	6 38	9 2	1 11	5 46
29	37½	28	19	Ruhland ..... ,,	8 43	2 28	5 1	8 51	Luckenau ...arr	8 52	12 18	...	6 47
33½	47	37½	23½	Ortrand ..... ,,	9 1	2 48	5 17	9 13	Petershain	6 59	9 23	1 59	6 29
42½	64	48	33	Grossenhain ...arr	9 34	3 11	5 48	9 56	Drebkau ..... ,,	7 27	9 34	1 57	4 25
...	...	...	...	Grossenhain dep	9 40	3 12	5 52	10 40	Cottbus ..... arr	7 54	9 54	2 20	4 55
...	60	51	34	Pristewitz ... ,,	9 50	3 22	6 2	10 50	Sorau ..... ,,	...	2 9	...	9 20
...	137	103	68½	Leipzig ..... ,,	12 10	5 30	8 22	1 35	Guben ..... ,,	...	1 36	4 45	7 47
...	98	69	46	Dresden ..... ,,	11 0	5 0	7 0	12 18	Frankfort ... ,,	...	3 29	6 36	...
...	...	...	...	Chemnitz ... ,,	11 15	5 55	...	...	Posen ..... ,,	...	5 56	10 6	...
									Görlitz ..... ,,	...	12 18	...	7 12
									Berlin ..... ,,	11 10	9 2	...	...

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(AIX-LA-CHAPELLE, DUSSELDORF), SCHWERTE and WARBURG, (CASSEL & GERSTUNGEN).—Bergisch-Markische Eisenbahn. May 15.

Min.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1—4	1—3	1—4	1—3	Stations.	1—3	1—4	1—3	1—4
							p.m.		p.m.			p.m.	a.m.	p.m.
					LONDON.....dep	.....	.....	.....	.....	LEIPZIG.....dep	.....	1 45	7 40	5 30
					BRUSSELS .. „	.....	.....	.....	.....	HALLE ..... „	.....	11 5	7 53	5 43
					PARIS ..... „	.....	8 0	.....	7 30			a.m.	a.m.	a.m.
						a.m.	a.m	a.m.	p.m.	EISENACH.....dep	.....	2 48	11 36	11 11
	—	—	—	—	AIX-LA-CHAPEL.	.....	7 0	9 6	6 5	GERSTUNGEN .. „	.....	.....	.....	2 13
00	4 00	2 70	2 50	—	M GLADBACH ..	.....	8 34	11 12	7 21	BEBRA ..... „	.....	3 40	12 25	12 47
20	4 20	4 70	2 90	—	NEUSS	.....	8 47	11 50	7 40	GUNTERSHAUSEN	.....	4 37	1 26	2 16
35	7 50	5 00	2 90	—	DUSSELDORF	5 30	9 0	12 5	7 55	CASSEL .....arr	.....	4 58	1 44	2 39
					DEITZ ..... dep	5 10	9 0	12 0	8 0	LEIPZIG .....dep	.....	.....	7 37	.....
12	5 10	3 10	1 90	—	ELBERFELD.....	6 5	10 0	1 25	9 1	HALLE ..... „	.....	.....	8 23	.....
28	5 12	3 28	2 10	1 60	HAGEN	6 0	10 40	2 35	9 4	CASSEL .....dep	5 56	1 58	4 0	
44	5 44	3 40	2 20	1 70	SCHWERTE ...arr	6 21	10 58	2 10	9 57	HOFGEISMAR .. „	6 9	2 35	4 44	
					DORTMUND dep	.....	10 1	12 15	7 15	HUMME ..... „	6 19	2 41	4 54	
					UNNA ..... „	.....	10 33	1 58	8 5	WARBURG .....arr	6 46	3 18	5 21	
29	6 14	3 59	2 51	2 6	Schwerte .....dep	8 20	11 16	3 17	10 5	Warburg .....dep	6 49	3 13	5 25	
44	6 34	4 39	3 10	2 20	Langschede	8 46	.....	3 37	0 21	Scherfede ..... „	7 2	.....	5 39	
53	6 44	4 70	3 11	2 30	Fröndenberg	8 53	.....	3 45	10 28	Westhe m ..... „	7 16	.....	5 52	
					MENDEN .....arr	9 12	.....	4 7	10 47	N. Marsberg ..... „	7 27	3 41	6 4	
17	7 5	4 53	3 51	2 70	Wickede	9 7	.....	4 40	10 4	Brodelar ..... „	7 40	.....	6 18	
39	7 16	5 20	4 11	2 90	N-hein—Hüsten ..	9 28	.....	4 54	11 0	Messin, hausen ..... „	7 53	.....	6 31	
59	7 37	5 42	4 29	3 10	Arnsberg	9 41	12 5	5 45	11 11	Bilon- orbach ..... „	8 0	4 11	6 47	
17	7 57	6 2	4 48	3 30	O ventrop	9 51	.....	5 6		Olsberg ..... „	8 21	4 24	6 59	
37	7 14	6 13	5 0	3 40	Meschede	10 16	12 27	5 32		Westwig.-Nuttlar..... „	8 39	4 38	7 14	
20	8 14	6 14	5 20	3 50	Everab fe	10 25	.....	5 37		Everab fe ..... „	8 43	.....	7 21	
24	8 20	6 20	5 30	3 70	Bestw g-Nuttlang	10 35	12 41	5 48		Mesch de ..... „	8 55	4 51	7 32	
49	8 49	6 50	5 0	4 0	Olsberg	10 49	12 5.	6 0		Oe- tr pe..... a.m.	9 17		7 57	
58	8 57	6 58	5 40	4 20	Bilon-Corbach	11 7	1 4	6 1		Arnsberg ..... „	8 0	9 49	5 1	8 0
18	9 17	7 18	5 50	4 30	Messinghausen	11 23	.....	6 18		N-hein-Hüsten ..... „	8 10	9 58	5 23	8 21
37	9 37	7 37	6 10	4 50	Brodelar	11 36	.....	6 34		Wickede ..... „	8 30	10 12	5 36	8 41
53	9 53	7 53	6 27	5 6	N. Marsberg	11 50	1 31	6 50		MENDEN .. dep	8 50	10 5	5 51	8 55
12	10 12	8 12	6 47	5 25	Westhe m	12 0	.....	7 9		Fröndenberg ..... „	9 37	10 24	5 47	8 51
25	10 25	8 25	7 0	5 38	Scherfede	12 15	.....	7 21		Langschede ..... „	9 44	10 31		9 0
44	10 44	8 44	7 20	5 58	Warburg .....arr	12 28	2 0	7 37		Schwerte .....arr	9 5	10 4	6 2	9 14
00	11 0	9 0	7 36	6 14	WARBURG.....dep	12 32	2 5	7 49		UNNA ..... „	8 58	11 20	7 37	9 51
22	11 22	9 22	7 58	6 36	HUMME ..... „	1 0	.....	8 16		DORTMUND .. „	8 0	2 3	9 44	.....
38	11 38	9 38	8 14	6 52	HOFGEISMAR .. „	1 13	2 36	8 28		SCHWERTE ..dep	9 24	10 42	6 2	9 14
55	11 55	9 55	8 30	7 9	CASSEL .....arr	1 59	3 5	9 12		HAGEN ..... arr	7 42	1 22	8 34	9 46
					HALLE ..... „		8 4			ELBERFELD ... „	9 7	12 4	7 28	10 51
					LEIPZIG ..... „		9 34			DEUTZ ..... „	10 55	2 30	9 4	12 40
13	6 30	10	23	7 0	CASSEL .....dep	2 15	3 24	10 1		DUSSELDORF ... „	10 14	1 51	8 18	12 16
57	6 30	9 42	22	50	15 10	GUNTERSHAUSEN	2 39	3 41	10 13		NEUSS... „	10 31	2 9	8 47	.....
11	6 23	9 25	22	30	14 50	BEBRA ..... „	4 3	4 35	11 5		M.-GLADBACH .. „	10 5.	2 56	9 0	.....
28	6 28	9 43	22	47	17 0	GERSTUNGEN .. „	4 37	.....	.....		AIX-LA-CHAPEL.	1	4 55	10 12	.....
	37	10	27	9	18 70	EISENACH ...arr	5 17	5 31	12 4		PARIS ..... „	.....	4 45	10 15	.....
						HALLE ..... „	10 45	9	4 38		BRUSSELS .. „	5 29	8 47	5 1	.....
	4	60	33	10	23 40	LEIPZIG ..... „	11 7	9 16	4 44		LONDON ..... „	8 55		5 40	.....
							p.m.	p.m.	a.m			a.m	p.m	p.m	a.m

Fares—4, 3, 2 Sgr.

Stations, Fröndenberg and MENDEN. All 1, 2, 3 Class

Stations.	a.m.	a.m.	p.m.	p.m.
Fröndenberg dep	6 30	8 45	0 10	5 30
Menden arr	6 57	9 12	0 37	5 57
Stations.	a.m.	a.m.	p.m.	p.m.
Menden dep	7 0	9 15	0 40	6 0
Fröndenberg „	7 27	9 42	1 7	6 27

M. GLADBACH, DUREN, and STOLBERG.

Min.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1—4	1—4	1—3	1—4	Stations.	1—4	1—4	1—4	1—3	1—3	1—4
Dis.	m. pf.	m. pf.	m. pf.	m. pf.		a.m.	a.m.	a.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
	—	—	—	—	M Gladbach .....dep	.....	.....	8 4	3 15	6 5	Stolberg ..... dep	6 20	.....	1 11	.....	.....	6 51
3	0 60	0 30	0 3	0 2	Rheydt-Ge eik	.....	.....	8 49	3 22	6 12	Eschweiler Aue.....	6 16	.....	1 15	.....	.....	6 57
5	0 90	0 50	0 30	0 20	Odenkirchen	.....	.....	9 1	3 34	6 2	Eschweiler	6 31	.....	1 27	.....	.....	7 4
11	1 60	0 90	0 5	0 5	Hoch-Neukirch	.....	.....	9 10	3 43	6 29	Julich ..... arr	7 2	.....	1 53	.....	.....	7 31
17	2 20	1 70	1 10	1 0	Amelen	.....	.....	9 32	4 5	6 50	Duren ..... dep	6 40	8 10	1 21	3 30	7	7 32
20	3 0	2 20	1 50	—	Julich ..... arr	.....	.....	9 46	4 19	7 4	Julich ..... arr	7 3	8 50	1 45	4 0	7	7 27
	—	—	—	—	Julich ..... dep	7 10	9 50	4 25	7 40	Julich ..... dep	7 7	.....	1 55	.....	.....	7 34
31	4 30	3 20	2 10	—	Duren ..... arr	7 40	10 13	5 10	8 12	Amelen ..... arr	7 22	.....	2 9	.....	.....	7 49
	—	—	—	—	Julich ..... dep	.....	9 51	4 22	7 9	Hoch-Neukirch	7 41	.....	2 29	.....	.....	8 11
23	4 30	3 20	2 20	2 20	Eschweiler	.....	10 21	4 49	7 31	Odenkirchen	7 53	.....	2 37	.....	.....	8 20
36	4 50	3 50	2 30	2 30	Eschweiler-Aue	.....	10 29	4 57	7 46	Rheydt-Geneik	8 5	.....	2 51	.....	.....	8 32
37	4 70	3 60	2 40	2 40	Stolberg ..... arr	.....	10 34	5 2	7 51	M. Gladbach ... arr	8 10	.....	2 58	.....	.....	8 38

M. GLADBACH, VIERSEN, and VENLO.

Dis.	1 Cl. m.	pf.	2 Cl. m.	pf.	3 Cl. m.	pf.	3 Cl. m.	pf.	Stations.	1—4 a.m.	1—4 a.m.	1—4 p.m.	1—4 p.m.	1—4 p.m.	Stations.	1—4 a.m.	1—4 a.m.	1—4 p.m.	1—4 p.m.	1—4 p.m.
	—	—	—	—	—	—	—	—	Gladbach dep	8 22	10 56	3 6	4 45	9 54	Venlo .....dep	5 35	9 36	12 8	4 10	7 30
8	—	—	—	—	—	—	—	—	Viersen .....arr	8 3	11 8	3 17	4 56	10 5	Krldenkirch	5 59	9 58	12 27	4 40	7 54
8	—	—	—	—	—	—	—	—	„ .....dep	8 4	11 12	3 19	4 58	10 22	Brey-ll	6 8	10 6	12 35	4 49	8 2
13	0 60	0 30	0 20	0 10	—	—	—	—	Dülken	8 41	11 21	3 28	5 8	10 16	Boisheim	6 14	10 13	..	4 54	8 9
13	0 60	0 30	0 20	0 10	—	—	—	—	Boisheim	8 57	11 29	3 36	..	10 24	Dülken	6 23	10 21	12 49	5 0	8 18
13	1 0	0 30	0 20	0 50	0 20	0 10	—	—	Brevell ..	9	11 5	3 43	5 23	10 31	Viersen .....arr	6 30	10 29	12 57	5 14	8 26

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FRANKFURT, KASSEL, AACHEN, (DEUTZ), ELBERFELD, * (HARZBURG), BORSSUM, and BERLIN.—Berlin-Potsdam Magdeburger

Station.	1—4	1—2	1—3	1—4.	1—3.	1—4	1—4.	1—3.	Ex. 1—3.	Ex. 1—3	1—4.	1—4.
BASEL ... Weis dep.	...	9 57a	...	...	...	...	...	...	...	...	...	...
" " H'm'g "	...	10 45a	...	...	...	...	...	...	...	9 0p	...	...
FRANKFURT ... "	...	7 0p	...	...	...	...	...	6 30p	...	8 20a	...	...
EMS ... "	...	3 53p	...	...	12 14p	...	...	8 24p	...	6 16a	...	...
KASSEL ... "	...	11 26p	...	...	10 20p	...	...	6 0a	...	1 5p	9 10a	...
LONDON ... "	...	...	...	...	8 35p	...	...	...	...	...	...	...
PARIS ... "	...	7 20a	...	...	9 45p	...	...	...	...	8 0p	...	...
OSTEND ... "	...	6 25a	...	...	4 30a	...	...	...	...	...	...	...
BRUSSELS ... "	...	10 42a	...	...	7 18a	...	...	...	...	...	...	...
AACHEN ... "	...	6 15p	...	...	11 15p	...	...	...	...	7 10a	...	...
DUSSELDORF ... "	...	7 55p	...	...	4 18a	...	...	...	...	9 0a	5 45a	...
DEUTZ (Cöln) ... "	...	8 0p	...	...	4 0p	...	...	...	...	9 0a	5 30a	...
ELBERFELD ... "	...	9 1p	...	...	5 28p	...	...	...	...	10 0a	7 6a	...
HARZBURG ... "	...	...	...	...	...	...	...	11 35a	...	3 55p	3 55p	7 35p
Borssum ... dep	...	3 10	...	...	7 50	...	...	12 30	...	...	4 55	8 25
Hedeper ...	...	...	...	...	...	...	...	2 45	...	...	5 10	...
Mattierzoll ...	...	...	...	...	8 10	...	...	1 0	...	...	5 2	8 45
Jerxheim ...	...	...	...	...	8 30	...	...	1 25	...	...	5 40	9 0
Söllingen ...	...	...	...	...	8 40	...	...	1 35	...	...	5 50	9 10
Schöningen ...	...	...	...	...	8 55	...	...	1 53	...	...	6 5	9 24
Offleben ...	...	...	...	...	9 3	...	...	2 2	...	...	6 13	9 32
Völ ke ...	...	...	...	...	9 14	...	...	2 15	...	...	6 25	9 43
Eilsleben ... ar.	...	...	5 11	...	9 25	...	...	1 17	2 28	4 37	6 38	9 54
" ... dep	...	...	5 12	6 15	9 29	...	...	1 21	2 34	4 38	6 44	9 58
Dreileben Drackens.	...	...	...	6 37	9 44	...	...	1 38	3 0	4 52	7 0	10 12
Ochtmersleben ...	...	...	...	6 46	9 50	...	...	1 45	3 14	...	7 7	10 18
Niedardodeleben ...	...	...	...	7 3	10 2	...	...	1 58	3 39	...	7 20	10 30
Sudenburg-Magdeb.	...	...	...	7 19	...	...	...	2 11	4 1	...	7 32	...
Magdeburg ... ar	...	4 40	5 50	7 3	10 16	...	...	2 17	4 10	5 20	6 13	7 40	10 45
SCHÖNEBECK dep	...	...	...	...	9 40	...	...	12 29p	...	5 7p	5 7p	7 59p
THALE ... "	...	...	...	...	6 10a	...	...	...	...	12 50p	2 45p	...
HALBERSTDT ... "	...	...	...	...	7 16a	...	...	...	...	1 50p	4 41p	...
LEIPZIG ... "	...	...	...	...	6 30a	...	...	9 30a	...	1 35p	...	8 45p
DESSAU ... "	...	...	...	...	8 1a	...	...	11 12a	...	3 24p	...	9 53p
ZERBST ... "	...	...	...	...	8 37a	...	...	11 47p	...	4 3p	...	10 16p
GOMMERN ... "	...	...	...	...	8 4a	...	...	12 14p	...	4 30p	...	10 36p
	1—4	1—2	1—4.		1—4	1—4	1—4.		1—3.		1—4.	1—4.
	a.m.	a.m.	a.m.		a.m.	p.m.	p.m.		p.m.		p.m.	p.m.
Magdeburg ... d p	...	4 45	6 45	...	10 40	...	2 40		6 20		7 55	11 0
Neustadt-Magdeb'g	...	...	6 52	...	10 47	...	2 47		...		8 3	11 8
Biederitz ...	...	...	...	...	...	...	2 57		...		...	11 18
Gerwisch ...	...	...	7 5	...	...	...	3 5		...		...	11 27
Moeser ...	...	...	...	...	...	...	3 16		...		...	11 38
Burg ...	...	...	7 28	...	11 14	...	3 32		6 49		8 37	11 50
Güsen ...	...	...	7 44	...	11 29	...	3 48		...		8 53	...
Genthin ...	...	...	8 8	...	11 49	...	4 11		...		9 15	...
Wusterwitz ...	...	...	8 30	...	12 8	...	4 33		...		9 36	...
Brandenburg ...	5 45	6 6	8 55	...	12 30	3 20	4 58		7 44		10 2	...
Gross-Kreutz ...	5 5		9 16	...		3 47	5 18		...		10 23	...
Werder ...	5 22	...	9 14	...	...	3 59	5 36		...		10 41	...
Wildpark ...	5 32	...	5 45	...	...	4 11	5 47		...		...	...
Potsdam ...	5 45	6 43	10 0	...	1 15	4 30	6 1		8 25		11 0	...
Berlin ... arr	6 3	7 12	10 41	...	1 51	5 12	6 39	...	8 55		11 35	...

HANOVER, BRUNSWICK, BERLIN.—Berlin-Potsdam Magdeburger-Eisenbahn. * [15th May.

Stations	1—2.	1—3.	1—4	1—3.		1—4.	1—3	1—3	1—3	1—3.	1—4.
	a.m.	a.m.	a.m.	a.m.		a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Brunswick ... dep	...	4 5	...	7 40		11 29	...	3 25	...	5 5	8 10
Wedtel ...	...	...	...	7 55		11 45	...	5 10	...	5 20	...
Schand. lah ...	...	...	...	8		11 40	...	5 30	...	5 36	8 30
Bornum ...	...	...	...	8 15		12 5	...	5 40	...	5 40	...
Königslutter ...	...	4 40	...	8 25		12 15	...	5 50	...	5 50	8 50
Frellstedt ...	...	...	...	8 40		12 25	...	6 0	...	6 0	9 5
Helmstedt ...	...	...	...	8 55		12 20	...	4 15	...	6 15	9 20
Marienborn ...	...	...	...	9 5		1 2	...	...	...	...	9 33
Wefensleben ...	...	...	...	9 10		12 40	...	...	...	6 33	9 40
Eilsleben ... arr	...	5 5	...	9 25		12 55	...	4 25	...	6 45	10 0
" ... dep	...	5 12	6 15	9 29		1 21	2 34	4 38		6 44	9 58
Magdeburg ... arr	...	4 40	7 39	10 17		1 40	4 10	5 10	6 13	7 25	10 52
Magdeburg ... d p	a.m.	4 45	6 45	...		10 40	...	2 40	...	6 20	7 55	11 0
Berlin ... arr	6 34	7 12	10 41	...		1 51	5 12	6 39	...	8 55	11 35	...

Via Schöningen.

Via Schöningen.

Via Schöningen.

MAGDEBURG to ZERBST, (BITTERFELD and LEIPZIG.)

| | | |

BERLIN, BORSSUM, (HARZBURG), ELBERFELD, (DEUTZ), AACHEN, KASSEL, and FRANKFURT.—Berlin-Potsdam Magdeburger-Eisenbahn.

G.M.	Ordinary. 1 Cl.	2 Cl.	3 Cl.	Express. 1 Cl.	2 Cl.	3 Cl.	Stations.	1—4. class	1—4. class	1—3. Ex.	1—4. class	1—4. class	1—3. Ex.	1—4. class	1 & 2 Ex.	1—4. class
Mail	agr.	agr.	agr.	agr.	agr.	agr.		a.m.	a. m.	a. m.	noon	p. m.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	—	—	—	**Berlin** ..... dep	...	6 45	8 45	12 0	2 0	7 30	8 40	10 0	11 0
3,5	21	0 16	6 10½	0 27	0 17½	0 14	Potsdam	...	7 20	9 12	12 40	2 34	7 58	9 30	10 27	11 44
—	—	—	—	—	—	—	Wildpark	...	7 27	...	12 48	2 41	...	9 38	...	11 52
—	—	—	—	—	—	—	Werd r	...	7 37	...	1 0	2 53	...	9 49	...	...
6,9	7½	0 28	0 19	...	...	...	Gross-Kreutz	...	7 50	...	1 16	..	...	10 5	...	...
8,5	11½	1 7½	0 25	2 2	1 12	1 1	Brandenburg	...	8 9	9 47	1 37	3 26	8 33	10 24	11 1	12 37
10,2	13	1 16	1 1	...	...	...	Wu te-witz	...	8 26	...		3 45	8 51	...	...	...
13,9	17½	1 25½	1 7	3 2	2 2	1 16	Genthin	...	8 44	...	...	4 5	9 8	...	...	1 17
14,3	18	1 25½	1 9 4½	1 13	...	...	Güsen	...	9 1	...	...	4 23	9 25	...	...	...
15,7	20	4½	2 11	1 17½	3 29	2 17	2 0 Burg	5 0	9 19	...	...	4 43	9 42	...	...	1 55
—	—	—	—	—	—	—	Moeser	5 13	...	...	...	4 55	...	...	...	...
—	—	—	—	—	—	—	Gerwisch	5 23	9 37	...	...	5 4	10 0	...	...	...
—	—	—	—	—	—	—	Biederitz	5 31	...	...	...	...	...	...	...	...
—	—	—	—	—	—	—	Neustadt-Magdeb g	5 42	9 52	...	...	5 20	10 14	...	...	...
19,6	5 0	3 0	2 0	5 0	3 10	2 15	**Magdeburg** ...arr	5 50	9 59	10 57	...	5 27	10 22	...	12 11	2 30
—	—	—	—	—	—	—	GOMMERN .....dep	8 1a	11 5a	3 3p	...	7 48p	...	...	...	...
—	—	—	—	—	—	—	ZERBST ..... ,,	8 33a	11 38a	3 35p	...	8 23p	...	...	...	...
—	—	—	—	—	—	—	DESSAU ..... ,,	9 20a	12 13p	4 2p	...	8 58p	...	...	...	...
—	—	—	—	—	—	—	LEIPZIG .....arr	11 7a	1 46p	5 21p	...	10 3 p	...	...	...	...
—	—	—	—	—	—	—	HALBERS'DT ,,	...	...	2 24p	...	7 18p	1 25a	...	...	7 10a
—	—	—	—	—	—	—	THALE ..... ,,	...	...	3 35p	...	8 50p	...	...	...	8 50a
—	—	—	—	—	—	—	SCHÖNEBECK ,,	7 21a	11 37a	11 37a	...	6 44p	11 36p	...	...	...
								1—3. a.m.	1—3. Ex. a.m.	1—3. p.m.	1—3. p.m.	1—3. p.m.	1—3. p.m.	1—3. p.m.	1—2. p.m.	1—4. p.m.
39,2	4 4	3 3	2 2	...	...	...	**Magdeburg** ...dep	6 0	10 40	11 2	1 15	5 50	10 30	11 10	12 19	2 50
21,1	8 10	3 7	2 5	...	...	...	Sudenburg Magdeb.	6 7	...	...	1 23	5 57	10 37	...	...	...
—	—	—	—	...	...	...	Niederndodeleben ...	6 17	...	...	1 34	6 8	10 47	...	...	...
—	—	—	—	...	...	...	Ochtmersleb ber ...	6 30	...	...	1 48	6 22	11 0	...	...	...
28,6	4 18	3 14	2 9	...	...	...	Dreileben-Drackens.	6 37	10 34	...	1 57	6 30	11 8	...	...	...
33,8	4 26	3 19	2 13	6 2	4 2	3 1	**Eilsleben** .....arr	6 49	10 44	...	2 12	6 42	11 21	...	...	3 42
—	—	—	—	...	...	...	,, ...dep	6 54	10 45	...	2 23	6 46	...	...	...	3 46
—	—	—	—	...	...	...	Völpke	7 6	...	...	2 36	6 59	...	...	...	...
—	—	—	—	...	...	...	Offleb n.....	7 15	...	...	2 46	7 8	...	...	...	...
—	—	—	—	...	...	...	Schöningen	7 24	...	...	3 0	7 19	...	...	...	4 10
—	—	—	—	...	...	...	Söllingen	7 30	...	...	3 15	7 25	...	...	...	...
—	—	—	—	...	...	...	Jerxheim	7 46	...	12 3	3 30	7 40	...	...	...	4 30
—	—	—	—	...	...	...	Mattierzoll	7 55	...	...	3 45	7 55	...	...	...	...
—	—	—	—	...	...	...	Hedep r	8 5	...	...	3 55	8 5	...	...	...	...
—	—	—	—	...	...	...	**Borssum** .....arr	8 20	...	12 25	4 13	8 18	...	...	1 34	4 59
—	—	—	—	...	...	...	HARZBURG ...arr	9 19a	...	1 21p	5 32p	9 14p	...	...	...	...
—	—	—	—	...	...	...	ELBERFELD ,,	...	...	7 21p	...	12 41p	...	...	7 22a	4 4p
—	—	—	—	...	...	...	DEUTZ(Kö n) ,,	...	...	8 42p	...	2 27p	...	...	8 20a	5 40
77,9	13 12	10 13	7 9	14 20	12 4	9 3	DUSSELDORF ,,	...	...	8 18p	...	2 0p	...	...	8 18a	5 16p
—	—	—	—	...	...	...	AACHEN ..... ,,	...	...	10 3 p	...	4 46p	...	...	9 5 a	7 53p
—	—	—	—	...	...	...	BRUSSELS ..... ,,	...	...	5 0a	...	9 40p	...	...	3 3p	...
—	—	—	—	...	...	...	OSTEND ..... ,,	...	...	9 32a	...	...	...	...	5 40p	...
—	—	—	—	...	...	...	PARIS ..... ,,	...	...	10 15a	...	...	...	...	9 5p	...
—	—	—	—	...	...	...	LONDON ..... ,,	...	...	5 40p	...	...	...	...	3 55a	...
—	—	—	—	...	...	...	KASSEL ..... ,,	2 20	...	3 50,	9 35p	7 18a	...	...	5 11	10 18a
—	—	—	—	...	...	...	EMS ..... ,,	...	...	9 50	10 0a	3 8p	...	...	11 12a	7 15p
—	—	—	—	...	...	...	FRANKFURT ... ,,	...	...	8 15p	5 0a	1 35p	...	...	9 40a	6 3 p
—	—	—	—	...	...	...	BASSEL PHTB'Z ,,	...	...	5 45a	3 55p	...	...	...	7 7p	...
—	—	—	—	...	...	...	,, ,, via ...	...	...	6 4a	...	...	...	...	9 26p	...

BERLIN, BRUNSWICK, and HANOVER.—Berlin-Potsdam Magdeburger-Eisenbahn.

Dist.	Ordinary. 1 Cl.	2 Cl.	3 Cl.	Express. 1 Cl.	2 Cl.	3 Cl.	Stations.	class	class	class	class	class			class	class
Mail	agr.	agr.	agr.	agr.	agr.	agr.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		p.m.	p.m.
—	—	—	—	—	—	—	**Berlin** .....dep	...	6 45	8 45	...	2 0	7 30	...	10 0	11 0
19,6	4 0	3 0	2 0	5 0	3 10	2 15	**Magdeburg** ...arr	5 50	9 59	10 57	...	5 27	10 22	...	12 11	2 30
								1—3. Ex.	1—3	1—3	1—3	1—4.	1—3.	1—3	1—2.	1—1.
—	—	—	—	—	—	—	**Magdeburg** ...dep	6 0	10 10	11 2	1 15	5 50	10 30	11 10	12 19	2 5
33,8	4 26	3 19	2 13	6 2	4 2	3 1	**Eilsleben** .....arr	6 55	10 40	...	2 10	6 42	11 21	...	...	3 42
—	—	—	—	...	...	...	,, ...dep	7 5	10 45	...	2 20	6 48	...	...	...	3 51
34,6	5 5	3 22½	2 15	...	...	...	Wefensleben	7 10	...	...	2 27	6 58	...	...	...	...
38,7	5 10	4 0	2 20	6 20	4 13	3 10	Marien ben	7 17	...	...	2 32	7 3	...	...	...	...
—	—	—	—	—	—	—	Helmstedt.....	7 35	11 0	...	2 40	7 20	...	11 59	...	4 15
—	—	—	—	—	—	—	Preils edt	7 45	...	...	3 5	7 30	...	...	...	...
—	—	—	—	—	—	—	Königslutter	8 15	...	...	3 25	7 55	...	...	...	4 35
—	—	—	—	—	—	—	Born m	8 15	...	...	...	7 55	...	...	...	...
—	—	—	—	—	—	—	Schandelah	8 25	...	...	3 30	8 5	...	...	...	...

a Schöningen.

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HANOVER, HARBURG, HAMBURG—LUNEBURG and MOHNSTORF. [15th May.

Miles	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1—2	1,2&3	1,2&3	1—3.	1, 2, 3	1,2&3
Dis.	m. pf.	m. pf.	m. pf.	m. pf.		p.m.	p.m.	p.m.	a.m.	noon	p.m.	p.m.	p.m.
...	...	...	...	...	CASSEL ..... dep.	11 26	...	6 ...	...	...	1 5	5 50	
...	...	...	...	...	COLOGNE (Deutz) „	8 0	...	10 30	...	...	9 35	11 20	
...	...	...	...	...	LEIPZIG (Zerbst) „	8 45	...	...	...	...	9 35	1 35	
...	...	...	...	...	„ (Halle) „	8 45	10 0	...	...	...	10 10	12 30	
...	...	...	...	...	MAGDEBURG ... „	11 10	2 50	6 0	...	...	1 15	6 54	
...	...	...	...	...	BRUNSWICK ..... „	12 44	7 5	10 10	...	...	4 5	10 43	
—	—	—	—	—		a.m.	a.m.	a.m.	a.m.		p.m.	p.m.	
...	...	...	...	...	**Hanover** ..... dep.	3 35	7 55	11 0	...	noon	5 5	11 15	
10	1 25	1 0	0 60		**Lehrte** ..... arr.	3 55	8 20	11 26	...		5 26	11 39	
...	...	...	...	...	„ 153 ..... dep.	4 3	8 26	11 32	...		5 32	11 47	
15	1 75	1 40	0 90		**Burgdorf**	...	8 40	11 46	...		5 44	12 1	
23½	3 0	2 25	1 50		**Celle**	4 38	9 10	12 17	...		6 10	12 32	
33½	4 50	3 40	2 25		**Fachodo**	...	9 35	12 41	...		6 33	12 56	
61	7 25	5 40	3 60		**Uelzen** ..... arr.	5 37	10 24	1 29	...		7 12	1 46	
					BERLIN via Sten. dep.	...	5 0	...	12 0		1 30	12 0	
					MAGDEBURG	...	6 0	...	2 23		3 35	1 20	
68	8 50	6 25	4 25		**Uelzen** ..... dep.	5 54	10 32	1 35	3 53		7 17	6 12	
82	10 2	7 70	5 10		**Bevensen**	...	10 50	1 53	...		7 32	6 32	
					Lüneburg ..... arr.	6 21	11 20	2 23	4 32		7 58	7 5	
					Luneburg ..... dep.	7 10	11 29	2 32	...		8 5	7 10	
91½	11 30	1 0	0 70		**Hohnstorf** ..... arr.	7 43	11 57	3 0	...		8 38	7 43	
					„ Hohnstorf ..... dep.	7 51	12 4	3 10	...		8 45	7 51	
					Lauenburg ..... arr.	8 1	12 14	3 20	...		8 58	8 1	
					Lauenburg ..... dep.	...	10 13	1 0	...		3 55	...	
					Hohnstorf ..... arr.	...	10 23	1 10	...		4 3	...	
					Hohnstorf ..... dep.	...	10 31	1 25	...		4 17	...	
					Luneburg ..... arr.	...	11 10	2 10	...		4 57	...	
					Luneburg ..... dep.	6 26	11 26	2 29	4 25	6 3	7 15		
91	11 75	8 75	5 10		**Winsen**	...	11 51	2 56	...	6 33	7 46		
106	2 0	9 0	6 0		**Harburg** ..... arr.	7 6	12 17	3 24	5 11	6 45	8 17		
	13 50	10 2	6 80		**Hamburg** ..... „	7 26	12 40	3 48	5 33	9 5	8 48		
...	...	...	...	...	LUBECK ..... arr.	10 40	3 20	9 30	...	11 20	10 40		
...	...	...	...	...	SCHWERIN ..... „	11 19	...	8 10	...	...	11 19		
...	...	...	...	...	KIEL ..... „	11 31	4 40	9 0	...	12 5	...		

NORDSTEMMEN, HILDESHEIM, and LEHRTE.

Miles	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2&3	1,2&3	1,2&3	1,2&3	1,2&3	1,2&3
Dis.	m. pf.	m. pf.	m. pf.		a. m.	a.m.	a. m.	p.m.	a.m.	p.m.
...	...	...	...	CASSEL ..... dep.	...	6 0	9 10	1 5	...	5 50
...	...	...	...	**Hanover** ..... „	5 20	9 20	12 10	...	4 20	...
					a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
...	...	...	...	**Nordstemmen** dep.	6 47	10 15	1 18	4 22	5 20	10 5
...	...	...	...	**Hildesheim** ..... arr.	7 5	10 32	1 34	4 38	5 46	10 31
...	...	...	...	„ ..... dep.	7 27	10 35	1 37	4 41	8 15	10 54
...	...	...	...	Algermissen ..... „	7 48	10 54	1 55	4 59	8 57	11 14
...	...	...	...	**Lehrte** 150 ..... arr.	8 10	11 15	2 16	5 20	9 35	11 36
...	...	...	...	**Hanover** ..... arr.	8 45	11 50	2 45	5 55	10 15	12 15
...	...	...	...	BRUNSWICK ..... „	11 12	12 55	3 17	7 30	1 3	2 33

MAGDEBURG, SCHÖNEBECK, and STASSFURT.

Miles	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4	1—4		
Dis.	m. pf.	m. pf.	m. pf.		a.m.	p.m.	p.m.	p.m.		
—	—	—	—	MAGDEBURG ..... dep.	7 55	1 43	6 2	8 0	...	...
9½	0 12	0 8	0 5	SCHÖNEBECK ..... arr.	8 19	2 7	6 44	8 33	...	...
...	...	...	...	**Schoenebeck** ..... dep.	8 22	2 11	6 48	8 40	...	...
9½	1 30	0 85	0 55	Förderstedt	8 43	2 41	7 18	9 14	...	...
13	1 80	1 20	0 75	**Stassfurt** ..... arr.	9 1	2 53	7 29	9 25	...	...
...	...	...	...	GUSTEN ..... „	10 14	2 59	7 43	...	...	...
...	...	...	...	ASCHERSLEB ..... „	9 12	3 0	8 22	...	...	...

MAGDEBURG and LEIPSIG—Magdeburg-Cothen-Halle-Leipziger Eisenbahnen. [May 15.

Miles	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—4	1—3	1—4	1—3.	1—4	1—3	1—4	1—3	1—4	1—3	1—4
Dis.	m. pf.	m. pf.	m. pf.		a. m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
41	5 55	4 60	2 95	**Leipsig** ..... dep.	...	...	6 0	6 14	...	...	...	...	...	...	...	...
37	5 25	4 20	2 70	**Schkeuditz** ..... „	...	...	6 30	6 44	...	...	...	...	...	...	...	...
41	5 55	4 60	2 95	**Halle** 170, 172 dep.	4 45	5 0	7 4	7 20	11 30	11 45	2 45	3 0	5 30	5 45	8 15	8 30
4	0 40	0 30	0 20	**Halle** ..... arr.	4 57	5 12	7 16	7 32	11 42	11 57	2 57	3 12	5 42	5 57	8 27	8 42
9½	1 30	0 80	0 50	**Schoenebeck** dep.	5 37	5 52	7 56	8 12	12 22	12 37	3 37	3 52	6 22	6 37	9 7	9 22
13	1 80	1 20	0 75	**Stassfurt** ..... arr.	5 56	6 11	8 15	8 31	12 41	12 56	3 56	4 11	6 41	6 56	9 26	9 41
41	5 55	4 60	2 95	**Leipsig** ..... dep.	4 45	5 0	7 4	7 20	...	11 45	...	3 0	...	5 45	...	8 30
37	5 25	4 20	2 70	**Schkeuditz** ..... „	5 0	5 12	7 16	7 32	...	11 57	...	3 12	...	5 57	...	8 42
41	5 55	4 60	2 95	**Halle** 170, 172 dep.	5 30	5 45	7 45	8 0	12 0	12 15	4 0	4 15	6 45	6 59	9 30	9 45
4	0 40	0 30	0 20	**Halle** ..... arr.	5 42	5 57	7 57	8 12	12 27	12 42	4 27	4 42	6 57	7 12	9 42	9 57
9½	1 30	0 80	0 50	**Schoenebeck** dep.	6 22	6 37	8 37	8 52	1 7	1 22	5 7	5 22	7 37	7 52	10 22	10 37
13	1 80	1 20	0 75	**Stassfurt** ..... arr.	6 41	6 56	8 56	9 11	1 26	1 41	5 26	5 41	7 56	8 11	10 41	10 56
41	5 55	4 60	2 95	**Magdeburg** dep.	6 0	6 14	7 14	7 29	11 30	11 45	2 45	3 0	5 30	5 45	8 15	8 30
4	0 40	0 30	0 20	**Schoenebeck** arr.	6 37	6 52	7 52	8 7	12 7	12 22	3 22	3 37	6 7	6 22	8 52	9 7
9½	1 30	0 80	0 50	**Schoenebeck** dep.	6 56	7 11	8 11	8 26	12 26	12 41	3 41	3 56	6 26	6 41	9 11	9 26
13	1 80	1 20	0 75	**Stassfurt** ..... arr.	7 15	7 30	8 30	8 45	12 45	1 0	4 0	4 15	6 45	7 0	9 30	9 45
41	5 55	4 60	2 95	**Magdeburg** dep.	6 30	6 45	7 45	8 0	12 0	12 15	4 0	4 15	6 45	6 59	9 30	9 45
4	0 40	0 30	0 20	**Schoenebeck** arr.	6 52	7 7	8 7	8 22	12 22	12 37	4 22	4 37	7 7	7 22	9 52	10 7
9½	1 30	0 80	0 50	**Schoenebeck** dep.	7 11	7 26	8 26	8 41	12 41	12 56	4 41	4 56	7 26	7 41	10 11	10 26
13	1 80	1 20	0 75	**Stassfurt** ..... arr.	7 30	7 45	8 45	9 0	1 0	1 15	5 0	5 15	7 45	8 0	10 30	10 45
41	5 55	4 60	2 95	**Leipsig** ..... dep.	...	6 0	6 14	...	...	...	...	...	...	...	...	...
37	5 25	4 20	2 70	**Schkeuditz** ..... „	...	6 30	6 44	...	...	...	...	...	...	...	...	...
41	5 55	4 60	2 95	**Halle** 170, 172 dep.	4 45	5 0	7 4	7 20	11 30	11 45	2 45	3 0	5 30	5 45	8 15	8 30
4	0 40	0 30	0 20	**Halle** ..... arr.	4 57	5 12	7 16	7 32	11 42	11 57	2 57	3 12	5 42	5 57	8 27	8 42
9½	1 30	0 80	0 50	**Schoenebeck** dep.	5 37	5 52	7 56	8 12	12 22	12 37	3 37	3 52	6 22	6 37	9 7	9 22
13	1 80	1 20	0 75	**Stassfurt** ..... arr.	5 56	6 11	8 15	8 31	12 41	12 56	3 56	4 11	6 41	6 56	9 26	9 41
41	5 55	4 60	2 95	**Leipsig** ..... dep.	4 45	5 0	7 4	7 20	...	11 45	...	3 0	...	5 45	...	8 30
37	5 25	4 20	2 70	**Schkeuditz** ..... „	5 0	5 12	7 16	7 32	...	11 57	...	3 12	...	5 57	...	8 42
41	5 55	4 60	2 95	**Halle** 170, 172 dep.	5 30	5 45	7 45	8 0	12 0	12 15	4 0	4 15	6 45	6 59	9 30	9 45
4	0 40	0 30	0 20	**Halle** ..... arr.	5 42	5 57	7 57	8 12	12 27	12 42	4 27	4 42	6 57	7 12	9 42	9 57
9½	1 30	0 80	0 50	**Schoenebeck** dep.	6 22	6 37	8 37	8 52	1 7	1 22	5 7	5 22	7 37	7 52	10 22	10 37
13	1 80	1 20	0 75	**Stassfurt** ..... arr.	6 41	6 56	8 56	9 11	1 26	1 41	5 26	5 41	7 56	8 11	10 41	10 56
41	5 55	4 60	2 95	**Magdeburg** dep.	6 0	6 14	7 14	7 29	11 30	11 45	2 45	3 0	5 30	5 45	8 15	8 30
4	0 40	0 30	0 20	**Schoenebeck** arr.	6 37	6 52	7 52	8 7	12 7	12 22	3 22	3 37	6 7	6 22	8 52	9 7
9½	1 30	0 80	0 50	**Schoenebeck** dep.	6 56	7 11	8 11	8 26	12 26	12 41	3 41	3 56	6 26	6 41	9 11	9 26
13	1 80	1 20	0 75	**Stassfurt** ..... arr.	7 15	7 30	8 30	8 45	12 45	1 0	4 0	4 15	6 45	7 0	9 30	9 45
41	5 55	4 60	2 95	**Magdeburg** dep.	6 30	6 45	7 45	8 0	12 0	12 15	4 0	4 15	6 45	6 59	9 30	9 45
4	0 40	0 30	0 20	**Schoenebeck** arr.	6 52	7 7	8 7	8 22	12 22	12 37	4 22	4 37	7 7	7 22	9 52	10 7
9½	1 30	0 80	0 50	**Schoenebeck** dep.	7 11	7 26	8 26	8 41	12 41	12 56	4 41	4 56	7 26	7 41	10 11	10 26
13	1 80	1 20	0 75	**Stassfurt** ..... arr.	7 30	7 45	8 45	9 0	1 0	1 15	5 0	5 15	7 45	8 0	10 30	10 45

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HAMBURG, HARBURG, & HANOVER.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2
KIEL ..... dep	p.m.	7l	...	11 33	4 32	4 32
SCHWERIN ..... ,,	11 21	a.m.	...	9 13		3 45
LUBECK ..... ,,	...	7 10	...	11 30	6 50	6 50
	a.m.	a.m.	p.m.	p.m	p.m	p.m.
Hamburg .....dep	7 5	11 29	1 35	3 46	8 35	9 45
Harburg	7 30	11 45	1 56	4 2	8 54	10 7
Wensen	8 1	12 12	..	4 37	9 29	...
Luneburg .....arr.	8 29	12 39	2 26	5 8	9 57	10 47
Luneburg ..dep.	8 48	2 32	...	8 9	...	...
Hohnstorf .. arr	9 34	3 0	...	8 38	...	...
Hohnstorf .....dep	9 42	3 10	...	8 44	...	...
Lauenburg ... a r	9 52	3 20	...	8 58	...	...
Lauenburg .....dep	7 15	10 13	1 0	3 55	9 10	...
Hohnstorf .....arr	7 25	10 23	1 10	4 5	9 20	...
Hohnstorf dep	8 0	10 31	1 15	4 17	9 30	...
Luneburg ...arr	8 27	11 10	2 10	4 57	10 0	...
Luneburg .....dep	8 34	12 44	2 39	5 16	10 7	10 51
Bevensen	9 6	1 16	..	5 53	10 46	...
Uelzen ....arr	9 23	1 33	3 18	6 12	10 57	11 25
BERLIN	4 45	...	7 45	12 0	8 30	...
MAGDEBURG... ,,	3 13	...	7 0	10 43	6 48	...
Uelzen .....dep	9 28	1 39	...	6 25	4 15	11 30
Eschede.....	10 18	2 24	...	7 21	5 5	...
Celle	10 42	2 46	...	7 54	5 33	12 24
Burgdorf	11 9	3 9	...	8 26	6 3	...
Lehrte ..... arr.	11 21	3 20	...	8 40	6 15	12 54
,, **156** ..... dep.	11 24	3 28	...	8 50	6 28	1 0
Hanover 148 150a	11 50	3 45	..	9 15	6 52	1 18
BRUNSWICK ...arr	12 55	5 0	...	11 3	7 33	2 33
MAGDEBURG ...	5 20	7 25	...	6 10	10 17	6 40
LEIPZIG (Z-rbst)...	10 54	10 54	...	11 7	1 46	11 7
LEIPZIG (Halle) ...	8 11	...	...	10 53	2 25	10 53
COLOGNE (Deutz)	7 30	9 15	...	12 5	5 30	8 0
CASSEL	3 45	9 35	...	7 18	2 20	5 8

LEHRTE, HILDESHEIM, and NORDSTEMMEN.

Stations.	1 2 3 4	1,2,3,4	1,2,3,4	1,2,3,4	1,2,3,4	1,2,3,4
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
BRUNSWICK ...dep	12 44	7 5	10 10	1 22	4 5	8 50
Hanover.....	12 45	7 55	11 0	2 2	5 14	9 20
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Lehrte..... dep	1 35	8 35	11 36	2 35	5 46	9 56
Algermissen.....	2 3	8 55	11 59	2 59	6 40	10 18
Hildesheim ...ar	2 25	9 15	12 17	3 17	7 13	10 36
,, **151** dep	5 45	9 35	2 21	4 39	9 21	...
Nordstemmen ar	6 5	9 50	12 35	5 3	9 45	...
Hanover .....ar	7 25	10 4	2 5	...	10 40	...
CASSEL ..... ,,	10 18	2 20	3 48	9 35	7 18	...

STASSFURT, S HONEBECK, and MAGDEBURG.

Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	p m.	p.m.
ASCHERSLEB...dep	5 10	11 22	3 36	...
GUSTEN ..... ,,	5 45	11 36	4 8	...
Stassfurt ..... d p	6 0	11 58	4 21	7 5
Fo der t dt	6 4	12 10	4 33	7 17
schonebeck.....arr	6 37	12 35	5 3	7 41
SCHÖNEBECK .... dep	6 41	12 39	5 7	7 5
MAGDEBURG... .. arr	7 5	1 3	5 33	8 25

WOLFSGEFARTH, PLAUEN and WEISCHLITZ.—Sachsisch, Thuringische, Eisenbahn.

Mls	1 Cl	2 Cl.	3 Cl.	Stations.	1—3	2 & 3	1—4	1	31
Dist	m	pf	mpf		a.m.	a.m.	p.m.	p.m.	
...	...	...	...	SAALFELD	7 11	...	11 35	3 37	11
...	...	...	...	GERA	4 0	...	2 30	7 3	11
...	...	...	...	**Wolf-gefarth** ...dep	6 57	10	5 12	7 40	12
8	1 5	0 60	0 50	Herga	7 45	10	5 57	8 19	12
15	1 95	1 45	1 0	**Greiz**	8 25	10	6 34	8 58	12
...	...	...	...	..... dp	7 55	0	6 38	8 17	12
13	2 40	1 80	1 20	Estebergs	8 7	10	6 49	8 29	12
23	3 60	2 85	1 90	**Plau-n** ..... dep	8 41	11	7 13	8 59	1
...	...	...	...	..... arr	8 37	11	6	1 15	4
3	3	4 35	2 25	2 20	**Weischlitz** ..... ar	8 55	11	22	1 50	4
...	...	...	...	...	FRANZENSBAD ... ,,	11 30	...	4 30	7 2	...
...	...	...	...	...	EGER ..... ,,	11 45	...	4 45	7 35	...

Mls	1 Cl	2 Cl.	3 Cl.	Stations.	1—3	1—3	1	3 2 & 3	1—3	1—3
Dist	m	pf	mpf		p.m.	a.m.	a.m.	a.m.	p.m.	p.m.
...	...	...	...	EGER ..... dep	9 35	...	8 40	10	2 50	5 10
...	...	...	...	FRANZENSBAD ... dep	9 35	...	8 40	10	2 50	5 30
3	3	4 35	2 25	2 20	**Weischlitz** ..... dep	3 15	6	11	8 48	11
...	...	...	...	...	**Plauen** ..... arr	3 55	6	55	11 42	3
...	...	...	...	...	..... dep	4 0	7	0	11 48	3
...	...	...	...	...	Elsterberg	4 27	7	32	12 21	4
...	...	...	...	...	**Greiz** ..... arr	4 37	7	42	12 31	4
...	...	...	...	...	..... dep	4 40	7	48	12 51	4
...	...	...	...	...	Berga	...	8	14	1 20	5
...	...	...	...	...	**Wolf-gefarth** ..... rr	5 30	8	40	1 50	6
...	...	...	...	...	GERA ..... ,,	5 42	9	0	2 7	6
...	...	...	...	...	SAALFELD ..... ,,	...	9	4	5 41	...

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RHEINE, MINDEN, HANOVER, and BRUNSWICK.—Hanoversche Staatsbahn.

Miles	1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	2 3 4	1,2,3	1 Cl.	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	m pf	m pf	m pf	m pf	m pf												
...	...	...	...	...	...	EMDEN .....dep	4 13	p.m.	...	...	...	5 30	...	...	...	...	8 55 a.m.
...	...	...	...	...	...	HAGUE ..... ,,	3 0	...	...	...	...	a.m.	...	...	...	...	7 45 ...
...	...	...	...	...	...	ROTTERDAM ..... ,,	3 5	...	...	...	...	...	...	...	...	...	8 15 ...
...	...	...	...	...	...	AMSTERDAM ..... ,,	3 35	...	...	...	...	...	...	...	...	...	8 15 ...
...	...	...	...	...	...	ARNHEIM ..... ,,	5 50	...	...	...	...	...	...	...	...	...	10 20 ...
...	...	...	...	...	...	SALZBERGEN ..... ,,	9 28	...	...	...	...	8 34	...	...	...	...	1 29 ...
...	...	...	...	...	...	MUNSTER ..... ,,	7 10	...	...	...	...	7 23	...	...	...	...	12 10 ...
							1 & 2					a.m.				p.m.	1, 2, 3
	—	—	—	—	—	**Rheine** .....dep	9 50	...	...	...	...	8 50	...	...	...	2 35	1 50 ...
7¼						Hörstel	10 5	...	...	...	...	9 5	...	...	...	3 15	2 6 ...
13						Ibbenbüren	10 20	...	...	...	...	9 21	...	...	...	4 14	2 23 ...
29						**Osnabrück** .....arr	10 53	...	a.m.	...	a.m.	9 55	...	...	...	5 35	2 57 ...
						,, ...dep	11 5	...	5 0	...	10 25	10 1	...	...	...	6 50	3 10 ...
42½						Melle	11 31	...	5 31	...	11 43	10 32	...	...	...	8 8	3 46 ...
52½						Bünde	11 52	...	5 56	...	12 55	10 58	...	...	...	9 7	4 15 ...
60						**Lohne (167)**	12 7	...	6 20	...	1 33	11 18	...	...	...	10 2	4 38 ...
83¼						Oeynhausen (Rehme) ...	12 17	...	6 32	...		11 30	...	...	...	10 27	4 51 ...
72						**Minden 116** .....arr	12 35	...	6 55	...	...	11 51	...	...	...	11 15	5 15 ...
...	...	...	...	...	...	LONDON via Ost. dep	3 35	p.m.	...	...	...	7 40	p.m.	...	...	...	... ...
...	...	...	...	...	...	PARIS	7 20	a.m.	...	...	...	3 45	8 0	...	...	...	a.m. ...
...	...	...	...	...	...	AACHEN	5 42	...	7 47	...	...	3 27	6 47	...	...	...	6 57 ...
...	...	...	...	...	...	COLOGNE (Deutz) ...	8 0	p.m.	10 30	a.m.	...	7 0	9 30	...	a.m.	...	11 20 ...
...	...	...	...	...	...	**Minden** .....dep	1 1	ight	7 10	9 30	...	12 32	2 22	...	2 56	...	5 30 9 0
77¼	0 6	0 4	0 25	0 7½	0 50	Rückeburg	1 22	,,	7 26	9 46	...	12 44	...	...	3 12	...	5 45 9 17
81½	1 2	1 0	0 75	...	...	Kirchhorsten	...	...	7 38	9 58	...	...	...	...	3 24	...	5 57 9 30
85	1 7½	1 25	0 90	...	...	Stadthagen	...	...	7 48	10 8	...	...	...	...	3 34	...	6 7 9 41
94	2 20	2 25	1 50	3 70	2 50	Haste	...	...	8 13	10 33	...	...	...	...	3 59	...	6 32 10 9
98½	2 50	2 60	1 75	4 40	2 90	**Wunstorf 148** arr	1 59	,,	8 23	10 44	...	1 24	3 5	...	4 9	...	6 42 10 20
...	...	...	...	...	...	BREMEN .....arr	6 4	a.m.	11 35	...	...	4 39	...	...	7 20	...	9 35 ...
...	...	...	...	...	...	OLDENBURG ..... ,,	8 12	...	2 27	...	...	6 12	...	...	9 1	...	... ...
...	...	...	...	...	...	**Wunstorf** .....dep	2 1	ight	8 33	10 50	...	1 27	3 6	...	4 13	...	6 52 10 33
11½	5 20	3 90	2 60	6 50	4 40	**Hanover 156**.....arr	2 26	,,	9 5	11 25	...	1 52	3 25	...	4 45	...	7 25 11 5
...	...	...	...	...	...	HAMBURG .....dep	3 35	,,	11 0	...	1, 2, 3	...	5 5	...	5 5	...	... ...
87	14 10	9 80	19 30	14 95		CASSEL ..... ,,	5 20	a.m.	9 20	12 10	a.m.	4 20	p.m.	...	p.m.	10 55	1 35
1 1	...	...	...	...	...	**Hanover** .....dep	2 40	6 0	9 35	...	11 0	2 2	3 33	3 40	5 14	6 0	9 20 12 45
1½	1 22	1 0	0 60	1 50	1 0	**Lehrte 150** .....arr	2 58	6 21	10 0	...	11 26	2 21	...	4 1	5 39	6 23	9 46 1 10
	20 40	15 40	10 30	20 50	17 10	BERLIN via Stend. arr	7 10	1 3	4 45	...	...	6 45	7 45	...	12 6	...	... 8 30
						HILDESHEIM ..... ,,	1, 2, 3	9 15	12 17	...	12 17	3 17	...	...	7 13	...	10 36 2 25
...	...	...	...	...	...	**Lehrte** .....dep	3 2	6 25	10 7	...	11 35	2 26	...	4 5	...	6 26	9 51 1 17
3½	2 90	2 20	1 40	3 60	2 25	Peine	...	6 53	10 35	...	12 10	2 49	...	4 29	...	6 55	10 24 1 53
14½	3 7	2 75	1 75	...	...	Vechelde	...	7 9	10 51	...	12 28	...	...	...	...	7 10	10 41 ...
14½	4 9	3 60	2 50	6 10	4 10	**Brunswick 154. 161**	3 53	7 33	11 12	...	12 55	3 17	...	5 0	...	7 30	11 3 2 32
...	...	...	...	...	...	GOSLAR .....arr	...	9 35	1 35	...	...	5 43	...	...	...	9 54	... ...
...	...	...	...	...	...	HARZBURG	...	9 21	1 20	...	...	5 32	...	...	...	9 45	... ...
...	...	...	...	...	...	HALBERSTADT	10 39	...	1 58	...	...	...	...	...	...	...	... ...
...	...	...	...	...	...	THALE via Oschersl...	11 55	...	2 55	...	...	...	...	...	...	...	... ...
...	...	...	...	...	...	MAGDEBG via Helmst.	6 40	10 17	1 40	...	...	5 10	...	7 25	...	10 52	... 6 40
...	...	...	...	...	...	,, via Oebisf.	5 40	...	1 50	...	...	5 5	7 0	...	...	9 43	... 6 40
...	2 0	8 90	6 0	15 0	10 0	BERLIN per Magde'g.	11 15	1 51	7 39	...	...	8 55	...	11 15	...	6 37	... 11 15
...	0 40	15 40	10 3	20 50	17 10	LEIPZIG, (ZERBST) ...	11 7	1 46	5 15	...	...	10 54	...	10 54	...	...	... 11 7
...	1 50	15 30	10 0	27 0	18 0	LEIPZIG, (HALLE) ...	10 53	2 25	6 51	...	...	8 11	...	...	2 54	...	10 55 ...
...	0 60	22 20	14 0	38 80	25 90	DRESDEN	11 3	5 40	10 45	...	...	12 10	...	...	8 13	...	11 3 ...

BERLIN and POTSDAM.*

Stations.	1 2 3 4	1 2 3 4	1 2 3 4	1, 2, 3	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1, 2, 3	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 & 2	1 2 3 4	1—4
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Berlin .....dep	6 25	6 45	8 0	8 45	10 0	12 0	1 30	2 0	3 15	4 30	5 0	6 0	7 30	7 35	8 30	9 15	10 0	10 30	11 0
Steglitz	6 37	...	...	...	...	...	1 42	...	3 27	4 42	...	8 12	...	7 47	...	9 27	...	10 42	11 12
Lichterfelde	6 44	...	8 15	...	...	...	1 49	...	3 34	4 49	...	6 19	...	7 54	...	9 34	...	10 49	...
Zehlendorf ...	6 51	7 1	8 22	...	...	...	1 57	...	3 41	4 57	...	6 27	...	8 2	...	9 41	...	10 57	...
Po sdam ...arr	...	7 17	8 57	9 10	10 34	12 35	...	2 30	3 50	...	5 28	6 45	7 55	...	9 30	...	10 25	11 26	...
Wildpark	...	7 36	...	...	...	12 47	...	2 40	...	...	...	...	...	...	9 37	...	...	...	11 36

Extra Trains Berlin to Steglitz, at 8 8 a.m. 12 30 p.m. and 3.30 p.m; and vice versa 8.56 a.m. 12.56 p.m. and 3.30 p.m.

* Mann Boudoir Sleeping Cars on this Railway.

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BRUNSWICK, HANOVER, MINDEN, and RHEINE.—Hannoversche Staatsbahn. [15 May.

1 Cl	2 Cl	3 Cl.	1 Cl.	2 Cl.	Stations.	1,2,3	1,2,3,4	2,3,4	1,2,3,4	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl.	1,2,3,4	1,2,3,4	1,2,3
m. pf.	m. pf.	m. pf.	m. pf.	m. pf.		p.m.			p.m.				a.m.	a.m.	p.m.		p.m.	p.m.
—	—	—	—	—	BERLIN, via Magdeburg ...dep	7 45	...	...	11 0	...	...	6 45	a.m.	8 45	...	...	3 30	...
—	—	—	—	—	DRESDEN ..... „	6 10	...	...	6 10	...	...	4 40	...	4 40	...	5 45	9 30	...
—	—	—	—	—	LEIPZIG (ZERBST) „	8 45	...	...	...	...	...	6 40	...	6 40	...	9 3	1 35	...
—	—	—	—	—	LEIPZIG (HALLE) „	8 45	...	...	10 0	...	a.m.	7 35	...	7 35	...	10 10	12 30	...
—	—	—	—	—	MAGDE. via Helms „	11 10	...	...	2 50	...	6 0	10 10	...	11 2	...	1 15	6, 6	p.m.
—	—	—	—	—	„ Via Oebisfelde „	11 10	7 30	...	...	...	...	...	1 20	...	...	12 23	5 15	6 35
—	—	—	—	—	THALE ..... „	...	...	...	...	...	...	...	...	...	...	...	1 1	4 0
—	—	—	—	—	HALBERSTADT „	...	...	...	...	5 0	...	...	...	...	...	...	2 11	5 31
—	—	—	—	—	HARZBURG ..... „	...	...	...	...	6 35	...	...	11 35	...	...	...	7 15	...
—	—	—	—	—	GOSLAR ..... „	...	...	...	...	6 40	...	...	11 20	...	...	...	7 0	...
						a.m.			a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	noon	p.m.	p.m.	p.m.
1 25	0 87	0 40	—	—	**Brunswick** .....dep	12 44	...	...	5 39	7 5	10 10	11 47	...	1 20	...	4 5	8 50	10 45
2 25	1 50	1 0	2 75	1 75	Vechelde..... „	...	...	...	5 49	7 27	10 34	...	...	...	...	4 36	9 8	11 4
3 75	2 75	1 75	4 50	3 0	Peine ..... „	...	...	...	6 7	7 48	10 53	12 15	...	1 54	...	4 41	9 24	11 21
					Lehrte ..... arr	1 26	...	...	6 32	8 13	11 23	12 34	...	2 17	...	5 19	9 49	11 43
—	—	—	16 25	11 95	HAMBURG .....arr	7 26	...	...	...	12 40	3 48	...	...	...	...	9 5	...	...
—	—	—	—	—	HILDESHEIM ..... „	2 25	a.m.	...	...	9 15	12 17	...	...	3 17	...	7 13	10 36	...
—	—	—	—	—														6 30
—	—	—	—	—	BERLIN, via Stendal dep	10 0	5 0	...	12 0	...	...	...	9 0	...	12 0	...	1 30	11 50
					Lehrte .....dep	1 34	11 6	...	6 42	8 23	11 35	12 35	12 48	2 23	...	5 29	9 54	12 15
4 50	3 50	2 50	6 10	4 10	**Hanover 150**.....arr	1 50	11 30	...	7 5	8 45	12 0	12 55	1 5	2 45	3 38	5 55	10 15	12 15
11 25	10 50	7 0	15 70	11 10	BREMEN .....dep	3 35	...	...	8 25	...	...	1 31	1 31	...	5 5	6 20	...	3 35
15 0	10 75	6 75	13 30	12 20	CASSEL..... „	5 20	12 10	...	...	9 20	12 10	...	...	4 20	4 20	...	10 55	1 35
					Hanover .....dep	2 5	...	...	7 39	...	12 25	...	1 25	...	4 0	6 50	10 30	12 45
1 75	1 30	0 90	2 25	1 50	**Wunstorf** .....arr	2 28	...	...	8 9	...	12 55	...	1 47	...	4 20	7 22	11 5	1 18
					„ **148** dep	2 32	...	...	8 15	...	1 3	...	1 48	...	4 21	7 32	11 15	1 30
3 25	1 75	1 25	3 0	2 0	Haste ..... „	...	...	...	8 29	...	1 16	...	...	...	...	7 44	11 28	...
3 50	2 50	1 75	...	...	Stadthagen ..... „	...	...	...	8 49	...	1 39	...	...	...	...	8 7	11 50	2 2
4 0	2 0	2 0	...	...	Kirchhorsten ..... „	...	...	...	8 58	...	1 49	...	...	...	...	8 17	11 59	...
4 5	3 40	2 25	5 60	3 75	Bückeburg..... „	3 6	...	...	9 9	...	2 1	...	2 24	...	...	8 29	12 11	2 21
5 25	3 90	2 60	6 56	4 45	**Minden 116** .....arr	3 17	...	...	9 22	...	2 15	...	2 35	...	5 0	8 42	12 25	2 35
—	—	—	—	—	COLOGNE (Deutz) arr	8 0	...	...	5 30	...	...	...	7 30	...	9 15	...	...	12 5
—	—	—	—	—	AACHEN ..... „	10 42	...	...	7 50	...	...	...	9 42	...	12 2	...	...	3 22
—	—	—	75 10	70 0	PARIS ..... „	9 5	...	...	...	...	...	...	...	...	10 15	...	...	...
—	—	—	91 40	89 30	LONDON ..... „	3 55	...	a.m.	...	...	...	...	...	...	5 40	...	...	...
					Minden.....dep	3 32	...	4 30	10 0	2,3,4	...	...	5 12	...	...	9 4	...	...
					Gerthausen (Rehme)..	...	...	5 29	10 26	p.m.	...	...	5 35	...	...	9 29	...	...
					Löhne (166)	...	...	6 15	10 41	2 8	...	...	5 45	...	...	9 42	...	...
					Bünde.....	...	...	6 58	11 1	3 0	...	...	6 1	...	...	10 2	...	...
					Melle	...	2,3,4	7 57	11 28	4 6	...	...	6 34	...	...	10 28	...	...
					Osnabrück.....ar	4 47	a.m.	8 37	11 58	5 0	...	...	6 50	...	...	10 58	...	...
					... ..dep	4 57	5 42	...	12 10	...	...	...	6 58	...	...	...	...	...
					Ibbenbüren	...	7 4	...	12 49	...	...	...	7 32	...	...	...	...	...
					Hörstel	...	7 40	...	1 4	...	...	...	7 45	...	...	...	...	...
4 50	10 90	7 25	...	...	**Rheine 112, 158**...ar	5 47	8 10	...	1 20	...	...	...	8 0	...	...	...	...	...
—	—	—	—	—	MUNSTER.....arr	8 37	9 53	...	2 48	...	...	...	9 0	...	...	...	...	...
—	—	—	—	—	SALZBERGEN ..... „	8 33	8 33	...	1 55	...	...	...	8 16	...	...	...	...	...
—	—	—	—	—	ARNHEIM..... „	8 4	1 25	...	5 26	...	...	...	...	...	...	...	...	...
—	—	—	—	—	AMSTERDAM ..... „	10 45	4 10	...	7 35	...	...	...	...	...	...	...	...	...
—	—	—	—	—	ROTTERDAM ..... „	11 15	4 33	...	7 50	...	...	...	...	...	...	...	...	...
—	—	—	—	—	HAGUE ..... „	11 25	4 45	...	8 0	...	...	...	...	...	...	...	...	...
—	—	—	—	—	EMDEN ..... „	12 0	12 0	—	5 55	...	...	...	11 10	...	...	...	...	...

POTSDAM and BERLIN.*

Stations.	1,2,3 class	1 & 2 class	2,3,1 class	1,2,3,4 class	1,2,3,4 class	1,2,3,4 class	1,2,3,4 class	1,2,3,4 class	1,2,3,4 class	1,2,3,4 class	1,2,3,4 class	1,2,3,4 class	1,2,3,4 class	1,2,3,4 class	1—4 class	1,2,3,4 class	1, 2, 3 Ex.	1,2,3,4 class	1,2,3,4 class	1,2,3,4 class
	a.m.	a.m.	p.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Wildpark...dep	5 30	...	...	7 45	...	...	...	...	...	4 11	...	...	5 47	...	...	...	...	...	...	...
Potsdam	5 45	6 43	...	7 45	9 0	10 0	...	12 0	1 15	3 0	4 30	...	6 1	7 0	...	8 25	9 30	...	...	11 0
Neuendorf	...	...	...	7 51	...	...	...	12 5	...	...	...	...	...	...	...	8 26	...	...	...	...
Zehlendorf ...	6 5	...	...	7 58	9 24	...	11 0	...	...	...	4 51	5 47	...	...	8 10	...	9 48	10 0	...	...
Steglitz	6 20	...	...	7 20	...	...	10 27	11 16	...	...	...	6 3	...	...	8 26	...	...	10 16	...	...
Berlin ..... arr	6 34	7 12	7 36	8 50	9 35	10 41	11 31	12 38	1 51	3 56	5 12	6 19	6 39	7 35	8 44	8 55	10 9	10 32	11 35	...

Berlin to Zehlendorf at 10.15 a.m. and vice versa 2.36 p.m.

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* Mess Pond in Sleeping Cars on this Railway.

BERLIN, LEHRTE, HANOVER, and COLOGNE.—Magdeburg-Halberstadter Eisenbahn.

Ger. Mls	ORDINARY.				EXPRESS				Stations.	1–4	1–3	1st	1–4	1–4	1–2	1–4	1–4
	1 Cl	2 Cl	3 Cl	1 Cl.	2 Cl	3 Cl				class	class	class	class	class	class	class	class
Dist.	th.sg	th.sg	th.sg	th.sg	th.sg	th.sg				a.m.	a.m.	noon	p.m.	p.m.	p.m.	n. hr	p.m.
—	—	—	—	—	—	—			**Berlin** ..... dep	5 0	9 0	12 0	1 30	6 30	10 0	12 0	8 0
1,7	0 10	0 7	0 5	0 10	0 8	0 6			Spandau ..... ,,	5 19	9 17	12 16	1 52	6 19	10 16	12 23	8 20
4,1	0 25	0 19	0 12	...	...	...			Wustermark ..... ,,	5 43	...	...	2 17	7 11	...	12 46	...
8,0	1 19	1 7	0 25	...	...	...			Nennhausen ..... ,,	6 2	...	...	2 58	7 50	...	...	...
9,4	1 27	1 13	0 9	1 27	1 17½	1 3			Rathenow ..... ,,	6 36	10 6	...	3 15	8 4	11 4	1 48	...
12 3	2 14	1 26	1 7	...	...	...			Schönhausen ..... ,,	7 4	...	...	3 43	8 30	...	2 16	...
14,0	2 24	2 3	1 12	2 24	2 10	1 22½			**Stendal** ..... ,,	7 24	10 39	1 29	4 14	8 58	11 31	2 39	...
...	...	...	...	4 0	3 0	2 0			MAGDEBURG ...arr	8 59	12 15	3 13	6 55	10 43	...	6 48	...
...	...	...	...	...	...	...			HALBERSTADT ,,	10 43	2 24	7 18	...	12 5	...	...	...
...	5 20	4 7½	2 25	...	...	...			UELZEN ..... ,,	10 17	5 5	3 33	7 2	...	...	5 57	...
...	7 15	5 20	4 5	8 20	6 10	4 25			HAMBURG ..... ,,	12 40	...	5 30	9 5	...	...	8 48	...
...	9 1	6 24	4 16	9 1	7 15	5 17			BREMEN ..... ,,	...	...	6 10	10 5	...	...	9 5	...
...	...	...	...	...	...	...			WITTENBERG...dep	5 20	...	12 10	...	6 54	...	...	...
...	...	...	...	...	...	...			**Stendal** ..... dep	7 40	10 44	1 34	6 4	9 6	11 39	3 4	...
15,7	3 5	2 11	1 17	...	...	...			Vinzelberg ..... ,,	7 56	...	...	6 21	9 20	...	3 21	...
18 3	3 20	2 22½	1 25	3 20	3 2	2 0			Gardelegen ..... ,,	8 16	11 14	...	6 58	9 44	...	3 53	...
22,3	4 14	3 11	2 7	...	...	...			**Oebisfelde (160** ...	9 20	...	...	7 45	10 20	...	4 35	...
23,4	4 21	3 16	2 11	...	...	...			Versfelde ..... ,,	9 33	...	...	8 11	...	...	4 49	...
24 7	4 29	3 22	2 15	...	...	...			Falleralaben ..... ,,	9 46	...	...	8 25	...	...	5 4	...
26 4	5 9	3 29	2 20	...	...	...			Giffhorn ..... ,,	10 2	...	...	8 45	10 56	...	5 24	...
31,9	6 12	4 24	3 6	6 12	5 10	4 0			**Lehrte** ..... arr	11 0	12 46	...	9 46	11 41	1 28	6 20	...
...	7 4	5 11	3 17	7 4	5 27	4 11			CELLE ..... ,,	12 12	6 5	...	...	12 28	4 33	9 18	...
...	7 1	5 9	3 16	7 1	5 25	4 10			HILDESHEIM ... ,,	12 17	3 17	...	10 36	2 25	2 75	9 15	...
...	...	...	...	...	...	...			**Lehrte** ..... dep	11 13	12 38	4 8	11 39	11 50	1 34	6 33	...
34,0	6 24	5 4	3 13	6 25	5 21	4 6			**Hanover** ..... arr	11 30	1 5	3 38	10 15	12 15	1 50	7 5	...
...	10 2	7 17	5 2	10 5	8 6	5 9			BREMEN ..... ,,	...	4 39	7 39	...	6 45	6 45	11 37	...
...	...	...	...	...	...	...			HANNOVER ..... dep	...	12 10	...	4 20	10 55	1 35	5 70	9 20
...	...	...	...	13 0	8 26	6 10			CASSEL ..... arr	3 50	...	9 35	7 18	5 11	10 18	2 20	...
...	...	...	...	16 1	11 15	8 19½			FRANKFURT ,,	8 15	...	5 0	1 35	9 40	6 30	...	...
...	...	...	...	...	...	...			**Hanover** ..... dep	12 25	1 20	4 0	10 0	12 45	2 5	7 39	...
36,9	...	...	...	7 14	6 5	4 19			Wunstorf ..... ,,	1 3	1 47	4 21	11 15	1 30	2 32	8 15	...
42,6	8 16	6 13	4 8	8 21	7 4	5 11			**Minden** ..... arr	2 15	2 34	5 0	12 25	2 35	3 17	9 22	...
...	...	...	...	18 20	14 24	...			ROTTERDAM ,,	...	...	...	...	...	12 15	7 45	...
...	...	...	...	...	...	...			**Minden** ..... dep	2 55	2 40	5 5	...	3 40	3 23	9 32	...
57,6	11 1	8 13	5 23	11 21	9 19	7 7			**Hamm** ..... arr	6 20	4 36	6 41	...	7 5	5 7	12 38	...
68 2	12 24	9 25	6 25	13 25	11 12	8 17			**Oberhausen** ..... arr	9 15	6 2	7 56	...	9 51	6 33	3 0	...
72,6	13 16	10 13	7 8	14 20	12 4	9 3			**Dusseldorf** ... arr	10 13	6 41	8 27	...	10 53	7 12	4 10	...
77 7	14 11	10 28	7 16	...	...	...			**Deutz** ..... arr	...	...	...	...	12 5	...	5 25	...
77,9	14 17	11 2	7 19	15 29	13 4	9 26			**Cologne** ..... arr	11 30	7 30	9 15	...	...	8 0	...	...
...	16 4	12 11	8 17	17 9	14 9	10 19			AACHEN ..... ,,	...	9 45	12 5	...	3 25	10 45	7 50	...
...	...	...	...	31 25	27 3	...			PARIS ..... ,,	...	...	10 15	...	...	9 5	...	...
...	...	...	...	23 0	18 3	...			BRUSSELS ..... ,,	...	...	5 0	...	9 24	3 3	...	...
...	...	...	...	39 21	35 1	...			LONDON, OST ,,	...	...	5 30	...	...	3 55	...	...
...	...	...	...	28 8	33 18	...			LONDON, CALS. ,,	...	...	5 30	...	...	6 0	...	...

EXTRA TRAINS:—Oebisfelde to Hanover, 9.4, 11.3, & 1.0 a.m., 6.59, 10.10, and 10.20 p.m.

Through Service goes via Helmstedt as on page 155.

MAGDEBURG to OEBISFELDE and HANOVER.

Ms.	1 Cl.	2 Cl.	3 Cl	Stations.	1–4	1,2,3	1	2	1—1	1—4	1 & 2						
Dist					a.m.	a.m.	a.m.		p.m.	p.m.	a.m.						
...	...	...	...	THALE ..... dep	...	6 10	...		12 50	2 45	...	...	...	...	...	...	...
...	...	...	...	HALBERSTADT ,,	5 0	7 16	...		1 47	4 41	...	...	...	...	...	...	...
...	...	...	...	LEIPZIG ..... ,,	...	7 35	10 19		1 6	4 50	8 45	...	...	...	...	...	...
...	...	...	...	CÖTHEN ..... ,,	5 5	8 58	11 25		3 21	7 1	9 59	...	...	...	...	...	...
—	—	—	—	**Magdeburg** ..... dep	7 30	10 20	12 23		6 0	8 35	11 10	...	...	...	...	...	...
6½	...	...	...	Barneben ..... ,,	7 48	...	...		6 19	8 53	...	...	...	...	...	...	...
9	...	...	...	Meltzendorf ..... ,,	7 56	...	...		6 27	9 1	...	...	...	...	...	...	...
11½	...	...	...	Cross-Ammensleben ..... ,,	8 3	...	...		6 36	9 8	...	...	...	...	...	...	...
18½	...	...	...	Neuhaldensleben ..... ,,	8 18	10 53	Via Stendal.		6 53	9 21	11 43	...	...	...	...	...	...
20	...	...	...	Fechtingen ..... ,,	8 35	...			7 11	9 44	...	...	...	...	...	...	...
33½	...	...	...	Rätzlingen ..... ,,	...	...			...	...	...	...	...	...	...	...	...
40	...	...	...	**Oebisfelde (160)** ... arr	9 10	...			7 45	10 10	...	...	...	...	...	...	...
...	...	...	...	HANOVER ..... ,,	11 30	1 8	3 38		10 15	12 15	1 50	...	...	...	...	...	...
...	...	...	...	GARDELEGEN	9 55	12 33	...		...	...	3 45	...	...	...	...	...	...

OEBISFELDE to BRUNSWICK.—Braunschweigsche Eisenbahn.

Ms.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1–4	1,2,3										
Dist.					a.m.	p.m.	p.m.										
—	—	—	—	**Oschersleben** ..... dep	7 0	2 40	7 20	...	...	...	...	...	...	...	...	...	...
5½	...	...	...	New Wegersleben ..... ,,	7 15	2 55	7 35	...	...	...	...	...	...	...	...	...	...
8½	...	...	...	Gunsleben ..... ,,	7 25	3 5	7 45	...	...	...	...	...	...	...	...	...	...
15	...	...	...	**Jerxheim** ..... arr	7 40	3 22	8 5	...	...	...	...	...	...	...	...	...	...
...	...	...	...	..... dep	7 45	3 30	8 15	...	...	...	...	...	...	...	...	...	...
17½	...	...	...	Watenstedt ..... ,,	7 55	3 40	8 20	...	...	...	...	...	...	...	...	...	...
24½	...	...	...	Schlöppenstedt ..... ,,	8 10	3 50	8 35	...	...	...	...	...	...	...	...	...	...
27½	...	...	...	Dettum ..... ,,	8 20	4 5	8 45	...	...	...	...	...	...	...	...	...	...
33½	...	...	...	Wolfenbuttel ..... ,,	8 40	4 25	9 10	...	...	...	...	...	...	...	...	...	...
41½	...	...	...	**Brunswick** ..... arr	9 0	4 43	9 32	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Hanover** ..... ,,	12 0	10 15	12 15	...	...	...	...	...	...	...	...	...	...

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COLOGNE, HANOVER, LEHRTE, and BERLIN.—Magdeburg Halberstædter Eisenbahn.

ORDINARY.			EXPRESS.			Stations.	1—4	1 & 2.	1—4	1—4	1—3	1st	1—4				[May 15
1 Cl. th.sg	2 Cl. th.sg	3 Cl th.sg	1 Cl th.sg	2 Cl. th.sg	3 Cl th.sg		p.m.	p.m.		p.m.	a.m.	p.m.	a.m.				
—	—	—	—	—	—	London.....dep	...	8 50	...	...	7 45	...	7 45	...	...	...	...
—	—	—	—	—	—	Brussels ..... ,,	...	10 42	...	...	1 47	10 28	...	...	...	...	...
—	—	—	—	—	—	Paris ..... ,,	8 0	7 20	...	...	3 45	8 0	3 45	...	...	...	...
—	—	—	—	—	—	Aachen ..... ,,	7 0	5 40	...	7 50	3 2	7 0	3 20	...	...	...	...
							a.m.	p.m.		p.m.	a.m.	a.m.	a.m.				
From Deutz			Fro'	Colo	gne.	Cologne.....dep	...	8 0	...	10 30	7 0	9 30	5 45	...	...	...	...
—	—	—	—	—	—	Deutz	11 20	...	...	...	...	...	...	...	...	...	...
0 26	0 29½	0 15	1 8½	1 1	0 23	Düsseldorf ..... ,,	12 40	8 49	...	11 45	7 48	10 9	7 0	...	...	...	...
1 17½	1 8	0 28½	2 4½	1 22	1 9	Oberhausen ..... ,,	1 45	9 30	...	12 47	8 26	10 42	8 5	...	...	...	...
1 5½	1 8½	1 16	4 8	3 15	2 19	Hamm ..... ,,	4 25	11 8	...	3 17	10 1	12 7	11 2	...	...	...	...
3 20	4 9	3 1	7 8	5 29½	4 15	**Minden** ..... arr	8 5	12 54	...	6 45	12 12	1 56	2 35	...	...	...	...
—	—	—	—	—	—	Rotterdam..... dep	8 5	3 10	...	...	...	...	...	...	...	...	...
—	—	—	—	—	—	**Minden**..... dep	9 0	1 4	...	7 10	12 22	2 16	2 58	...	...	...	...
1 2½	0 15	4 28	2 15	0 29	5 7	Wunstorf ..... ,,	10 32	1 55	...	8 33	1 27	3 2	4 17	...	...	...	...
7 18	5 29	4 11	9 5	7 14	5 18	**Hanover**..... arr	11 5	2 20	...	9 5	1 52	3 21	4 50	...	...	...	...
							a.m.	a.m.		p.m.	a.m.	a.m.	p.m.				
—	—	—	—	—	—	Frankfurt..... dep	9 45	9 45	...	...	10 30	...	8 20	...	...	...	...
—	—	—	—	—	—	Cassel ..... ,,	5 50	5 50	...	...	6 0	9 10	1 5	...	...	...	...
—	—	—	—	—	—	Hanover ..... arr	10 45	10 45	...	...	10 42	2 5	4 50	...	...	...	...
—	—	—	—	—	—	Bremen..... dep	4 35	10 29	...	5 15	10 24	...	...	...	...	...	...
							a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.				
—	—	—	—	—	—	**Hanover** ..... dep	12 40	2 35	6 0	9 45	2 2	3 50	5 14	...	...	...	...
9 6½	6 10	4 18½	9 18	7 24	5 26	**Lehrte** ..... arr	1 6	2 51	5 21	10 0	2 21	...	5 39	...	...	...	...
—	—	—	—	—	—	Hildesheim .....dep	10 54	10 54	...	7 30	1 37	...	4 41	...	...	...	...
—	—	—	—	—	—	Celle ..... ,,	12 26	12 26	5 38	...	10 42	...	2 45	...	...	...	...
							a.m.	a.m.	a.m.	a.m.	p.m.						
Fro'	Lehrte.		...	...	...	**Lehrte**.....d p	1 15	2 56	6 37	10 5	2 23	...	5 42	...	...	...	...
1 3	0 25	0 17	...	...	...	Gifhorn ..... ,,	2 17	...	7 41	11 5	...	...	6 42	...	...	...	...
1 14	1 2½	0 22	...	...	...	Fallersleben..... ,,	2 35	...	8 1	11 23	...	...	7 0	...	...	...	...
1 21	1 9	0 26	...	...	...	Vorsfelde ..... ,,	2 50	...	8 18	11 38	...	...	7 15	...	...	...	...
1 24	1 14	0 29	...	...	...	**Oebisfelde (161)** ..... ,,	3 6	...	8 38	11 54	...	...	7 31	...	...	...	...
1 23	1 9	1 11	1 12	0 10	2 7	Gardelegen ..... arr	3 49	...	10 2	12 38	4 5	...	8 15	...	...	...	...
3 7½	3 12	1 19	...	...	...	Vinzelberg ..... ,,	4 17	...	10 53	1 6	...	...	8 43	...	...	...	...
3 17½	3 21	1 24	13 5	10 24	8 3	**Stendal** ..... arr	4 39	5 9	10 54	1 30	4 40	5 45	9 4	...	...	...	...
							a.m.	a.m.	p.m.	p.m.							
—	—	—	—	—	—	Wittenberge.....arr	9 50	9 50	1 10	...	5 56	...	11 29	...	...	...	...
—	—	—	—	—	—	Bremen..... dep	...	...	...	6 50	1 0	...	2 40	...	...	...	...
—	—	—	—	—	—	Hamburg ..... ,,	8 10	...	...	7 5	1 35	...	3 40	...	...	...	...
—	—	—	—	—	—	Uelzen ..... ,,	1 58	1 58	...	10 35	3 38	...	6 27	...	...	...	...
—	—	—	—	—	—	Halberstadt..... arr	9 23	9 23	7 15	...	1 47	...	4 41	...	...	...	...
—	—	—	—	—	—	Magdeburg ..... dep	1 20	1 20	9 20	12 23	3 3	...	7 5	...	...	...	...
							a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.				
2 28½	2 29	1 29	...	...	...	**Stendal** ..... dep	5 25	5 13	4	1 45	5 46	5 54	9 14	...	...	...	...
4 15½	4 12	2 24	3	1 14	3 11	Schönhausen ..... ,,	5 51	...	11 3	2 10	...	...	9 38	...	...	...	...
4 25½	4 18	2 12	...	...	...	Rathenow ..... ,,	6 26	5 50	12 11	2 46	5 24	...	10 11	...	...	...	...
5 17½	5 6	2 24	...	...	...	Nennhausen..... ,,	6 43	...	12 27	3 3	...	...	10 27	...	...	...	...
6 2½	5 16	3 1	15 19	12 29	9 19	Wustermark ..... ,,	7 33	...	1 13	3 50	...	...	11 17	p.m.	...	...	...
6 12½	6 1	3 6	15 29	13 4	9 26	Spandau ..... ,,	8 5	6 46	1 49	4 21	6 23	7 24	11 41	0 0	...	...	...
						Berlin ..... arr	8 30	7 1	2 15	4 45	6 45	7 45	12 0	0 19	...	...	...

OEBISFELDE and MAGDEBURG.

Mls.	Stations	1 & 2	1, 2 3	1, 2 3 4	1, 2, 3	1 & 2	1, 2 3 4						
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.						
—	Gardeleben ..... dep.	3 53	...	...	...	...	6 54	...	...	...	...	...	...
—	Hanover ..... ,,	2 45	12 45	6 0	2 2	3 33	5 14	...	...	...	...	...	...
—	**Oebisfelde (161)** ..... ,,	...	4 40	8 40	...	...	7 45	...	...	...	...	...	...
6½	Rätzlingen ..... ,,	...	4 51	...	...	...	...	...	...	...	...	...	...
13½	Flechtlingen ..... ,,	...	5 16	9 16	...	...	8 23	...	...	...	...	...	...
21½	Neuhaldensleben ..... ,,	4 55	5 41	9 35	4 33	...	8 50	...	...	...	...	...	...
28	Gross-Ammensleben..... ,,	...	5 57	9 50	...	...	9 7	...	...	...	...	...	...
30½	Meitzendorf ..... ,,	...	6 5	9 57	...	...	9 15	...	...	...	...	...	...
33	Sarleben ..... ,,	...	6 14	10 5	...	...	9 24	...	...	...	...	...	...
40	**Magdeburg** ..... arr.	5 40	6 40	10 35	5 15	7 0	9 48	...	...	...	...	...	...
...	Leipzig ..... ,,	8 30	10 53	2 25	8 11	9 30	2 54	...	...	...	...	...	...
...	Halberstadt ..... ,,	10 43	10 33	2 24	7 18	...	1 25	...	...	...	...	...	...
...	Thale ..... ,,	11 55	11 55	3 35	8 50	...	...	...	...	...	...	...	...

BRUNSWICK to OSCHERSLEBEN.

[May 15.

Mls.	Stations.	1, 2, 3	1 — 4	1 2 3									
Dist.		a.m.	a.m.	p.m.									
—	**Brunswick** ..... dep	7 0	11 28	7 50	...	...	...	...	...	...	...	...	...
7½	Wolfenbüttel ..... ,,	7 20	11 45	8 5	...	...	...	...	...	...	...	...	...
12½	Det mm ..... ,,	7 49	12 5	8 25	...	...	...	...	...	...	...	...	...
18½	Schlöppens edt ..... ,,	8 0	12 20	8 40	...	...	...	...	...	...	...	...	...
23	Watenstedt ..... ,,	8 10	12 35	8 50	...	...	...	...	...	...	...	...	...
28½	**Jerxheim** ..... arr	8 25	12 44	8 57	...	...	...	...	...	...	...	...	...
...	..... dep	8 35	13 45	9 2	...	...	...	...	...	...	...	...	...
31½	Gunsleben ..... ,,	8 45	1 0	9 20	...	...	...	...	...	...	...	...	...
35	New Wegersleben ..... ,,	9 0	1 16	9 30	...	...	...	...	...	...	...	...	...
41½	**Oschersleben 162** dep	9 19	1 28	9 46	...	...	...	...	...	...	...	...	...

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MAGDEBURG, BRUNSWICK, KREIENSEN, and HOLZMINDEN.—Braunschweigische Eisenbahn.

Mls.	Stations.	1 & 2 Cl	1 2 3 4 Cl	1, 2, 3 Cl	1, 2, 3 Cl	1, 2, 3 Cl	1, 2, 3 Cl	1, 2, 3 Cl	Mls.
		p.m.	p.m.		a.m.			a.m.	
—	BERLIN.....dep	10 0	11 0	...	8 45	...	...	2 0	...
...	LEIPZIG (via Zerbst	8 45	...	...	6 30	...	9 30	1 35	...
...	" " Halle	8 45	10 0	...	7 35	...	10 10	12 20	...
		a.m.	a.m.	a.m.	a.m.		p.m.	p.m.	
—	**Magdeburg** .....dep	12 18	2 50	6 0	11 2	...	1 15	5 5[a]	...
12	Sudenburg	...	...	6 5	...	...	1 23	5 57	...
6	Niederndodeleben	...	...	6 15	...	...	1 34	6 8	...
13	Dardesheim	...	...	6 35	...	...	1 57	6 30	...
18[1]	Eilsleben	...	3 46	6 50	...	...	2 23	6 46	...
23	Völpke	...	...	7 0	...	...	2 36	6 59	...
26	Offleben	...	...	7 10	...	...	2 46	7 8	...
29	**Schoningen** .....arr	...	4 8	7 22	...	...	2 54	7 15	...
...	HELMSTEDT ...dep	...	...	6 55	11 5	...	2 40	6 59	...
...	**Schoningen** .....dep	...	4 10	7 24	...	...	3 0	7 19	...
33	Söllingen	...	...	7 30	...	...	3 15	7 25	...
36½	Jerxheim (102)	...	4 30	7 46	12 3	...	3 30	7 40	...
41½	Mattierzoll	...	...	7 55	...	...	3 45	7 55	...
51	**Borssum (154)** ...arr	1 38	4 59	8 20	12 25	...	4 13	8 18	...
...	WOLFENBÜTTEL ...arr	3 28	8 10	9 42	12 48	...	5 10	8 49	...
...	BRUNSWICK ..... "	3 45	8 35	10 0	1 5	...	5 30	9 15	...
...	HARZBURG ..... "	...	...	9 21	1 21	...	5 32	9 14	...
...	GOSLAR ..... "	...	...	9 35	1 36	...	5 43	9 29	...
...	LEIPZIG (via Vienenb'g) dp	...	...	...	7 35	...	...	12 30	...
...	**Brunswick** .....dep	12 0	4 40	7 50	11 40	...	3 45	7 30	...
...	Wolfenbüttel	12 35	4 45	8 5	11 55	...	4 10	7 50	...
...	**Borssum**	1 43	5 15	8 35	12 30	...	4 40	8 35	...
6½	Salzgitter	...	5 45	9 15	...	...	5 5	8 55	...
64	Ringelheim	...	5 55	9 45	...	...	5 15	9 5	...
67	Lutter	...	6 10	9 55	...	...	5 25	9 20	...
75½	Seesen	...	6 40	6 40	1 15	...	5 55	9 45	...
84½	Gandersheim	...	7 5	7 5	...	...	6 18	10 5	...
88½	**Kreiensen (154)** arr	2 44	7 16	11 16	1 34	...	6 27	10 16	...
...	GÖTTINGEN .....arr	3 47	8 37	12 40	2 26	...	7 46	2 40	...
...	CASSEL ..... "	5 [a]	10 18	2 20	3 56	...	9 35	7 18	...
...	FRANKFURT ... "	11 26	6 30	...	8 15	...	5 0	1 35	...
...	HANOVER ..... "	12 56	10 42	2 5	4 50	p.m.	10 45	3 12	...
...	HANOVER .....dep	10 55	5 20	9 20	12 10	12 10	...	4 20	...
...	FRANKFURT ... "	7 [a]	2 30	10 30	10 30	8 20	...	9 45	...
...	CASSEL ..... "	11 26	10 20	9 10	9 10	1 5	...	5 50	...
...	GÖTTINGEN ..... "	12 56	4 25	10 58	15 58	2 38	...	7 36	...
—	**Kreiensen** .....dep	2 52	7 35	12 15	2 4	3 35	...	10 26	...
94½	Naensen	...	7 55	12 30	...	4 20	...	10 40	...
102½	Vorwohle	...	8 15	12 55	...	5 0	...	11 0	...
107	Stadtoldendorf	...	8 30	1 10	...	5 30	...	11 15	...
116½	**Holzminden (115)** ar	3 37	8 55	1 30	2 54	6 4	...	11 33	...
		a.m.	p.m.		p.m.	p.m.	p.m.	p.m.	
...	FLEBERFELD .....arr	7 19	4 6	...	7 24	...	...	12 41	...
...	CÖLN (Deutz) ... "	8 20	5 40	...	8 42	...	...	2 27	...
...	DUSSELDORF ... "	8 18	5 [a]	...	8 18	...	...	2 3	...
...	AACHEN ..... "	9 54	7 5	...	10 34	...	...	4 40	...
...	PARIS ..... "	9 5	p.m.	...	10 1	a.m.	...	...	...

HOLZMINDEN and HELMSTEDT.

Mls.	Cl	Cl	Cl	Stations.	1, 2, 3 Cl	1, 2, 3 Cl	1, 2, 3 Cl	1, 2, 3 Cl	1, 2, 3 Cl	Mls.
	1	2	3							
	Gr.	Gr.	Gr.		a.m.	p.m.	p.m.	p.m.	p.m.	
33	...	...	...	**Jerxheim** .....dep	8 30	1 15	5 40	9 5	12 50	10 0
39	...	...	...	Söllingen	8 40	1 30	5 50	9 15	1 0	10 10
43	...	...	...	Schöningen	9 0	1 45	6 5	9 30	1 12	10 30
49	...	...	...	Bilddendstedt	9 10	1 50	6 15	9 40	...	10 40
13½	...	...	...	**Helmstedt** ...arr	9 21	2 10	6 26	9 50	...	**Jerxheim 102** arr

JERXHEIM and HELMSTEDT.

Mls.	1, 2, 3 Cl	1, 2, 3 Cl	1, 2, 3 Cl	1, 2, 3 Cl	Stations.	1, 2, 3 Cl	1, 2, 3 Cl	1, 2, 3 Cl	1, 2, 3 Cl	Mls.
	a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	
—	6 50	11 5	2 40	7 20	**Helmstedt** ...dep	7	7 45	1 25	3 0	7 40
4½	7 7	11 23	2 58	7 38	Bilddendstedt	4 10	7 24	1 43	3 18	7 58
10	7 24	11 43	3 18	7 58	Schöningen	...	7 39	1 58	3 33	8 13
16½	7 43	11 47	3 24	8 [a]	**Jerxheim 102** arr	4 26	7 43	11 47	3 24	8 [a]

GUSTEN and STASSFURT.

G.M.	1 Cl	2 Cl	3 Cl	4 Cl.	Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4	G.M.
Dist.	th. & th.	th. & th.	th. & th.	th. & th.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	Dist.
—	0 6	0 4	0 3	9 11	**Gusten** .....dep	3 33	8 10	11 10	4 20	7 50	**Stassfurt** .....dep	6 10	10 31	3 45	3 33
3	0 6	0 4	0 3	9 11	**Stassfurt** .....arr	3 53	8 30	11 30	4 40	8 10	**Gusten** .....arr	6 30	10 51	4 5	3 53

STASSFURT and GUSTEN.

G.M.	1 Cl	2 Cl	3 Cl	4 Cl.	Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4	G.M.
Dist.	th. & th.	th. & th.	th. & th.	th. & th.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	Dist.
—	0 6	0 4	0 3	9 11	**Stassfurt** .....dep	6 10	10 31	3 45	3 33	7 30	**Gusten** .....dep	6 50	11 5	4 20	4 0
3	0 6	0 4	0 3	9 11	**Gusten** .....arr	6 30	10 51	4 5	3 53	7 50	**Stassfurt** .....arr	7 10	11 25	4 40	4 20

BRUNSWICK and WOLFENBÜTTEL.

Mls.	Stations.	1, 2, 3 Cl	1, 2, 3 Cl	1, 2, 3 Cl	1, 2, 3 Cl	1, 2, 3 Cl	1, 2, 3 Cl	Mls.
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
—	BRUNSWICK .....dep	12 0	4 30	11 40	3 45	3 45	7 30	...
—	WOLFENBÜTTEL "	2 35	4 44	11 55	4 10	4 10	7 50	...
—	**Borssum** .....dep	3 10	7 50	12 30	4 55	4 45	8 25	...
74	Mattierzoll	...	8 10	12 55	5 20	...	8 45	...
79½	Jerxheim	...	8 30	1 18	5 40	...	9 0	...
83	Söllingen	...	8 40	1 30	5 50	...	9 10	...
87	**Schoningen** .....arr	...	8 52	1 42	6 0	...	9 23	...
	HELMSTEDT ...arr	...	9 21	2 10	6 26	...	9 50	...
—	**Schoningen** .....dep	...	8 55	1 45	6 5	...	9 24	...
83[1]	Offleben	...	9 3	2 55	6 13	...	9 32	...
92	Völpke	...	9 14	2 10	6 25	...	9 43	...
97½	Edsl ben	...	9 29	2 30	6 44	...	9 58	...
103[3]	Drackens edt	...	9 44	2 45	7 0	...	10 17	...
110	Nied.rn'odeleben	...	10 2	3 [a]	7 20	...	10 30	...
114½	Sudenburg	...	...	3 15	7 32	...	...	...
116½	**Magdeburg** .....arr	4 40	10 16	3 26	7 40	5 13	10 45	...
		a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
...	LEIPZIG via Halle ar	8 30	2 28	6 51	2 54	9 30	2 54	...

LEIPZIG (via Halle) and MAGDEBURG.

Mls.	Stations.	1 & 2 Cl	1, 2, 3 Cl	1, 2, 3 Cl	1, 2, 3 Cl	1, 2, 3 Cl	1, 2, 3 Cl	Mls.
	[May 15.]		p.m.	a.m.	a.m.	p.m.		
—	LONDON .....dep	...	8 35	...	...	...	...	...
—	PARIS ..... "	7 20	9 55	...	...	8 0	...	...
—	AACHEN ..... "	6 15	1 15	...	...	7 10	...	...
—	DUSSELDORF ..... "	7 55	4 18	...	5 45	9 0	...	...
—	CÖLN (Deutz) ..... "	8 0	4 0	...	5 30	9 0	...	...
—	ELBERFELD ..... "	9 1	5 24	...	7 6	10 0	...	...
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
—	**Holzminden** .....dep	1 8	4 15	5 30	12 56	2 22	5 15	...
9½	Stadtoldendorf	...	4 40	6 40	1 20	...	5 40	...
13½	Vorwohle	...	4 50	7 10	1 35	...	5 50	...
21½	Naensen	...	5 10	7 55	1 50	...	6 20	...
27½	**Kreiensen** .....arr	1 57	5 26	8 21	2 8	3 12	6 26	...
	GÖTTINGEN .....arr	3 47	8 37	12 40	...	...	7 46	...
	CASSEL ..... "	5 8	10 18	2 20	...	...	9 35	...
	FRANKFURT ... "	9 40	6 30	8 15	...	...	5 0	...
	HANOVER ..... "	...	7 25	10 42	4 50	4 50	10 45	...
	HANOVER .....dep	10 56	1 35	5 20	12 10	12 10	4 20	...
	FRANKFURT ... "	7 0	2 30	10 30	...	8 20	...	...
	CASSEL ..... "	11 26	10 20	9 10	9 10	1 5	...	...
	GÖTTINGEN ..... "	12 56	4 25	7 38	10 58	2 38	...	...
—	**Kreiensen** .....dep	2 3	5 35	8 50	2 15	3 36	6 40	...
31½	Gandersheim	...	5 50	9 5	2 30	...	6 50	...
40	Seesen	...	6 30	9 50	3 0	4 0	7 20	...
45½	Lutter	...	6 50	10 25	3 25	...	7 35	...
53	Ringelheim	...	7 5	10 50	3 35	...	7 55	...
56½	Salzgitter	...	7 15	11 10	3 45	...	7 55	...
65½	**Borssum**	3 7	7 42	11 48	4 13	4 40	8 16	...
	HARZBURG .....arr	...	9 19	1 20	5 32	5 32	9 14	...
	GOSLAR ..... "	...	9 33	1 35	5 43	5 43	9 29	...
	LEIPZIG (via Vienenb'g) ar	...	2 25	6 51	9 30	9 30	...	...
—	**Borssum** .....dep	3 13	7 47	12 30	4 50	4 58	8 25	...
—	Wolfenbüttel	3 30	8 10	12 56	5 10	5 10	8 50	...
—	**Brunswick** ..... arr	3 45	8 35	1 5	5 30	5 30	9 15	...
	BRUNSWICK .....dep	12 0	4 30	11 40	3 45	3 45	7 30	...
	WOLFENBÜTTEL "	2 35	4 44	11 55	4 10	4 10	7 50	...
—	**Borssum**	3 10	7 50	12 30	4 55	4 45	8 25	...
74	Mattierzoll	...	8 10	12 55	5 20	...	8 45	...
79½	Jerxheim	...	8 30	1 18	5 40	...	9 0	...
83	Söllingen	...	8 40	1 30	5 50	...	9 10	...
87	**Schoningen** .....arr	...	8 52	1 42	6 0	...	9 23	...
	HELMSTEDT ...arr	...	9 21	2 10	6 26	...	9 50	...
—	**Schoningen** .....dep	...	8 55	1 45	6 5	...	9 24	...
83[1]	Offleben	...	9 3	2 55	6 13	...	9 32	...
92	Völpke	...	9 14	2 10	6 25	...	9 43	...
97½	Edsl ben	...	9 29	2 30	6 44	...	9 58	...
103[3]	Drackens edt	...	9 44	2 45	7 0	...	10 17	...
110	Nied.rn'odeleben	...	10 2	3 [a]	7 20	...	10 30	...
114½	Sudenburg	...	...	3 15	7 32	...	...	...
116½	**Magdeburg** .....arr	4 40	10 16	3 26	7 40	5 13	10 45	...
		a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
...	LEIPZIG via Halle ar	8 30	2 28	6 51	2 54	9 30	2 54	...

MAGDEBURG, UELZEN, and BREMEN.—Magdeburg-Halberstadter Eisenbahn. [May 15.

G.M.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1—4	1—4	1—4	1 & 2	1—3	1—4	Stations.	1—4	2—4.	1—4	1 & 2	1—4	1—4
Dist.	th.sg.	th.sg.	th.sg.	th.sg.		p.m.		a.m.	a.m.	a.m.	p.m.					a.m.	a.m.	a.m.
—	—	—	—	—	LEIPZIG dep	10 0	—	5 46	10 10	12 30	1 —	EMDEN ...dep	—	—	—	6 30	—	11 5
—	—	—	—	—	THALE ... ,,	3 10	—	6 10	—	12 30	2 45	LEER ..... ,,	—	—	—	6 55	—	12 0
—	—	—	—	—	HALBERSTA'T ... ,,	9 23	—	7 16	—	1 47	4 4	OLDENBURG,,	—	—	—	8 49	—	2 0
	a.m.		p.m.	p.m.		a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	GERSTEMUND	—	—	—	9 26	—	2 40
—	—	—	—	—	Magdeburg d	1 20	6 0	9 20	12 3	3 38	7 18					a.m.	p.m.	p.m.
2.6	0 12	0 9	0 6	0 6	Weimirstedt ...	1 44	6 28	9 44	12 41	3 53	7 40	Bremen ...dep	—	—	—	6 30	1 0	2 40
4.5	0 20	0 22	0 18	0 18	Mahlwinkel.....	2 12	6 53	10 12	—	—	8 1	Seehaldebrück ,,	—	—	—	7 1	1 10	2 51
5.3	1 2	0 46	0 36	0 36	Targ-erhütte ...	2 31	7 2	10 31	—	—	8 20	Achim..... ,,	—	—	—	7 18	—	3 8
7.8	1 17	1 8	0 54	0 54	Stendal ...arr	2 49	7 30	10 51	1 24	4 36	9 51	Langwedel	—	—	—	7 37	1 37	3 27
					BERLIN.....	7 5	—	2 15	4 49	6 45	12 0	Gross-Lutzele ...	—	—	—	7 52	—	3 42
	2 38	1 26	1 14		WITTENBERGE	—	9 50	1 10	—	5 56	10 29	Beendingbostel ...	—	—	—	8 8	—	3 56
	—	—	—		GARDELEGEN	3 46	8 21	—	—	6 48	9 42	Vies. Ihövede.....	—	—	—	8 21	2 8	4 10
	7 6	5 10	3 74		HANOVER ,,	11 30	—	—	3 38	10 5	12 15	Visselhövede	—	—	—	8 35	—	4 24
	7 15	5 18	3 24		COLOGNE ,,	5 22	11 30	—	9 18	—	12 5	Soltau	—	—	—	8 57	2 28	4 40
	—	—	—		BERLIN ...dep	12 0	5 0	9 0	12 0	1 30	—	Ezmissen	—	—	—	9 7	—	4 54
	—	—	—		WITTENBERGE	—	5 30	—	12 10	—	—	Munster	—	—	—	9 19	—	5 6
	—	—	—		Gardelegen d	8 15	8 48	10 2	12 36	—	—	Brockhöfe	—	—	—	9 34	—	5 25
	1 17	1 6	0 24		Stendal ...dep	2 9	7 40	12 14	1 29	4 41	—	Ebstorf	—	—	—	9 5	3 10	5 41
2.6	—	—	—		Kildee	2 27	7 58	—	—	4 58	—	Uelzen .....arr	—	—	—	10 15	3 28	6 10
3.5	—	—	—		Bismark	2 37	8 7	—	1 39	5 7	—	HAMBURG ,,	p.m.	—	—	12 47	5 30	9 5
12.1	—	—	—		Brunan-Pack'eh	2 57	8 28	—	—	5 24	—	HAMBURG dep	8 40	—	—	7 5	1 35	3 40
13.6	—	—	—		Kalleine	4 10	8 37	—	—	5 36	—	Uelzen .....dep	1 54	a.m.	10 25	3 38	6 27	—
15.5	3 3	2 10	1 17		Salzwedel.....	4 37	9 4	2 29	2 35	5 58	—	Wieren	2 19	—	10 54	—	6 48	—
17.2	3 11	2 17	1 22		B rgen	4 54	9 22	—	2 47	6 13	—	B lterbeck	—	—	11 17	—	7 8	—
18.8	3 20	2 25	1 24		Bülkerbick	5 4	9 32	—	—	—	—	Bergen	2 34	—	11 37	6 19	7 17	—
20.3	4 2	2 3	2 1		Wieren	5 24	9 51	—	—	—	—	alzwedel	3 17	—	11 44	6 34	7 35	—
22.1	4 14	3 10	2 7		Uelzen .....arr	5 57	10 17	6 5	3 23	7 5	—	Kalleine	—	—	12 14	—	8 0	—
	6 2	5 7	3 8		HAMBURG ,,	8 48	12 46	—	5 31	9 5	—	Brunan-Pack'eh	3 58	—	12 26	—	8 12	—
	6 27	5 18	—		HAMBURG dep	—	—	—	1 33	3 40	—	Bismark	4 17	—	12 47	5 24	8 31	—
	—	3 21	2 24		Uelzen.....dep	6 7	—	—	3 43	7 7	—	Kildee	4 27	—	12 56	—	8 47	—
23.7	4 23	3 17	2 19		Estorf	6 30	—	—	3 56	7 25	—	Stendal.....arr	4 59	—	1 29	5 54	9 9	—
25.1	5 2	3 24	2 26		Brockhöfe	6 41	—	—	—	7 39	—	BERLIN..... ,,	7 5	—	4 45	7 45	12 0	—
26.6	5 10	4 0	2 30		Munster	6 57	—	—	—	7 54	—	WITTENBERGE	9 50	—	5 58	—	10 29	1 —
27.7	5 17	4 5	2 34		Emmingen	7 —	—	—	—	8 4	—	GARDELEGEN	8 21	—	6 48	6 48	9 42	a.m.
29.1	5 25	4 11	2 37		Soltau	7 28	—	—	4 35	8 22	—	WITTENBERGE	3 50	a.m.	12 10	—	6 54	5 20
30.1	6 1	4 16	3 1		Frielingen	7 40	—	—	—	8 39	—	BERLIN..... ,,	12 0	9 0	12 0	1 30	6 30	5 0
31.5	6 9	4 22	3 5		Visse hövede ...	7 56	—	—	4 53	8 46	—	COLOGNE dep	8 0	—	—	1 30	9 35	5 45
32.7	6 17	4 27	3 9		Bendingbostel...	8 10	—	—	—	8 57	—	HANOVER ,,	2 25	6 0	9 35	3 30	5 14	—
33.9	6 26	4 34	3 12		Gross-Lutzele ...	8 21	—	—	—	9 9	—	Gardelegen d	3 49	10	12 28	—	8 15	—
35.1	7 2	4 39	3 16		Langwedel	8 34	—	—	5 33	9 25	—	Stendal ...dep	5 14	10 50	1 44	5 54	9 14	7 35
35.7	—	—	—		Achim	8 51	—	—	—	9 43	—	Tangerhütte	5 41	11 22	1 10	6 14	9 40	8 1
36.9	—	—	—		Seehaldebrück ...	9 26	—	—	5 48	9 57	—	Mahlwinkel	5 58	—	1 18	—	9 49	—
38.9	7 6	5 11	3 17		Bremen ...arr	9 35	—	—	6 0	10 5	—	Wolmirstedt	6 17	11 32	1 48	6 38	10 18	8 35
						p.m.						Magdeburg dp	6 48	12 15	2 13	6 55	10 48	8 59
—	6 27	6 18	4 12		GERSTEMUND	1 36	—	—	—	11 50	—		a.m.	p.m.	p.m.	p.m.	a.m.	p.m.
—	6 14	6 6	4 5		OLDENBURG,,	2 27	—	—	9 12	—	—	LEIPZIG ...arr	10 53	5 18	6 51	9 30	2 54	2 25
—	9 28	7 11	4 27		LEER ..... ,,	4 10	—	—	10 39	—	—	HALBERSTA'T ...	—	2 24	7 18	—	1 25	10 43
—	10 19	7 27	5 8		EMDEN ... ,,	5 55	—	—	11 20	—	—	THALE.....arr	—	3 35	8 30	—	—	11 55

STENDAL and WITTENBERGE. [May 15.

G.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4	1—4	Stations.	1—4	1—4	1—4	1—4
Dist.	th.s.	th.sg.	th.sg.		p.m.	a.m.	p.m.	p.m.		p.m.		a.m.	a.m.
—	—	—	—	LEIPZIG .....dep	10 0	5 46	12 30	1 —	SCHWERIN .....dep	—	—	9 13	3 45
—	—	—	—	MAGDEBURG ...arr	6 6	9 30	3 35	7 15	LUBECK ..... ,,	6 59	—	7 10	2 0
—	—	—	—	BERLIN .....arr	5 0	9 0	1 30	6 40	HAMBURG ..... ,,	11 45	—	7 50	3 0
	a.m.	a.m.			a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
—	—	—	—	Stendal.....dep	7 50	11 10	4 44	9 19	Wittenberge...dep	3 50	5 20	12 10	6 54
2.6	—	—	—	Osterburg	8 51	12 8	5 18	9 51	Seehausen	4 11	5 55	12 32	7 29
6.9	—	—	—	Seehausen	9 19	12 35	5 32	10 6	Osterburg.....	4 36	6 23	12 48	7 57
9.7	0 12	0 9	0 6	Wittenberge....arr	9 50	1 10	5 56	10 39	Stendal .....arr	5 0	7 20	1 24	8 54
					p.m.	p.m.	p.m.	a.m.					
—	0 41	0 31	0 26	HAMBURG .....arr	3 0	7 25	9 15	4 45	BERLIN .....arr	7 8	2 15	4 45	12 0
—	0 0	0 66	0 44	LUBECK ..... ,,	3 20	—	9 30	10 40	MAGDEBURG ...arr	8 48	6 59	3 13	10 43
—	—	—	—	SCHWERIN..... ,,	—	—	8 10	4 55	LEIPZIG ..... ,,	10 53	9 25	6 51	2 54

TONDERN and TINGLEFF.

G.M.	1st	2nd	3rd	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	G.M.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
Dist.					a.m.	a.m.	p.m.	Dis.					a.m.	a.m.	p.m.
—	—	—	—	Tondern.....dep	7 20	10 22	3 46	—	—	—	—	ALTONA .....dep.	—	8 40	1 40
3.5	—	—	—	Tingleff 166 ...arr	8 20	11 22	4 36	—	—	—	—	Tingleff	8 50	11 30	7 25
—	—	—	—	ALTONA..... ,,	2 45	—	9 30	3.5	165	133½	67	Tondern ..... arr.	9 50	12 20	8 25

HAMBURG, BUCHEN, LAUENBURG, HAGENOW, WITTENBERGE, and BERLIN.

Eng Mls.	1st class	2nd class	3rd class	4th class	Stations.	1—3, 1 cl.	1 - 4, 2 class	1—3, 1 class	1—4, 2 class	1 & 2 Ex.	1—4 class	1—4, 2 & 3 class	2 & 3 class	2 & 3 class	
	m.	m.	m.pf	m.pf		a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	—	**Hamburg** .....dep.	7 50	11 30	3 0	6 15	11 45	9 45	3 15	9 45	7 0	10 30
13¼	1 3	1 0	0 70	0 40	Bergedorf	8 17	12 2	3 25	6 50	12 8	10 13	3 48	10 7	7 2	10 50
23	3 0	2 30	1 70	0 90	Schwarzenbeck.....	8 53	12 46	...	7 39	...	10 52	4 35	...	...	...
31	3 80	2 90	2 10	1 10	**Buchen** .....arr.	9 6	1 0	4 6	7 56	12 43	11 6	4 52	...	...	...
—	—	—	—	—	LUBECK .....dep.	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	BUCHEN .....arr.	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	„ .....dep.	9 10	2 0	...	8 20	...	11 15	9 30	...	...	...
...	...	...	...	...	LAUENBURG ....arr.	9 35	2 25	...	8 45	...	11 33	9 45	...	...	...
...	...	...	...	...	LUNEBURG .....dep.	8 12	12 25	3 30	5 45	9 8	9 8	3 30	...	...	...
...	...	...	...	...	HANOVER .....arr.	8 42	12 55	3 48	6 5	9 23	9 23	3 48	...	...	...
...	...	...	...	...	**Buchen** .....dep.	9 15	1 10	4 9	8 11	12 46	11 12	5 0	...	...	...
41¼	4 90	3 70	2 70	1 60	Roitzenburg	9 34	1 31	...	8 30	...	11 32	5 26	...	...	...
59½	7 60	5 70	4 20	2 10	**Hagenow (173)** arr.	10 18	2 25	5 4	9 41	1 36	12 19	6 24	...	...	...
...	...	...	...	...	„ .....dep.	10 28	2 33	5 9	10 10	1 41	12 27	6 36	...	...	...
73¼	9 20	6 90	5 10	2 60	Ludwigslust	10 57	3 6	5 34	10 49	...	12 57	7 15	...	...	...
78½	9 90	7 40	5 50	2 70	Gratow	11 10	3 22	5 44	11 8	...	1 10	7 33	...	...	...
83½	10 50	7 90	5 80	2 90	Wend. Warnow	11 21	3 35	...	11 24	...	1 22	7 48	...	...	...
101½	12 80	9 60	7 10	3 60	**Wittenberge**.....arr.	11 55	4 16	6 24	11 12	2 50	2 0	8 35	...	...	...
...	...	...	...	...	„ **(165)**.....dep.	12 10	4 31	6 34	...	3 0	2 15	...	...	...	...
115¼	14 80	11 10	8 10	4 10	Glöwen	12 47	5 12	...	...	...	2 53	...	...	...	...
129½	16 90	12 70	9 30	4 70	Neustadt-a-D	1 25	6 1	7 39	...	4 2	4 10	...	...	...	...
156½	20 10	15 10	11 10	5 60	Nauen.....	2 25	7 9	8 28	...	5 10	5 10	a.m.	p.m.	...	...
171½	22 0	16 50	12 10	6 10	Spandau	3 1	7 58	8 57	...	5 51	5 47	9 0	6 14	...	...
175½	23 0	17 20	12 60	6 30	**Berlin**	3 20	8 50	9 15	...	5 30	6 8	9 20	6 37	...	...

KIEL to ASCHEBERG.

G.M. Dis.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3		
		a. m.	a. m	p. m.	p. m.		
—	**Kiel** .....dep.	5 43	8 30	4 48	7 55	...	...
2.1	Proetz.....	6 17	9 4	5 22	8 29	...	...
3,6	**Ascheberg** ..... arr	6 34	9 25	5 43	8 50	...	...
...	**Neumuenster** „	7 45	10 15	6 50	...	...	...
...	**Neustadt** ..... „	...	10 57	7 40	10 20	...	...

KIEL and ASCHEBERG.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3		
	a. m.	a. m.	p. m.	p. m.		
Neumuenster dp.	...	8 45	4 55	8 10	...	...
Neustadt.....	5 35	9 40	5 40	...	...	...
Ascheberg	6 38	10 25	6 38	9 5	...	...
Proetz	7 13	11 45	6 18	9 25	...	...
Kiel (168 .....arr.	7 46	12 20	6 53	10 0	...	...

TONNING and LÜBECK.

G.M. Dis.	1st	2nd	3rd	Stations.	1, 2, 3	1, 2, 3	G.M. Dis	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3
					a. m.	p. m.						a. m.	p. m.
—	—	—	—	**Tonning**.....dep	8 10	3 47	—	—	—	—	ALTONA.....dep.	6 45	1 40
1,6	—	—	—	Friedrichstadt.....	8 36	4 14	...	...	...	...	**Luebeck**	10 25	5 57
2,9	—	—	—	Husum	9 0	4 36	3,6	127	99	65	Husum	11 32	6 58
6,4	—	—	—	**Luebeck 168** ....arr	10 5	5 37	4,9	148	105½	69½	Friedrichstadt.....	11 54	7 20
...	—	—	—	ALTONA ..... „	2 48	9 30	6 4	158	113½	74	**Tonning** .....arr	12 20	7 47

LUBECK to HAMBURG.

Mls.	1 cl.	2 c.	3 cl	Stations.	1—3	1—4	1—4	1—3	1—3	1	Cl. 2	Cl.	Stations.	1—3	1—4	1—3	1—4	1—4
Dis.	th ag	th ag	th ag		a.m.	a.m.	p.m.	p.m.	p.m.	th ag	th ag	th ag		a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Luebeck**.....dep	7 15	10 30	3 52	5 46	9 40	...	...	...	ALTONA ...dep	...	9 45	10 35	3 55	6 35
9¾	0 12	0 9	0 6	Reinfeld	7 39	10 51	4 20	6 1	...	...	...	...	HARBURG.. „	...	10 10	10 44	3 39	6 45
15¼	0 18	0 13½	0 9	Oldesloe	7 54	11 5	4 36	6 17	10 14	—	—	—	**Hamburg** dep	6 15	10 40	11 11	4 40	8 28
21¾	0 27	0 20½	0 13½	Bargteheide	8 16	11 28	4 57	6 27	10 30	0	5 0	4	Wandsbeck	6 23	10 48	11 24	4 48	8 45
26¼	1 3	0 25	0 16½	Ahrensburg	8 31	11 35	5 12	6 38	10 42	0	17	0 13	Ahrensburg	6 30	11 12	11 43	5 14	9 14
36½	1 15	1 4	0 22½	Wandsbeck (168)	8 57	11 54	5 40	6 57	11 4	0	32	0 17½	Bargteheide	7 3	11 25	11 56	5 27	9 26
39½	1 20½	1 7½	0 25½	**Hamburg** ...arr	9 0	12 6	5 53	7 7	11 15	1	2	0 24	Oldesloe.....	7 22	11 43	12 12	5 46	9 49
...	...	...	...	HARBURG.. „	9 25	1 0	6 15	7 30	11 45	1	6	0 34½	Reinfeld	7 36	11 56	12 25	6 0	10 4
...	...	...	...	ALTONA ..... „	9 50	1 25	6 40	8 0	12 10	1	30	1 7½	**Luebeck(168)m**	7 51	12 20	12 50	6 30	10 33

HAMBURG, ALTONA, and BLANKENESE.

Mls.	1 Cl.	2 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis	m.pf	m.pf		a. m.	a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
	From																			
—	—	—	**Hamburg** .....dep	6 0	7 50	9 25	10 40	11 40	1 0	2 25	2 55	3 30	4 20	5 10	6 15	7 30	8 30	9 25	10 40	
4½	0 45	0 30	Altona ..... arr	6 25	8 15	9 55	11 5	12 10	1 25	2 50	3 20	4 0	4 45	5 40	6 40	8 0	9 0	9 50	11 5	
7½	0 75	0 45	„ (168)...dp	6 40	...	...	11 10	...	...	...	3 35	Wim	4 50	Sum	6 45	...	9 5	...	...	
10¾	...	...	**Blankenese** arr	7 15	...	...	11 35	...	...	...	3 50	...	5 15	...	7 10	...	9 30	Sum	...	
...	For the North																			

BERLIN, WITTENBERGE, HAGENOW, and BUCHEN to HAMBURG.*

Miles	Express. 1st class	Express. 2nd class	Ordinary. 1st class	Ordinary. 2nd class	Ordinary. 3rd class	Stations.	Trains. 1—4 class	1—3 class	1—4 class	1—3 class	1—4 class	1 & 2 Ex.	1—4. 2 & 3 Ex.	3 & 4 class	3.1—4 class	
Dis.	sgr.	sgr.	sgr.	sgr.	sgr.		a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	a. m.	p. m.	p. m.
—	—	—	—	—	—	**Berlin** ..... dep.	...	8 0	11 15	3 30	6 0	11 30	9 45	6 35	4 0	...
42	12	8	9	6½	3½	Spandau	...	8 20	11 39	3 48	6 28	11 46	10 7	6 54	4 19	...
15	37	26	27	21	15½	Nauen	...	8 51	12 21	4 15	7 15	...	10 39	...	...	...
46	79	55	59	44½	33	Neustadt-a-D	...	9 46	1 31	5 1	8 29	12 51	11 36	...	...	...
60	107	75	79	60½	44½	Glöwen	...	10 23	2 12	...	9 20	...	12 13	...	...	...
74	133	93	99	75	55½	**Wittenberge** ..... a-r.	...	10 53	2 43	5 56	10 0	1 43	12 45	...	...	...
—	—	—	—	—	—	„ (165) ..... dep.	8 5	11 8	2 58	6 6	‡	1 53	1 0	...	...	...
92	—	—	123	92	68	Wend. Warnow	8 54	11 41	3 41	...	...	...	1 38	...	...	...
97	171	120	129	97	71½	Grabow	9 11	11 55	3 56	6 48	...	...	1 52	...	...	...
107	179	125	135	101½	74½	Ludwigslust	9 28	12 8	4 12	6 57	...	...	2 08	...	...	...
116	201	141	151	114	84	**Hagenow** (173) ar.	9 39	12 31	4 34	7 18	...	2 58	3 1	...	...	...
—	—	—	—	—	—	„ ..... dep.	10 11	12 39	4 46	7 43	...	3 3	3 53	...	...	...
134	236	165	176	134	98½	Boitzenburg	11 12	1 21	5 39	...	...	...	4 8	...	...	...
—	—	—	—	—	—	**Buchen** ..... arr.	11 34	1 37	5 58	8 14	...	3 49	4 25	...	...	...
—	—	—	—	—	—	LUBECK ..... dep.	...	...	...	...	...	...	...	...	...	...
—	—	—	—	—	—	„ ..... arr.	...	...	...	...	...	...	...	...	9 5	...
—	—	—	10	7	5	BUCHEN ..... dep.	...	2 0	8 20	8 20	...	9 10	9 10	...	9 18	...
—	—	—	—	—	—	LAUENBURG ..... arr.	...	2 25	8 45	8 45	...	9 35	9 35	...	9 25	...
—	—	—	—	—	—	„ ..... dep.	...	2 25	5 45	...	...	...	...	...	...	...
—	—	—	—	—	—	BUCHEN ..... arr.	...	2 55	6 5	...	2 5 3	...	...	p.m.	...	...
144	250	175	187	142	104½	**Buchen** ..... dep.	11 12	1 47	6 8	8 18	a.m.	3 52	4 30	...	...	...
152	—	—	196	148	109	Schwarzenbeck	12 2	2 2	6 24	...	8 19	...	4 47	...	p.m.	...
159	283	198	214	160½	118	Bergedorf	12 50	2 41	7 12	8 57	8 24	4 28	5 29	4 30	7 30	9 30
176	306	210	225	170	125	**Hamburg** 118. 155 ...	1 15	3 0	7 35	9 15	8 45	4 45	5 51	4 51	7 51	9 51

LUGGAGE:—50 lbs. free, every 10 lbs. extra 6 sgr. 4th class by all slow Trains at half the 3rd class fare

WITTENBERGE and BUCHHOLZ.

Miles	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—3	
Dis.	M. r.	M. r.	M. r.		p.m.	a.m.	p.m.	
—	...	...	...	BERLIN ..... dep.	1 30	8 0	3 30	...
—	...	...	...	MAGDEBURG ..... „	...	6 0	3 35	...
—	...	...	...	STENDAL ..... „	...	7 50	4 46	...
					a.m.	p.m.	p.m.	
83	1 20	0 90	0 60	**Wittenberge** ..... dep.	4 58	12 15	6 0	...
15	1 90	1 40	1 0	Lanz	5 22	12 39	6 54	...
24½	3 10	2 30	1 60	Lenzen	5 41	12 58	7 12	...
31½	4 0	3 0	2 0	Dömitz	6 9	1 26	7 33	...
35	4 50	3 40	2 30	Dannenburg	6 37	1 54	7 55	...
—	...	...	...	Hitzacker	7 15	2 9	8 6	...
—	...	...	...	Göhrde	7 31	2 32	8 24	...
—	...	...	...	Dahlenburg	7 50	2 48	8 40	...
—	...	...	...	Vastorf	8 59	3 7	8 57	...
—	...	...	...	**Lüneburg** ..... arr	9 17	3 23	9 14	...
—	...	...	...	LUNEBURG ..... dep	11 26	4 35	...	...
—	...	...	...	HAMBURG ..... arr	12 40	5 30	...	...
—	...	...	...	**Lüneburg** ..... dep	...	3 38	0 29	...
—	...	...	...	Mechtersen	...	3 55	9 46	...
—	...	...	...	Wulfsen	...	4 17	10 8	...
—	...	...	...	Marxen	...	4 35	10 27	...
—	...	...	...	**Buchholz** ..... arr	...	4 50	10 43	...
—	...	...	...	BUCHHOLZ ..... dep	...	5 10	11 12	...
—	...	...	...	BREMEN ..... „	...	5 32	12 55	...

Stations.	1—4	1—3	1—4	
	a.m.	a.m.		
BREMEN ..... dep	3 15	0 45	...	...
BUCHHOLZ ..... arr	5 0	1 29	...	...
	a.m.	p.m.	p.m.	
Buchholz ..... dep	7 40	4 55	6 38	...
Marxen	7 58	2 3	7 55	...
Wulfsen	8 19	2 25	7 57	...
Mechtersen	8 39	2 55	7 2	...
Lunenburg ..... arr	8 54	3 10	7 8	...
HAMBURG ..... dep	7 5	1 35	8 2	...
LUNEBURG ..... arr	8 22	2 36	8 22	...
Lüneburg ..... dep	9 4	3 25	8 44	...
Vastorf	9 21	3 43	9 1	...
Dahlenburg	9 39	4 2	9 27	...
Göhrde	9 54	4 18	9 47	...
Hitzacker	10 12	4 47	10 13	...
Dannenburg	10 25	4 50	10 42	...
Dömitz	10 42	5 9	10 58	...
Lenzen	11 5	5 31	11 20	...
Lanz	11 14	5 43	...	...
Wittenberge 165 ..... arr	11 30	6 0	...	...
STENDAL ..... „	1 30	8 54	...	...
MAGDEBURG ..... „	3 13	10 43	...	...
BERLIN ..... „	3 20	9 15	...	...

BLANKANESE, ALTONA, and HAMBURG.

Miles	1 Cl.	Stations	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	m. pf	From the North in ALTONA 169 ar.	.....	.....	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	Sum	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—		.....	.....	9 35	10 25	.....	.....	.....	2 48	.....	.....	.....	.....	7 35	.....	.....	9 30	.....	.....
—	—	**Blankanese** dep.	.....	8 5	.....	a.m.	.....	12 5	.....	.....	.....	p.m.	5 17	.....	.....	.....	8 10	.....	9 40	.....
5½	0 85	**Altona** ..... arr.	a.m.	8 25	.....	.....	.....	12 30	.....	.....	.....	.....	5 42	.....	.....	.....	8 35	.....	10 5	.....
—	—	„ [119, 157 dep	6 35	8 28	9 45	10 30	11 50	12 35	2 10	2 55	3 25	4 35	5 45	6 20	7 40	8 40	9 35	10 10	11 10	
11	1 35	**Hamburg** 164 ar	7 5	8 53	10 10	10 55	12 20	1 5	2 40	3 20	3 55	5 0	6 10	6 50	8 10	9 10	10 0	10 35	11 35	
—	.....	119 HARBURG ... arr	7 47	.....	.....	.....	11 38	.....	1 50	.....	3 58	.....	.....	7 0	.....	8 58	10 2	10 45	.....	.....
—	.....	119 BREMEN	7 30	.....	.....	.....	11 35	.....	1 35	.....	4 15	4 15	.....	6 40	.....	.....	.....	10 30	.....	.....
—	.....	157 Hanover ... d-p.	.....	.....	.....	.....	11 20	.....	.....	.....	3 40	.....	.....	.....	5 40	9 45	.....	.....	.....	.....
—	.....	164 Berl. Bahn. „	7 50	9 45	11 30	11 35	.....	.....	3 15	.....	4 40	6 40	6 15	7 0	9 45	9 45	11 45	11 45	.....	.....
—	.....	164 For **Lubeck** „	.....	.....	10 40	.....	.....	1 40	.....	4 40	6 40	.....	6 55	.....	8 55	.....	.....	.....	.....	.....

* Mann Rondoir Sleeping Cars on this Railway.

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CÖTHEN, HALLE, VIENENBURG.

G.M. Dia.	1 Cl. th.	2 Cl. th.	3 Cl. th.	Stations.	1—4	1—4	1—3	1—4	1—4	1—4	1—4	1—4			
								a.m.		a.m.		p.m.			
—	—	—	—	LEIPZIG ..... dep	—	—	—	7 35	—	12 30	—	4 50	—	—	—
—	—	—	—	HALLE ..... ,,	—	—	—	8 16	—	1 23	—	5 54	—	—	—
—	4 3	3	2 7	MAGDEBURG ..... ,,	—	—	—	7 0	—	11 15	—	5 35	—	—	—
—	—	—	—	BERLIN ..... ,,	—	—	—	6 0	—	9 0	—	9 0	—	—	—
					a.m.	p.m.	a.m.	a.m.	p.m.	p.m.		p.m.			
2,7	0 1½	0 1¾	0 2½	Cothen ..... dep	4 0	—	—	9 40	12 1	3 21		7 20			
4,3	0 2½	0 2¾	0 3½	Bernburg ..... ,,	4 8	—	—	10 22	12 9	3 49		7 53			
—	—	—	—	Güsten ..... arr	5 21	—	—	10 36	—	3 6		8 7			
5,9	1 0½	0 3¾	0 4½	Staßfurt ..... ,,	5 36	—	7 43	11 4	—	4 18		8 22			
—	—	—	—	Staßfurt ..... dep	—	—	7 0	10 24	—	2 49		7 32			
—	—	—	—	Güsten ..... dep	5 38	—	—	10 40	—	3 7		8 12			
5,9	1 0½	0 3¾	0 4½	Aschersleben ..... arr	5 53	—	—	11 0	12 50	3 26		8 28			
—	—	—	—	DRESDEN ..... dep	—	—	4 35	—	—	9 30		12 0			
—	—	—	—	LEIPZIG ..... ,,	—	—	7 35	—	—	12 30		4 50			
—	—	—	—	Halle ..... dep	6 0	6 15	8 20	—	—	1 50		6 5			
0,9	0 0	0 0	0 0	Trotha	—	—	—	—	—	2 2		6 18			
1,9	0 1½	0 0	0 0	Wallwitz	—	7 12	—	—	—	2 12		6 28			
2,4	0 1½	0 1¼	0 1½	Nauendorf	—	7 22	—	—	—	2 27		6 46			
3,8	0 2¾	0 1¾	0 2½	Cönnern	6 42	7 52	9 5	—	—	2 49		7 10			
5,2	1 2	0 2½	0 3¼	Bailleben	—	8 15	—	—	—	3 0		7 41			
6,1	1 7	0 2¾	0 3½	Saare-bieben	7 16	8 40	9 32	—	—	3 13		7 56			
7,6	1 16	1 5	0 3¾	Aschersleben ..... arr	7 32	9 0	9 47	—	—	3 29		8 21			
7,6	—	—	—	Aschersleben ..... dep	7 40	—	9 55	11 10	—	3 49		8 47			
8,5	1 22	1 0	0 3¾	Frose	—	—	10 1	11 22	—	3 54		8 59			
—	2 2½	1 17	1 2	BALLENSTEDT ..... arr	—	—	12 16	12 16	—	4 38		9 47			
9,5	1 27	1 13	0 3¾	Gatersleb n	—	—	10 20	—	—	4 11		9 14			
10,8	2 5	1 19	1 2½	Wegeleben ..... arr	8 13	—	10 32	—	—	4 24		9 27			
—	2 2½	2 2	1 1¼	THALE ..... ,,	9 5	—	11 55	—	—	5 50		10 55			
—	—	—	—	Wegeleben ..... dep	—	—	10 34	—	—	4 26	—	9 30			
11,8	2 11	1 24	1 6	Halberstadt ..... arr	—	—	10 44	—	5 22	4 36	1—4	9 40			
—	2 27	2 6	1 14	OSCHERSLEBEN ..... ,,	—	—	9 13	—	—	5 52	p.m.	—			
—	—	—	—	OSCHERSLEBEN ..... dep	—	—	10 14	—	—	1 43	6 48	—			
—	—	—	—	THALE ..... ,,	—	—	9 18	—	—	2 45	7 45	—			
—	—	—	—	Halberstadt ..... dep	—	—	10 54	—	—	6 21	7 20	—			
13,7	2 22½	2 2	1 12	Heudeber-Danmstedtar	—	—	11 14	—	—	6 43	7 51	—			
—	3 0	2 7½	1 15	WERNIGERODE ... arr	—	—	11 55	—	—	—	8 10	6 30			
—	—	—	—	Heudeber-Danmstedt d	—	—	11 16	—	6 10	6 44	—	—			
14,8	2 29	2 7	1 15	Wasserleben	—	—	11 25	—	—	6 48	—	—			
16,7	3 11	2 16	1 21	Vienenburg ... 10c ... arr	—	—	11 45	—	—	7 28	—	—			
								p.m.		p.m.					
—	—	—	—	HARZBURG ..... arr	—	—	—	1 21	—	9 14	—	—			
—	—	—	—	GOSLAR ..... ,,	—	—	—	1 36	—	9 29	—	—			
—	3 21	2 23	1 2a	BÖRSSUM ..... ,,	—	—	12 18	—	—	8 16	—	—			
—	—	—	—	DEUTZ via Kriensen ,,	—	—	—	8 42	—	2 27	—	—			
—	4 19	3 6	2 2	BRUNSWICK ..... ,,	—	—	—	1 5	—	9 15	—	—			
—	6 9	4 13	2 27	HANNOVER ..... ,,	—	—	—	2 45	—	12 15	—	—			

MAGDEBURG, OSCHERSLEBEN, & THALE.

G. u. Dia.	1 Cl. th.	2 Cl. th.	3 Cl. th.	Stations.	1—4	1—3	1—4	1—4	1—4	[May 15.]	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					p.m.	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
—	—	—	—	BERLIN (Stend)dep	...	5 0	9 0	...	6 30	Vienenburg Pass St. d	...	9 10	3 5	7 6
4,1	0 25	0 19	0 12½	BERLIN (Potsd.) ,,	11 0	...	8 45	2 0	7 30	Grauhof ..... ,,	...	9 41	...	7 32
5,1	1 1	0 23	0 16	STENDAL ..... ,,	...	7 25	10 59	1 44	9 14	Ringelheim ..... ,,	...	10 1	3 37	7 53
—	—	—	—	LEIPZIG ..... ,,	...	5 40	10 10	1 0	8 45	KREIENSEN ..... arr	...	...	6 27	10 39
					a.m.	a.m.	p.m.	p.m.	p.m.	BÖRSSUM ..... dep	...	8 25	...	4 40
—	—	—	—	Magdeburg ..... dep	5 0	9 10	2 15	5 40	11 a	Ringelheim ..... dep	5 27	10 4	3 39	7 57
2,1	0 17	0 10	0 7	Lanke weddingen	5 31	9 36	12 47	6 9	11 38	Baddeken-tedt ..... ,,	5 31	10 19	3 58	8 12
4,1	0 25	0 19	0 12½	Hadmersleben	6 42	9 55	1 13	6 24	12 6	Derseburg ..... ,,	6 9	10 29	4 2	8 33
5,1	1 1	0 23	0 16	Oschersleben ...arr	6 58	10 7	1 29	6 43	12 17	Dingen ..... ,,	6 31	10 4	4 13	8 35
—	—	—	—	BRUNSWICK ... ,,	9 0	—	4 48	8 5a	—	Hildesh'im M.H.B. a	6 50	10 56	4 23	8 55
—	—	—	—	HANNOVER ..... ,,	12 0	—	10 15	12 15	—					
—	—	—	—	BRUNSWICK ..... dep	...	7 0	11 75	...	7 a	HANNOVER ..... arr	9 45	2 45	5 55	12 15
—	—	—	—	Oschersleben dep	6 17	10 10	1 33	6 48	12 27					
6,1	—	—	—	Croctorf	6 29	...	1 54	6 59	12 41					
6,5	1 9	1 0	0 20	Nienhagen	6 38	10 25	...	7 6	12 58					
7,8	1 17	1 6	0 24	Halberstadt .....arr	7 0	10 39	1 58	7 18	1 25					
—	—	—	—	BLANKENBURG ,,	...	11 45	3 75	8 c	...					
—	—	—	—	ASCHERSLEBEN ,,	11 2	...	3 28	...	...					
—	—	—	—	VIENENBURG... ,,	8 30	11 45	7 28	...	...					
—	—	—	—	HARZBURG..... ,,	9 19	1 21	9 14	...	1—4					
—	—	—	—	VIENENBURG dep	a.m.	9 5	1 33	5 21	p.m.					
—	—	—	—	Halberstadt ...dep	7 10	10 53	2 29	2 8	9 17					
8,9	1 24	1 11	0 27	Wegeleben .....arr	7 21	11 3	2 49	2 18	9 32					
—	—	—	—	HALLE ..... dep	—	8 17	—	1 35	6 47					
—	—	—	—	ASCHERSLEBEN ,,	6 8	9 55	—	3 56	6 47					
—	—	—	—	Wegeleben .....dep	7 25	11 5	2 51	7 30	9 37					
9,5	1 27	1 13	0 29	Ditfurth	7 13	11 13	2 59	8 0	9 46					
10,4	2 2½	1 17	1 2	Quedlinburg	7 50	11 36	3 11	8 24	10 0					
11,6	2 11	1 23	1 6	Thale	8 13	11 54	3 35	8 50	10 25					

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.
Vienenburg Pass St. d	...	9 10	3 5	7 6
Grauhof ..... ,,	...	9 41	...	7 32
Ringelheim ..... ,,	...	10 1	3 37	7 53
KREIENSEN ..... arr	...	...	6 27	10 39
BÖRSSUM ..... dep	...	8 25	...	4 40
Ringelheim ..... dep	5 27	10 4	3 39	7 57
Baddeken-tedt ..... ,,	5 31	10 19	3 58	8 12
Derseburg ..... ,,	6 9	10 29	4 2	8 33
Dingen ..... ,,	6 31	10 4	4 13	8 35
Hildesh'im M.H.B. a	6 50	10 56	4 23	8 55
HANNOVER ..... arr	9 45	2 45	5 55	12 15
Hildesheim (M.H.Bah d	6 53	11 16	4 26	...
heim (S-bahn ,,				8 28
Nordstemmen ....arr	7 14	11 35	4 47	9 48
HANNOVER ..... arr	10 42	2 5	...	10 45
KREIENSEN ... arr	11 25	1 32	6 34	1 5
KREIENSEN ....dep	...	6 50	3 32	...
HANNOVER ... dep	8 20	9 20	12 16	...
Nordstemmen dep	7 16	11 39	4 50	...
Elze ..... ,,	7 38	11 56	5 2	...
Hameln ..... arr	8 19	12 36	5 48	...
EXTMONT ..... arr	9 1	2 2	6 19	...
ALTENBEKEN ,,	10 20	3 20	7 26	...
HANNOVER ... ,,	9 50	4 20	7 26	...
Hameln ..... dep	...	...	...	...
Oeynhausen ..... ,,	...	...	...	...
Rehme (1850) ..... arr	...	...	...	...

VIENENBURG, HALLE and COTHEN.—Magdeburg-Halberstædter Eisenbahn.

G M	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1–4	1–4	1–4	1–4	1–4	1–4	1–4	1–4	1–4	1–4	
	th.sg	th.sg	th.sg	th.sg				a.m.		a.m.			p.m.			
—	—	—	—	—	Hanover ..... dep.	—	—	6 0	—	9 35	..	2 7	—	—	—	—
—	—	—	—	—	Brunswick ..... ,,	—	—	7 50	—	11 40	—	3 45	—	—	—	—
—	—	—	—	—	Deutz via Krhns. .... ,,	—	—	4 0	—	—	—	9 0	—	—	—	—
—	—	—	—	—	Borssum ..... ,,	—	—	8 35	—	12 30	—	4 45	—	—	—	—
—	—	—	—	—	Goslar ..... ,,	—	—	6 40	—	11 20	—	3 40	—	—	—	—
—	—	—	—	—	Harzburg ..... ,,	—	—	6 55	—	11 35	—	3 55	—	—	—	—
						a.m.	a.m.	a.m.		p.m.	p.m.	p.m.	p.m.			
—	—	—	—	—	**Vienenburg** ..... dep	—	—	9 15	—	—	—	1 30	—	5 21	—	—
1.9	9 11	0 9	0 6	0 3½	Wasserleben ..... ,,	—	—	9 34	—	1 51	—	5 41	—	—	—	—
3.0	0 17½	0 14	0 9	0 5½	Heudeber-Danndt ..... arr	—	—	9 54	—	2 5	—	5 58	—	—	—	—
					Wernigerode ..... dep.	6 0	—	9 15	—	—	—	5 10	—	8 30	—	—
—	—	—	—	—	Heudeber-Danns edt	6 20	—	9 54	—	2 6	6 9	5 53	—	8 46	—	—
4.9	0 29	0 22	0 15	0 8½	**Halberstadt** ..... arr	6 51	—	10 15	—	2 26	6 31	6 13	—	9 8	—	—
—	—	—	—	—	Thale ..... ,,	8 50	—	11 55	—	3 35	8 26	8 50	—	10 35	—	—
—	—	—	—	—	Oschersleben ..... ,,	7 51	—	11 9	—	5 22	—	9 56	—	11 23	—	—
—	—	—	—	—	,, dep.	—	—	6 30	—	1 43	—	—	—	—	—	—
—	—	—	—	—	**Halberstadt** ..... arr	—	6 0	10 21	—	2 34	—	6 17	—	—	—	—
5.9	1 5	0 27	0 18	0 9	**Wegeleben** ..... arr	—	6 10	10 31	—	2 44	—	6 27	—	—	—	—
—	—	—	—	—	Thal ..... dep	—	—	9 40	—	12 50	—	2 45	—	—	—	—
7.3	1 14	1 2½	0 22	0 11	**Wegeleben** ..... ,,	—	6 12	10 33	—	2 46	—	6 28	—	—	—	—
—	—	—	—	—	Güter bei ..... ,,	—	6 26	10 47	a.m.	3 1	—	6 43	—	—	—	—
—	—	—	—	—	Ballenstedt ..... ,,	—	5 20	—	8 50	2 30	—	6 5	—	—	—	—
8.1	1 19	1 7	0 25	0 12½	Frose ..... ,,	—	6 44	11 1	9 52	3 18	—	6 56	—	—	—	—
9.1	1 25	1 11	0 27½	0 13½	**Aschersleben** ..... arr	—	6 51	11 12	10 4	3 28	—	7 6	—	—	—	—
10.7	—	—	—	—	..... dep	—	7 4	11 22	—	3 42	—	7 11	—	—	—	—
10.7	2 5	1 19	1 2½	0 16½	Sandersleben	—	7 22	11 41	—	4 1	—	7 28	—	—	—	—
11.3	2 9	1 22	1 5	0 17½	Bell ben	—	7 33	11 54	—	4 13	—	—	—	—	—	—
12.9	2 17½	1 29	1 9	0 19½	Cö n ern	—	7 4	12 9	—	4 28	—	7 51	—	—	—	—
14.3	2 26	2 5	1 13	0 21½	Nau nerf	—	8	8 12	10	4 48	—	—	—	—	—	—
14.8	3 0	2 7½	1 15	0 22½	Wall itz	—	8 15	12 38	—	4 55	—	—	—	—	—	—
15.9	3 6	2 12	1 18	0 24	Trotha	—	8 30	12 50	—	5 13	—	—	—	—	—	—
16.7	3 11	2 6	1 21	0 25½	**Halle** ..... arr	1 4	8 44	1 6	—	5 47	—	8 34	—	—	—	—
—	—	—	—	—	Leipzig ..... ,,	—	10 53	2 25	—	6 51	—	9 30	—	—	—	—
—	—	—	—	—	Dresden ..... ,,	a.m.	3 20	5 45	—	12 10	—	12 10	p.m.	—	—	—
3.1	—	—	—	—	**Aschersleben** ..... dep	5 10	7 7	11 22	—	3 46	—	—	7 20	—	—	—
10.7	2 5	1 19	1 2½	0 16½	**Güsten** ..... arr.	5 33	7 29	11 22	—	3 36	—	—	7 49	—	—	—
—	2 10	1 22½	1 5	0 17½	Staßfurt	5 53	7 43	11 41	—	3 51	—	—	8 28	—	—	—
—	—	—	—	—	**Güsten** ..... dep	—	7 28	11 13	—	3 54	—	—	7 15	—	—	—
12.2	2 14	1 26	1 7	0 18½	Bernburg	—	7 45	11 50	—	3 56	—	—	8 33	—	—	—
14.9	3 0	2 7½	1 15	0 22½	**Cothen** (156) ..... arr	—	8 14	12 18	—	4 14	—	—	8 45	—	—	—
					Berlin ..... ,,	—	12 40	6 45	—	4 45	—	—	—	—	—	—
					Magdeburg ..... ,,	—	10 0	3 24	—	8 25	—	—	10 55	—	—	—
					Halle ..... ,,	—	9 41	1 26	—	5 52	—	—	1 52	—	—	—
					Leipzig ..... ,,	—	10 53	2 25	—	6 51	—	—	2 54	—	—	—

THALE, OSCHERSLEBEN, and MAGDEBURG.—Magdeburg-Halberstædter Eisenbahn.

G M	1 Cl	2 Cl	3 Cl	Stations.	1–4	1–4	1–4	1–4	1–4	1–4
	th.sg	th.sg	th.sg		a.m.	a.m.	p.m.	p.m.	p.m.	a.m.
—	—	—	—	**Thale** ..... dep	6 35	9 15	12 45	2 45	8 10	4 3½
1.3	0 8	0 6	0 4	Quedlinburg	6 50	9 46	1 10	3 26	8 31	4 48
2.3	0 14	0 10	0 7	Ditfurth	—	0 3	...	3 42	8 42	5 33
2.7	0 17	0 13	0 9	**Wegeleben** ... arr	7 4	10 13	1 25	3 52	8 50	5 44
—	—	—	—	Aschersleben ,,	—	11 2	2 39	7 6	—	—
—	—	—	—	Halle ..... ,,	—	12 5	5 49	8 34	—	—
—	—	—	—	**Wegeleben** ..... dep	7 5	10 34	1 27	4 0	8 53	6 0
5.8	0 24	0 18	0 12	**Halberstadt** ..... arr	7 14	10 44	1 37	4 15	9 3	6 15
—	—	—	—	Vienenburg, .. dep	8 20	11 45	...	7 28	...	—
—	—	—	—	Harzburg ...dep	...	...	8 40	11 35	3 55	...
—	—	—	—	Vienenburg .. ,,	...	...	9 5	1 30	5 21	...
—	—	—	—	Aschersleben ,,	6 8	...	9 55	3 42	...	...
—	—	—	—	Blankenburg ,,	6 16	...	12 55	...	5 10	a.m.
—	—	—	—	**Halberstadt** ...dep	7 25	...	1 47	4 41	9 15	5 8
8.5	1 2	0 24	0 1	Nienhagen	7 38	...	2 0	4 59	9 30	5 18
9.5	1 4	0 28	0 17	Crotorf	...	...	...	5 8	9 37	5 26
9.5	1 10	1 0	0 22	**Oschersleben** ...arr	7 51	1—3	2 13	5 22	9 47	5 37
—	—	—	—	Brunswick ... ,,	—	a.m.	4 43	8 58	—	9 0
—	—	—	—	Hanover ...dep	—	2 35	9 35	—	5 14	—
—	—	—	—	Brunswick ... ,,	—	7 0	11 28	—	7 40	—
9.5	—	—	—	**Oschersleben** dep.	7 54	9 26	2 20	5 31	9 51	5 45
9.5	0 4	0 5	0 3	Hadmersleben	8 6	...	2 31	5 49	10 14	6 1
9.5	0 14	0 14	0 9	Langenweddingen	8 29	...	2 52	6 2	10 29	6 32
11.6	1 1	0 23	0 16	**Magdeburg** ..... arr	9 0	11 53	3 20	7 3	11 0	7 17
					p.m.	p.m.	p.m.	p.m.	a.m.	
—	—	—	—	Leipzig ..... arr	2 25	5 18	8 51	9 30	2 54	...
—	—	—	—	Stendal ..... ,,	10 51	1 24	4 26	8 51	2 49	...
—	—	—	—	Berlin (Potsd) ,,	1 51	...	8 55	11 35	7 10	...
—	—	—	—	Berlin (Stend) ,,	2 15	...	6 45	12 0	7 5	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	p.m.	a.m.	a.m	p.m.
Lohne ..... dep	...	...	...	...
Oeynhausen	...	...	...	...
Hameln ..... arr	...	...	...	...
Altenbeken dep	7 44	6 45	11 4	...
Pyrmont ..... ,,	8 47	7 53	12 54	...
Hanover ..... ,,	7 45	7 0	12 10	...
Hameln ..... dep	9 22	8 54	1 32	...
Elze ..... ,,	10 20	9 5	2 29	...
Nordstemmen arr	10 30	10 5	2 3	...
Hanover ...arr	...	11 50	4 50	...
Kreiensen ... ,,	1 5	11 25	6 24	...
Kreiensen dep	...	8 50	12 8	3 32
Hanover ... ,,	...	9 20	12 10	4 20
Nordstemmen dp	10 33	10 25	2 42	5 20
Hildesheim	...	...	...	5 46
Hanover ...dep	10 54	10 46	3 3	...
Hildesheim M. H. Ba.	6 0	11 0	3 13	6 6
Dölgen ..... ,,	6 26	11 14	3 26	6 19
Derneburg ..... ,,	6 48	11 28	4 41	6 34
Beddessenstedt ... ,,	7 5	11 39	3 53	6 48
Ringelheim ... arr	7 25	11 53	4 7	7 0
Borssum ..... arr	11 48	4 13	...	8 19
Kreiensen ..... ,,	5 35	8 50	2 15	...
Ringelheim ...dep	7 35	1 58	4 12	7 4
Grauhof ..... ,,	8 21	12 25	4 40	7 31
Vienburg 167 arr	8 50	12 50	5 5	7 56

ALTONA, KIEL, FLENSBURG, APENRADE, HADERSLEBEN, & VAMDRUP.

Mls.	Stations.	1—3	1—4	1 4	1—3	1—3
Dist.		a.m.	a.m.	a.m.	p.m.	p.m.
...	160 BERLIN .....dep	...	...	5 .	...	1 30
...	156 UELZEN ..... „	...	5 45	10 32	1 35	7 17
...	115 HAMBURG .....arr	...	7 26	12 49	3 48	9 5
...	165 BERLIN .....dep	11 30	...	...	6 0	3 30
...	160 MAGDEBURG... „	7 15	...	...	6 0	3 35
...	HAMBURG ..... arr	4 45	...	...	3 0	9 15
...	LUBECK .....dep	...	...	10 3	...	5 44
...	HAMBURG .....arr	...	...	12 6	...	7 7
...	HANOVER .....dep	...	3 35	7 55	11 0	5 5
...	BREMEN ..... „	3 15	...	7 15	10 45	4 50
...	HAMBURG ..... „	5 25	7 11	12 22	3 30	8 50
...	HAMBURG ..... „	6 25	7 50	1 0	5 10	9 25
		a.m.	a.m.	p.m.	p.m.	p.m.
—	Altona .....dep	6 45	8 30	1 40	5 55	10 0
9¾	Pinneberg	7 5	8 55	2 4	6 19	10 1
14¼	Tornesch	7 17	9 7	2 16	6 32	...
19¼	Elmshorn ..... arr	7 27	9 16	2 26	6 41	10 31
..	ITZHOE ..... „	...	10 44	3 50	8 4	...
19¼	Elmshorn .....dep	7 31	9 23	2 33	6 48	10 33
23½	Horst	7 42	9 37	2 44	7 0	...
33	Wrist	8 3	10 5	3 6	7 22	...
46½	Neumünster .... arr	8 30	10 40	3 35	7 54	11 20
—	Ne-münster dep	8 42	10 45	3 40	8 5	11 23
7½	Bordesholm	8 58	11 0	3 58	8 24	...
20	Kiel .....arr	9 35	11 31	4 30	9 0	12 5
..	.....dep	7 15	...	2 4	6 4	...
46½	Neumünster ..... „	8 27	...	3 42	8 0	...
55½	Norlorf	8 56	...	4 2	8 18	...
68	Rendsburg	9 27	...	4 41	9 5	...
83	Schleswig	9 58	...	5 24	9 45	...
89½	Jubeck .....arr	10 14	...	5 43	10 0	...
...	HUSUM ..... „	1 32	...	6 58	...	...
89½	Jübeck.....dep	10 19	...	5 50	10 5	...
104	Nordschlsw. W. arr	10 5	1—4	6 31	10 40	...
107	Flensburg ..... „	11 16	a.m.	6 56	11 6	...
...	„ .....dep	10 3	7 25	6 14	10 23	...
103½	Nordschlsw. W. „	10 58	7 50	6 39	10 48	...
118	Tingleff .....arr	11 24	8 3	7 1	11 16	...
...	TONDERN ..... „	9 50	8 22	...	...	...
...	Tingleff ..... dep	11 28	8 45	7 2	11 19	...
127½	Rothenkrug ..... arr	11 47	9 12	7 50	11 39	...
...	Rothenkrug ...dep	11 56	9 3	7 5	...	...
132½	Apenrade.....arr	12 11	9 45	8 14	...	...
...	„ .....dep	11 3	8 55	6 0	...	...
127½	Rothenkrug ..... „	11 51	9 15	7 52	11 43	...
140	Woyens .....arr	12 18	9 53	8 19	12 8	...
148	Hadersleben... „	12 5	10 28	8 55	...	...
...	„ ...dep	11 50	9 23	7 45	...	...
140	Woyens ..... „	12 2	9 58	8 24	12 18	...
153	Vamdrup .....arr	12 55	0 45	9 0	12 55	...
		p.m.		p.m.	a.m.	
...	VAMDRUP .....dep	1 15	...	9 30	1 15	...
...	KOLDI G ..... arr	1 4	...	10 12	1 42	...
...	FREDERICIA ..... „	2 1	...	11 0	1 25	...
...	AALBORG ..... „	10 25	...	...	9 25	...
...	FREDERICKHAV'n ...	...	...	...	12 39	...
...	„ dep	...	...	...	12 45	...
...	GOTHENBURG arr	...	...	...	5 15	...
...	STOCKHOLM ... „	...	...	...	8 21	...
...	NYBORG ..... „	5 15	...	...	5 30	...
...	COPENHAGEN ... „	10 30	...	...	10 40	...

LUBECK AND BUCHEN.

[Nov. 1.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.		p.m.	a.m.	p.m.	a.m.
Lubeck ...dep.	7 10	1 30	2 1	6 30	LONDON ...dep	8 35	...	...	7 40
Ratzeburg ... „	7 45	12 3	2 45	7 18	COLOGNE ... „	8 0	...	10 30	9 30
Buchen ...arr	8 40	12 55	3 47	8 0	BERLIN ... „	11 30	8 0	3 30	...
HAMBURG arr	10 20	3 0	7 35	9 15	HAMBURG ... „	7 50	11 30	6 15	...
BERLIN ... „	3 20	8 20	9 15	5 30		a.m.	p.m.	p.m.	p.m.
COLOGNE ... „	9 15	12 4	...	8 0	Buchen ...dep	9 10	1 50	8 22	9 30
LONDON ... „	5 40	...	...	3 5	Ratzeburg ... „	10 6	2 40	9 0	10 3
	a.m.	p.m.			a.m. Lubeck ... arr	10 40	3 20	9 30	11 20

ITZEHOE to GLUCKSTADT and ELMSHORN.

Stations.	1,2,3	1—4	1,2,3	Stations.	1,2,3	1—4	1,2,3
	a.m.	p.m.	p.m.		p.m.	p.m.	a.m.
Itzehoe ....dep	7 57	12 10	5 12	Elmshorn dep	9 34	2 40	6 54
Crempe ... „	8 12	12 40	5 27	Glückstadt .... „	10 4	3 10	7 24
Glückstadt .... arr	8 27	1 0	5 42	Crempe ..... „	10 19	3 25	7 38
Elmshorn ... „	9 7	1 40	6 22	Itzehoe ..... arr.	10 44	3 50	8 4

S.M.	Stations.	1,2,3	1—4	1,2,3
Dis.		a.m.	p.m.	p.m.
0	Itzehoe ....dep	7 57	12 10	5 12
1,4	Crempe ... „	8 12	12 40	5 27
2,3	Glückstadt .... arr	8 27	1 0	5 42
4,5	Elmshorn ... „	9 7	1 40	6 22

LUBECK and EUTIN.

M	Cl.	2 Cl.	3 Cl.	Stations.	1	3.	1 - 3.	1	3 .
Dis.	sgr.	sgr.	sgr.		a.m.	a.m.	p.m.	p.m.	
...	...	...	...	HAMBURG ... dep	7 30	0 40	4 45		
...	...	...	...	KLEINEN ..... „	...	2 8	...		
					a.m.	p.m.	p.m.		
—	—	—	—	Lübeck .....dep	8 50	3 50	8 40		
0,8	5	4	2½	Schwartau	9 —	4 1	8 51		
1,8	12	8	6	Pansdorf	9 16	4 16	9 4		
2,9	18	13	9	Gleschendorf	9 30	4 37	9 18		
3,2	20	15	10	Ottendorf	9 44	4 44	9 24		
4,4	27	20	13½	Eutin .....arr	10 0	5 0	9 40		
					a.m.	p.m.	p.m.		
...	...	...	...	NEUSTADT ... arr.	10 5.	...	10 2		
...	...	...	...	KIEL ..... „	12 20	6 53	...		
					a.m.	a.m.	p.m.		
...	...	...	...	KIEL.... ..... dep	...	10 40	...		
...	...	...	...	NEUSTADT ... „	5 25	...	4 40		
					a.m.	p.m.	p.m.		
...	...	...	...	Eutin ..... dep	6 10	12 40	5 25		
...	...	...	...	Ottendorf	6 24	12 55	7 22		
...	...	...	...	Gleschendorf	6 32	1 7	7 32		
...	...	...	...	Pans orf	6 45	1 21	7 49		
...	...	...	...	Schwartau	6 5*	1 40	8 5		
...	...	...	...	Lübeck ..... arr	7 5	1 50	8 15		
					p.m.	p.m.	p.m.		
...	...	...	...	KLEINEN..... arr.	2 8	7 39	...		
...	...	...	...	HAMBURG ... „	9 10	5 47	10 22		

NEUSTADT to NEUMÜNSTER.

Mls.	1st	2nd	3rd	Stations.	1,2,3	2 & 3	1,2,3	Mls.		Stations.	1,2,3	2 & 3	1,2,3
Dis.	sgr.	sgr.	sgr		a.m.	a.m.	p.m.	Dis.			a.m.	p.m.	p.m
...	—	—	—	Neustadt .....dep	5 38	9 40	4 40	...	...	Altona.....dep.	6 45	1 40	5 3
2,1	13½	10½	7½	Eutin	6 7	10 30	5 12	...	...	Neumünster	8 45	4 55	8 1
4,1	25½	19½	13½	Plön	6 33	11 7	5 38	2,0	...	Wankendorf	9 13	5 23	8 3
4,9	30	22½	15	Ascheberg 168	6 48	11 30	5 53	3,4	...	Ascheberg 168	9 35	6 5	9 1
6,3	...	...	...	Wankendorf	7 10	11 50	6 15	4,3	...	Plön	9 48	6 20	9 1
8,5	49½	37½	25½	Neumünster.....arr	7 45	12 15	6 50	6,2	...	Eutin	10 25	7 10	9 4
...	110	81	55	Altona.....arr	10 25	2 48	9 30	8,3	...	Neustadt .....arr.	10 57	7 40	10 8

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VAMDRUP, HADERSLEBEN, APENRADE, FLENSBURG, KIEL, and ALTONA.

Miles	1 Cl.	2 Cl.	1 Cl.	Stations	1–3	1	4	1	3	1–4
Dist.	sgr.	sgr.	sgr.		p.m.			a.m.		
—	—	—	—	COPENHAGEN dep	7 0			6 45		
—	—	—	—	NYBORG „	11 50			11 20		
—	—	—	—	STOCKHOLM „	6 21					
—	—	—	—	GOTHENBURG „	7 30					
—	—	—	—	FREDERICKHAVN „	13 0					
—	—	—	—	„ dep	3 45					
—	—	—	—	AABORG „	6 50			6 25		
—	—	—	—	FREDERICIA „	2 30			2 20		
—	—	—	—	KOLDING „	3 4			2 50		
—	—	—	—	VAMDRUP arr	3 30			3 15		
					a.m.	a.m.	p.m.	p.m.	p.m.	
—	—	—	—	**Vamdrup** dep	3 30	6 25	3 15	5	5	
—	—	—	—	**Woyens** arr	3 56	7 0	3 42	5 39		
—	—	—	—	**Hadersleben** „	...	7 40	4 25	6 18		
—	—	—	—	„ dep	...	6 30	3 15	5	5	
—	—	—	—	**Woyens** „	4 11	7 10	3 57	5 49		
—	—	—	—	**Rothenkrug** arr	4 39	7 47	4 21	6 37		
—	—	—	—	**Apenrade** „	...	8 10	4 42	8 14		
—	—	—	—	„ dep	...	7 20	4 0	6 0		
—	—	—	—	**Rothenkrug** arr	...	7 35	4 15	6 15		
—	—	—	—	**Rothenkrug** de	4 34	7 50	4 25	6 30		
—	—	—	—	**Tingleff** arr	4 53	8 25	4 43	7 9		
				TONDERN dep		7 20	3 46			
—	—	—	—	**Tingleff** arr	4 58	8 25	4 47	7 17		
—	—	—	—	**Nordschlsw. W.** arr	5 32	9 20	5 12	8 16		
—	—	—	—	**Flensburg** „	5 57	9 45	5 37	8 30		
—	—	—	—	„ dep	5 22	9 5	4 55			
—	—	—	—	**Nordschlsw. W.** „	5 40	9 30	5 20	...		
—	—	—	—	**Jubec** arr	6 10	10 15	5 50	...		
				HUSUM dep	...	9 0	4 36	...		
—	—	—	—	**Jubeck** „	6 15	10 22	5 55	...		
—	—	—	—	Schleswig	6 33	0 44	6 14	...		
—	—	—	—	Rendsburg	7 18	11 30	6 51	...		
—	—	—	—	Neumünster	7 47	12 2	7 17	...		
—	—	—	—	**Neumünster** arr	1—3	8 12	12 24	7 34	1	4
—	—	—	—	**Kiel** „	a.m.	9 26	1 40	9 0	p.m.	
—	—	—	—	„ dep	6 20	7 15	11 33	4 32		
—	—	—	—	Bordesholm	6 50	7 43	12 11	7 10	5	0
—	—	—	—	**Neumünster** arr	7 10	8 5	12 29	7 29	5	22
—	—	—	—	**Neumünster** dep	7 20	8 18	12 14	7 41	5	28
—	—	—	—	Wrist	7 55	8 50	1 9	8 10	6	0
—	—	—	—	Horst	8 20	9 12	1 33	8 31	6	22
—	—	—	—	**Elmshorn** arr	8 31	9 23	1 43	8 41	6	33
				ITZEHOE dep	...	7 57	12 30	...	5	12
—	—	—	—	**Elmshorn** „	8 38	9 30	1 50	8 43	6	45
—	—	—	—	Tornesch	8 51	9 42	2 3	8 57	6	52
—	—	—	—	Pinneberg	9 5	9 56	2 17	9 9	7	10
—	—	—	—	**Altona** arr	9 35	10 25	2 48	9 30	7	35
					a.m.	a.m.	p.m.	p.m.	p.m.	
				HAMBURG arr	10 10	10 55	3 20	10 0	8	10
				HARBURG „		11 38	3 58	10 45	8	58
				BREMEN „		1 55	7 30	12 55	...	
				HANOVER „		3 48	9 15	...	1	20
				HAMBURG dep	10 40	1 40	4 40	...	8	35
				LUBECK arr	12 20	3 20	6 30	...	10	33
				HAMBURG dep	11 30	11 30	...	11 45	...	
181				MAGDEBURG arr	10 43	10 43	...	6 48	...	
164				BERLIN „	8 20	8 20	...	5 30	...	
119				HAMBURG dep	11 20	11 20	3 40	...	9	40
157				UELZEN arr	1 33	1 33	6 12	...	11	27
104				BERLIN „	7 45	7 45	12 0	...	7	5

EISENACH to COBURG, SONNEBURG, and GEHREN.—Werra Eisenbahn.

1 Cl.	2 Cl.	3 Cl.	Stations	2 & 3	1, 2, 3	2 & 3	1, 2, 3	2 & 3	2 & 3
Lagr.	Lagr.	Lagr.		a.m.	a.m.	p.m.	p.m.	p.m.	
—	—	0	**Eisenach** dep	...	8 50	12 15	3 33	...	
0 15	0 8	0 6	Marksuhl „	...	9 15	12 58	4 20	...	
1 4	0 19	0 15	Salzungen „	...	9 35	1 43	4 45	...	
1 14	0 25	0 19	Wernshausen „	...	9 59	2 47	5 11	...	
			SCHMALKALDEN arr	...	10 32	...	5 52	...	
122	0 29	0 23	Wasungen „	...	10 15	3 15	5 27	...	
129	1 1	0 26	Walldorf „	...	10 24	3 35	5 37	...	
2 9	1 9	0 28	**Welningen** „	3 30	10 36	3 50	5 52	6 33	11 20
2 16	1 14	1 0	Hildburghausen „	4 28	11 6	...	6 23	7 36	
3 10	1 24	1 8	Themar „	5 10	11 24	...	6 52	8 20	...
3 25	2 5	1 21	Eisfeld „	5 38	11 49	...	7 8	9 56	...
0 18	0 10	0 7	**Sonneberg** dep.	6 0	12 26	...	6 10	...	...
0 48	0 27	0 21	Neustadt „	6 10	11 32	...	6 23	...	...
1 12	0 42	0 33	Oeslau „	6 27	11 52	...	6 47	...	...
			Coburg arr.	6 37	12 4	...	7 0	...	...
4 19	2 18	2 1	**Coburg** dep	7 21	12 22	...	7 44	11 2	...
5 0	2 25	2 6	Ebersdorf „	7 55	12 40	...	8 4	11 37	...
4 5	3 0	2 10	**Lichtenfels (102)** arr.	8 16	12 53	...	8 18	12 2	...

1 Cl.	2 Cl.	3 Cl.	Stations	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Sun.
Lagr.	Lagr.	Lagr.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
0 36	0 21	0 16	**Lichtenfels** dep	...	6 30	10 50	1 32	...	6 10	10 50
1 18	0 42	0 33	Ebersdorf „	...	6 46	11 17	1 47	...	6 5	...
			Coburg arr.	...	7 9	12 18	2 5	p.m.	8 55	10 50
—	—	—	**Coburg** dep	...	8 0	...	...	2 35	8 0	...
0 34	0 14	0 10	Oeslau „	...	8 18	...	...	2 53	8 14	...
0 57	0 33	0 25	Neustadt „	...	8 44	...	...	3 18	8 35	...
1 12	0 42	0 33	**Sonneberg** arr.	...	8 56	...	...	3 30	8 47	...
—	—	—	**Sonneberg** dep	7 50	1 30	...	2 44	...	10 10	12 42
—	—	—	Eisfeld „	8 11	2 12	...	3 5	...	10 58	1 25
—	—	—	**Hildburghausen** „	8 39	2 47	...	3 32	p.m.	11 27	1 55
4 45	9 1	4 4	Themar „	...	...	...	...	3 59	6 0	12 20
5 2	9 19	—	**Welningen** „	...	...	...	...	...	6 17	...
5 20	9 19	...	Walldorf „	...	...	...	...	4 8	6 33	p.m.
...	9 50	...	**WERRA EISENBAHN** dep	...	...	...	...	4 46	...	9 32
5 51	10 31	...	Wasungen „	...	...	...	...	5 3	...	9 49
6 13	10 1	...	Meiningen „	...	...	...	...	4 44	6 0	...
6 18	10 22	...	Walldorf „	...	...	...	...	5 3	8 35	...
6 48	11 0	...	**Schmalkalden** arr.	...	...	...	...	5 32	9 5	...
6 48	3 48	2 57	**Schmalkalden** dep	5 51	1 31	...	4 19	7 6	9 50	...
7 42	4 21	3 21	Salzungen „	6 13	10 1	...	4 44	6 0	...	...
8 39	4 48	3 45	**Marksuhl** „	6 36	10 22	...	5 3	8 35	...	...
9 24	5 15	4 6	**Eisenach** (70) arr.	7 52	10 45	...	5 30	9 5	...	...

WERNSHAUSEN & SMALKALDEN—Werra Eisenbahn.

stations	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.
EISENACH dep	8 50	3 33	7 40
COBURG „	7 5	1 32	...
Wernshausen dep	10 10	5 35	10 55
Smalkalden arr	10 37	5 52	11 22

stations	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.
Smalkalden dep	8 40	3 45	9 32
Wernshausen ar	9 15	4 12	10 0
COBURG arr	12 17	7 30	...
EISENACH „ arr	10 38	5 25	...

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HALLE, AND GERSTUNGEN.—Thuringische Elsenbahn.

1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1—4	1—3	1,2,3	1 & 2	1,2,3	1—4	1—4	1 & 2
Sgr.	Sgr.	Sgr.		a.m.	p.m.	p.m.	a. m.	a. m.	p.m.	p.m.	p. m.	p.m.
...	...	...	BERLIN .....dep.	...	11 15	11 15	6 0	8 30	...	12 30	...	7 30
...	...	...	HALLE.....arr	...	4 34	4 39	10 3	11 33	...	5 7	...	10 33
—	—	—	**Halle** .....dep.	...	5 45	7 45	10 12	11 41	11 55	5 20	8 0	10 40
0 14	0 8	0 7	Merseburg	...	6 8	8 2	10 35	11 57	2 18	5 42	8 25	10 55
0 24	0 14	0 11	**Corbetha** .....arr.	...	6 23	...	10 50	...	2 32	5 56	8 40	11 6
...	...	...	,, **130** ...dep.	12 30	6 30	...	10 57	...	2 41	6 5	8 47	11 12
1 4	0 19	0 15	**Weissenfels** arr.	12 50	6 43	8 22	11 10	12 17	2 54	6 18	9 0	11 22
...	...	...	...dep	1 25	6 49	8 38	11 16	12 21	2 59	6 24	9 6	11 25
1 18	0 27	0 21	Naumburg	2 15	7 14	8 54	11 40	12 38	3 23	6 49	9 32	11 41
1 26	1 1	0 24	Koesen	2 40	7 29	...	11 55	12 49	3 37	7 5	9 47	11 51
2 4	1 6	0 28	Sulza	3 10	7 50	...	12 15	...	3 58	7 22	10 7	...
2 15	1 13	1 3	Apolda	4 0	8 15	9 29	12 34	1 16	4 22	7 47	10 31	12 18
3 2	1 22	1 10	**Weimar 171**	4 55	8 42	9 50	1 5	1 37	4 49	8 15	10 58	12 39
3 16	2 0	1 16	Vieselbach	5 21	9 4	...	1 26	...	5 10	8 37	11 19	...
3 25	2 5	1 20	**Erfurt.. 172**	5 55	9 22	10 18	1 43	2 5	5 27	8 55	11 30	1 7
4 8	2 12	1 26	**Neudietendorf** d	6 23	9 42	...	2 3	2 20	5 46	9 15	—	—
4 19	2 18	2 1	**Dietendorf** arr.	...	10 0	...	2 25	...	5 55	...	7 20	...
...	...	...	**Arnstadt**.....dep.	...	10 25	...	2 45	...	6 15	...	7 45	...
...	...	...	**Neudietendorf** d	6 38	9 46	...	2 6	2 40	5 49	9 18	...	...
4 25	2 22	2 3	**Gotha 171**	7 35	10 15	10 57	2 35	3 2	6 20	9 48	...	1 44
5 6	2 28	2 8	Frottstedt.....	8 5	10 33	...	2 53	...	6 37	10 7	...	...
5 25	3 9	2 17	**Eisenach 169**arr.	8 35	11 0	11 26	3 20	3 31	7 3	10 35	...	2 13
...	...	...	,, ...dep	a.m. 5 47	11 10	11 35	3 50	3 40	7 10	...	...	2 28
6 9	3 17	2 23	Herleshausen	6 4	11 30	...	4 8	...	7 28	...	...	...
6 21	3 23	2 28	**Gerstungen146** d	6 20	11 47	...	4 25	...	7 43	...	...	...
...	...	...	,, ...dep	6 25	12 13	...	4 30	...	7 46	...	...	...
...	...	...	BEBRA ..... arr	6 57	12 47	12 25	5 2	4 34	8 18	...	...	3 21

Stations.	1—4	1—4	1—4	1,2,3	1 & 2	1,2,3	1—4	1,2,3	1—3	1 & 2
			a.m.	a. m	p.m.	p.m.	p.m.	p. m.	p.m.	p.m.
BEBRA .....dep	...	...	7 3	10 51	1 0	4 59	4 6	...	8 0	11 40
GERSTUNGEN ar	...	...	7 37	11 25	...	...	4 36	...	8 35	...
Gerstungen...arr.	...	...	7 41	11 29	...	...	4 39	...	8 40	...
Herleshausen	...	...	7 57	11 46	...	...	4 56	...	8 58	...
Eisenach .....dep	...	...	8 16	12 5	1 53	5 29	5 16	...	9 20	12 35
	...	a. m.							p.m.	
,, **(169)** ...arr	...	6 0	8 25	12 15	2 2	5 35	5 45	7 35	8 15	12 42
Frottstedt.....	...	6 32	8 54	12 47	...	6 16	...	8 25	8 48	...
Gotha 171	...	6 53	9 14	1 8	2 42	6 13	6 37	9 0	9 16	1 24
Neudietendorf d	...	7 14	9 34	1 30	2 58	...	6 59	9 25	9 32	...
Arnstadt ...dep	...	5 0	8 50	12 55	...	...	6 35	...	...	...
Dietendorf arr.	...	5 20	9 10	1 12	...	...	6 52	...	...	...
Neudietendorf d	a.m.	7 16	9 37	1 33	3 0	...	7 3	9 40	9 35	...
Erfurt 172	4 45	7 40	10 0	1 57	3 19	6 47	7 26	10 25	10 0	1 59
Vieselbach	4 58	7 55	10 13	2 11	...	...	7 39	10 50	10 13	...
Weimar 171	5 22	8 20	10 37	2 37	3 48	7 14	8 4	11 35	10 35	2 30
Apolda	5 49	8 47	11 2	3 5	4 7	7 31	8 30	12 35	...	2 48
Sulza	6 7	9 6	11 20	3 21	...	...	8 48	1 0	...	...
Koesen	6 27	9 21	11 40	3 45	4 31	...	9 9	1 23	...	3 9
Naumburg	6 41	9 40	11 55	4 0	4 43	8 2	9 23	1 48	...	3 19
Weissenfels arr.	7 1	10 0	12 14	4 20	4 59	8 18	9 42	2 20	...	3 35
,, **170** ...dep	7 6	10 5	12 19	4 26	5 3	8 20	9 47	3 0	...	3 38
Corbetha..... arr.	7 20	10 19	12 32	4 40	...	8 31	10 0	3 20	...	3 49
,, **170** dep	7 26	10 27	12 38	4 46	...	8 35	10 6	...	...	3 54
Merseburg	7 43	10 45	12 55	5 3	5 26	8 45	10 23	...	...	4 5
Halle 166. 172 ar	8 5	11 10	1 15	5 25	5 42	9 0	10 45	...	...	4 21
,, **(150)** dep.	9 8	...	1 40	6 10	5 50	9 5	...	...	...	4 30
BERLIN..... arr.	1 47	...	6 45	11 0	9 5	12 15	...	...	...	7 45

Remarks.—50 lbs. luggage free.

¶ The Prussian Thaler is equal to 30 Silbergroschen, or 3s. ; 1 Silbergroschen equal 12 pfennings, or 1½d.

LEIPZIG, WEISSENFELS AND GERA.—Thuringische Elsenbahn.

1 cl.	2 cl.	3 cl.	Stations.	1—4	1—4	1,2,3	1, 2, 3	2—4	1 & 2	1—4	1—4	1 & 2
th sg	th sg	th sg		p.m.	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
...	...	...	DRESDEN	6 50	10 40	4 35	5 45	12 0	5 45	9 30	2 59	6 0
...	...	...		p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
...	...	...	**Leipzig** .....dep	10 40	5 30	7 45	9 55	5 0	11 15	1 30	7 35	10 25
0 16	0 9	0 7	Markranstedt	11 20	5 53	...	10 18	5 23	...	1 56	8 1	...
1 3	0 19	0 15	**Corbetha 170** ...arr.	12 11	6 12	...	10 37	...	...	2 30	8 34	11 5
...	...	...	,, ...dep.	12 30	7 0	...	10 47	5 43	...	2 55	8 35	...
1 13	0 24	0 19	**Weissenfels 172** arr	12 50	7 13	8 33	11 18	5 54	12 3	3 8	8 48	...
...	...	...	,, ...dep.	...	7 20	...	12 26	...	...	4 28	9 50	...
2 11	1 7	1 24	Zeitz	...	8 15	...	1 12	...	...	5 24	10 49	...
2 27	1 17	1 2	Crossen	...	8 39	...	1 33	...	...	5 48	11 2	...
3 3	1 17	1 5	Köstritz	...	8 50	...	1 42	...	...	5 59	11 12	...
3 10	1 17	1 5	**Gera 172**	...	9 0	...	1 50	...	...	6 10	11 20	...
...	...	...	GOSSNITZ.....	...	10 45	...	3 58	...	...	...	...	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a. m	a. m	p.m.	p.m.	p.m.	p.m.	a.m.	
SAALFELD .....dep	5 55	...	11 20	4 5	...	...	...	...
GOSSNITZ..... ,,	6 30	...	11 20	5 15	...	...	...	...
Gera .....dep	6 50	...	9 30	2 45	7 0	...	...	...
Köstritz	8 25	...	9 40	2 54	7 9	...	...	...
Crossen.....	8 35	...	9 49	3 3	7 18	...	...	...
Zeitz	8 56	...	10 10	3 21	7 39	...	...	...
,, ...dep	6 0	...	10 14	3 25	7 43	...	...	...
Weissenfels .....arr	6 46	...	10 57	4 3	8 28	...	...	...
,, **172** ...dep	6 51	...	12 0	4 8	9 30	5 15	8 20	3 0
Corbetha.....arr	7 4	a.m.	12 13	4 21	9 43	...	8 31	3 20
,, ...dep	7 29	10 27	12 40	4 48	10 9	...	8 37	4 5
Markranstedt	8 1	11 2	1 13	5 20	10 42	...	...	5 10
Leipzig 169	8 25	11 24	1 37	5 42	11 5	6 5	9 15	5 40

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DRESDEN, CHEMNITZ, WEIMAR, and WALTERSHAUSEN.—Königliche Sächsische Staatseisenbahnen

Between DRESDEN and CHEMNITZ, see page 180.

S.M.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
		p.m.						a.m.	noon	p.m.	
...	**Dresden** .....dep	3 0	...	...	...	...	...	6 0	12 0	9 10	
		p.m.						a.m.	p.m.	p.m.	
...	**Chemnitz**.....arr	5 45	...	...	...	...	...	8 58	2 50	11 45	
	,, ...dep	6 12	...	...	a.m.	...	...	9 3	3 5	12 10	
2,5	Hohenstein	6 50	...	...	5 5	...	...	9 50	3 50	12 55	
3,4	St. Egidien.....	7 0	...	...	5 20	...	...	10 5	4 0	1 10	
4,4	Glauchau	7 20	...	...	5 40	...	...	10 25	4 30	1 35	
5,3	Meerane	7 40	...	...	6 5	...	...	10 45	4 40	1 55	
6,6	**Gossnitz** .....arr	7 54	...	...	6 18	...	...	10 55	5 0	2 9	
	,, ...dep	8 20	...	...	6 30	...	...	11 20	5 15	2 30	
8,0	Schmölln	8 40	...	...	6 45	...	...	11 50	5 30	2 50	
8,8	Nöbdenitz	9 0	...	...	6 55	...	...	12 20	5 40	3 10	
9,8	Ronneberg.....	9 20	...	...	7 15	...	...	12 55	6 0	3 35	
4,6	**Gera** .....arr	9 45	a.m.	...	7 40	...	...	1 35	6 30	4 0	
...	,, **120, 128** dep		5 20	...	9 10	...	...	2 40	6 55	...	
5,5	Köstritz		5 30	...	9 22	...	...	2 52	7 7	...	
7,1	Crossen		5 40	...	9 33	...	...	3 3	7 18	...	
9,3	Zeitz.....		6 5	...	10 12	...	...	3 35	7 57	...	
11,4	Teuchern		6 30	...	10 58	...	...	3 56	8 23	...	
13,4	**Weissenfls 172**ar	a.m.	6 51	a.m.	10 59	p.m.	p.m.	4 13	8 44	a.m.	
...	**Weissenfelsdep**	1 25	7 3	8 48	11 9	12 21	3 0	...	9 0	11 25	
15,2	Naumberg	2 15	7 36	9 4	11 33	12 37	3 22	...	9 25	11 41	
16,1	Cösen	2 40	7 42	...	11 48	12 48	3 36	...	9 39	...	
17,3	Sulza	3 10	7 56	...	12 2	12 58	3 51	...	9 53	...	
19,6	Apolda	4 0	8 19	9 38	12 26	1 15	4 16	...	10 17	12 18	
24,6	**Weimar 170** arr	4 50	8 42	9 55	12 50	1 32	4 40	...	10 40	12 37	
...	,, dep	...	9 0	...	1 30	...	...	...	11 0	...	
...	Ilmsdorf.....	...	9 20	...	1 50	...	...	...	11 20	...	
...	Herlesdorf.....	...	9 43	...	2 13	...	...	...	11 43	...	
...	...stadt	...	10 0	...	2 30	...	...	...	12 0	...	
...	...alterhaus'n ...	...	10 15	...	2 45	...	...	...	12 15	...	

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.		a.m.		p.m.		
Waltershaus'n	...	4 5	...	...	9 10	...	...
Ballstadt	...	4 20	...	...	9 26	...	...
Tornesdorf	...	4 37	...	...	9 43	...	...
Helmsdorf	...	5 0	...	...	10 6	...	...
Weimar .....arr	a.m.	5 20	p.m.	10 36	p.m.	p.m.	a.m.
,, ...dep	2 20	5 36	7 10	10 42	2 50	3 49	8 19
Apolda	2 38	6 0	7 28	11 6	3 14	4 8	8 41
Sulza	...	6 16	...	11 22	3 30	4 30	8 56
Cösen	...	6 30	...	11 37	3 44	4 31	9 9
Naumberg	2 8	6 44	7 57	11 51	3 58	4 43	9 22
Weissenfls 170a	3 25	7 3	8 12	12 13	4 18	4 58	9 41
Weissenfelsdep		7 13	...	12 26	4 35	...	9 52
Teuchern	...	7 40	...	12 50	5 2	...	10 17
Zeitz	...	8 20	...	1 20	5 43	...	10 41
Crossen	...	8 47	...	1 45	6 10	...	11 5
Köstritz	...	8 58	...	1 56	6 21	...	11 16
Gera..... arr	a.m.	9 9	p.m.	2 7	6 33	...	11 25
,, 128...dep	5 10	9 20	12 35	2 46	6 50	...	...
Ronneberg.....	5 30	9 45	1 5	3 20	7 10	...	...
Nöbdenitz	5 45	10 0	1 25	4 0	7 28	...	...
Schmölln	6 0	10 20	1 45	4 20	7 40	...	...
Gossnitz ..... arr	6 20	10 45	2 5	4 50	7 48	night	...
,, ...dep	6 30	11 10	2 25	5 20	8 15	12 5	...
Meerane.....	6 40	11 25	2 35	5 35	8 25	12 15	...
Glauchau	7 10	11 50	3 5	6 10	8 55	12 40	...
St. Egidien.....	7 20	12 5	3 15	6 20	9 10	12 50	...
Hohenstein	7 35	12 20	3 30	6 35	9 25	1 5	...
Chemnitz ...arr	8 15	1 10	4 20	7 25	10 15	1 35	...
,, ...dep	...	...	...	...	...	...	...
Dresden(Altstdt)	...	...	...	...	...	...	...

GOTHA and LEINEFELDE.—Thuringischen Eisenbahn.

Kils.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—
					a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	a.m.	p.m.
				Gotha..... dep.	7 45	11 5	3 10	7 50	...	...	...	...	...	...
				Ballstedt ..... ,,	7 55	11 15	3 20	8 0	...	...	...	...	...	...
				Langensalza ..... ,,	8 19	11 39	3 44	8 25	...	...	...	...	...	...
				Gr. Gottern..... ,,	8 29	11 49	3 54	8 35	...	...	...	...	...	...
				Mühlhausen...arr.	8 47	12 7	4 12	8 53	9 50	...	...	...	...	...
				,, ...dep.	8 57	12 12	4 30	9 0	9 50	...	...	...	...	...
				Dachrieden ..... ,,	9 10	12 25	4 43	9 13	...	...	...	...	...	...
				Dingelstedt..... ,,	9 25	12 40	4 58	9 28	...	...	...	...	...	...
				Leinefelde..... arr.	9 35	12 50	5 8	9 38	...	...	...	...	...	...

Kils.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—
					a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	a.m.	p.m.
				Leinefelde..... dep.	6 5	10 20	2 40	6 25	7 10	11 5	3 45	7 11	11 25	5 25
				Dingelstedt ..... ,,	6 29	10 36	3 3	6 39	7 25	11 20	3 57	7 25	11 40	5 36
				Dachrieden ..... ,,	6 45	10 52	3 21	6 54	7 41	11 36	4 13	7 41	11 56	5 52
				Mühlhausen ...dep.	7 0	11 0	3 35	7 10	7 55	11 50	4 27	7 55	12 10	6 6
				,, ...arr.	7 10	11 10	3 45	7 20	8 5	12 0	4 37	8 5	12 20	6 16
				Gr. Grottern ..... ,,	7 28	11 28	4 3	7 38	8 23	12 18	4 55	8 23	12 38	6 34
				Langensalza ..... ,,	7 38	11 38	4 13	7 48	8 33	12 28	5 5	8 33	12 48	6 44
				Ballstedt ..... ,,	8 2	11 52	4 27	8 2	8 47	12 42	5 19	8 47	1 2	6 58
				Gotha..... arr.	8 10	12 0	4 35	8 10	8 55	12 50	5 27	8 55	1 10	7 6

SAALFELD and GROSSHERINGEN.—Saal Eisenbahn.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4
Dist.	sgr.	sgr.	sgr.		a.m.	a.m.	p.m.
...	...	...	...	EICHICHT ...dep	5 30	11 0	4 0
...	...	...	...	GERA ,, ...	...	9 15	...
...	...	...	...	**Saalfeld** .....dep	8 0	12 0	5 45
3½	5	4	3	Schwarza ..... ,,	8 18	12 18	6 3
6½	9	7	5	**Rudolstadt** .....arr	8 27	12 27	6 12
...	...	...	...	,, ...dep	8 33	12 33	6 32
12	16	12	9	Uhlstedt ..... ,,	8 50	12 50	6 41
17	22	17	12	Orlamünde ..... ,,	9 6	1 6	6 57
20½	27	21	15	Kahla ..... ,,	9 20	1 20	7 13
24½	33	25	17	Rothenstein ..... ,,	9 40	1 40	7 27
30½	40	31	21	**Jena** .....arr	10 1	2 1	7 48
...	...	...	...	,, ...dep	10 10	2 15	8 0
37	48	37	25	Dornburg ..... ,,	10 28	2 36	8 20
41½	54	42	28	Camburg ..... ,,	10 43	3 0	8 36
46½	61	47	32	**Grossheringen** arr	10 56	3 20	8 50

Stations.	1—	1—4	1—4
	a.m.	p.m.	p.m.
Grossheringendep	8 0	1 10	4 0
Camburg ..... ,,	8 17	1 27	4 17
Dornburg ..... ,,	8 33	1 43	4 33
Jena .....arr	8 50	2 0	4 50
,, ...dep	9 10	2 10	5 0
Rothenstein.. ,,	9 40	2 34	5 34
Kahla ..... ,,	9 54	2 50	5 38
Orlamünde ..... ,,	10 8	3 4	5 52
Uhlstedt ..... ,,	10 24	3 20	6 8
Rudolstadt .....arr	10 39	3 35	6 23
,, ...dep	10 44	3 40	6 28
Schwarza..... ,,	10 56	3 52	6 40
Saalfeld, 172 ...arr	11 12	4 10	7 0
GERA ..... ,,	2 26	6 42	...
EICHICHT ..... ,,	12 0	...	10 35

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LEIPZIG, WEISSENFELS, ZEITZ, GERA, and EICHICHT.—Thuringische Eisenbahn.

G.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1-4	1-4	1—	1—6	1—4
Dist.	th sg	th sg	th sg		p.m.	a.m.	a.m.	p.m.	p.m.
—	—	—	—	**Leipzig** .....dep	...	6 40	11 55	4 5	8 15
1,4	0 8	0 6	0 5	Plagwitz-Linden ..... ,,	...	7 4	12 18	4 29	8 39
2,8	0 17	0 13	0 9	Eythra ..... ,,	...	7 26	...	4 50	9 1
3,9	0 23	0 18	0 13	Pegau ..... ,,	...	7 45	12 51	5 7	9 18
5,8	1 5	0 27	0 18	**Zeitz** ..... ,, ...arr	...	8 11	1 15	5 33	9 44
...	...	...	...	HALLE .....dep	...	6 0	11 41	1 55	...
...	...	...	...	EISENACH ..... ,,	5 36	...	8 25	2 5	...
—	—	—	—	**Weissenfels** dep	9 52	7 13	12 26	4 35	...
2,1	0 12	0 9	0 6	**Teuchern**	10 17	7 40	12 50	5 2	...
4,2	0 25	0 19	0 12	**Zeitz** .....arr	10 38	8 5	1 10	5 27	...
...	...	...	...	ALTENBURG ...arr	...	11 25	...	7 15	...
...	...	From	Leipzig	ALTENBURG ...dep	9 5	...	8 0	1 45	...
5,8	...	...	...	**Zeitz** .....dep	10 41	8 20	1 20	5 43	9 49
7,9	1 18	1 7	9 25	**Crossen**	11 5	8 47	1 45	6 10	10 14
8,7	1 22	1 10	0 27	**Köstritz**	11 14	8 56	1 56	6 21	10 24
9,5	1 27	1 14	1 0	**Gera** .....arr	11 25	9 9	2 7	6 32	10 35
...	...	...	...	CHEMNITZ ...arr	...	1 10	7 25	10 15	...
...	...	From	Gera.	GROSSNITZ .....dep	...	6 30	...	5 15	...
9,5	...	...	...	**Gera** .....dep	5 45	9 15	...	7 5	...
11,2	0 10	0 7	0 5	**Weida**	6 19	9 42	...	7 38	...
12,3	0 16	0 12	0 8	**Niederpöllnitz**	6 42	10 0	...	8 1	...
13,2	0 22	0 16	0 11	**Triptis**	7 3	10 15	...	8 21	...
14,3	0 28	0 21	0 14	**Neustadt**	7 28	10 32	...	8 46	...
15,6	1 5	0 27	0 18	**Oppburg**	7 44	10 46	...	9 2	...
16,2	1 10	1 0	0 20	**Pösneck**	8 0	10 59	...	9 18	...
17,3	1 16	1 5	0 23	**Könitz**	8 26	11 13	...	9 44	...
18,5	1 28	1 10½	0 27	**Saalfeld** .....arr	8 50	11 30	...	10 8	...
18,5	...	...	...	,, ...dep	9 0	11 40	...	10 15	...
19,8	2 1	1 16½	1 1	**Eichicht, 771** ...arr	9 33	12 0	...	10 35	...

[May 15.

GROSSHERINGEN and STRAUSSFURT.—Nordhausen-Erfurter und Saal-Unstrut Eisenbahn.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.
LEIPZIG .....dep	5 30	9 55	1 20	...
HALLE ..... ,,	6 45	10 12	1 55	...
WEISSENFELS ..... ,,	6 49	12 21	2 59	...
SAALFELD ..... ,,	...	...	12 30	6 ...
JENA ..... ,,	...	8 10	2 30	7 5
WEIMAR ..... ,,	...	...	3 45	8 ...
Grossheringen.....dep	9 21	12 13	4 33	9 1
Eckartsberga dep	9 33	12 23	4 48	9 2
Tromsdorf ..... ,,	9 43	...	4 59	9 3
Buttstedt..... ,, 1, 2, 3	9 59	1 8	5 13	9 4
Olbersleben ..... ,, a.m.	10 2	1 28	5 26	9 5
Colleda ..... ,, C 47	10 15	1 51	5 46	10 1
Sommerda ..... ,, 7 4	10 38	2 10	6 11	...
Walsenese ..... ,,	10 39	2 20	6 4	...
Strassenfurt ...arr	7 30	10 50	2 44	6 17
ERFURT ..... ,,	9 0	1 10	...	7 30
GOTHA ..... ,,	10 10	2 26	...	...
EISENACH ..... ,,	11 0	3 20	...	...
WEIMAR ..... ,,	10 37	2 27	...	...
NORDHAUSEN ..... ,,	10 0	12 10	4 20	10 18
NORTHEIM ..... ,,	...	2 49	7 6	...
KREIENSEN ..... ,,	...	3 27	8 43	...
HANNOVER ..... ,,	...	4 50	10 48	...

ERFURT and NORDHAUSEN.—Nordhausen, Erfurt, and Saal-Unstrut Bahn.

[May 15.

Min.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3.	1—3.	1—3.	1—3.	1—3.
Dist.	th sg	th sg	th sg			a.m.	p.m.		p.m.
...	...	...	...	EISENACH ...dep		8 25	2 15	...	5 45
...	...	...	...	LEIPZIG ..... ,,		6 30	11 15	...	1 30
...	...	...	...		a.m.	a.m.	p.m.	p.m.	p.m.
1½	...	...	...	**Erfurt** Thür. Bf. dep	...	10 20	2 10	...	8 0
...	—	—	—	**Erfurt** Nrdh. Bf. dp	6 23	...	2 17	5 40	8 6
46	0 9	0 7	0 5	Walschleben	6 54	10 49	2 36	6 14	8 27
58	0 12	0 9	0 6	Gebesee-Ringleben ...	7 6	10 47	2 43	6 28	8 34
11	0 16	0 14	0 9	**Strassenfurt** ...arr	7 20	10 59	2 55	6 40	8 45
...	...	...	...	SAALFELD ...dep	...	...	8 35	...	12 20
...	...	...	...	GROSSHERING ,,	...	7 53	12 13	...	4 23
...	...	...	...	**Strassenfurt**.....dep	7 38	11 4	3 0	...	8 50
15½	0 26	0 19	0 13	Greussen ..... ,,	8 10	11 17	3 12	...	9 5
21	0 35	1 1	0 23	Sondershausen ..... ,,	9 15	12 9	4 26	...	9 46
41½	1 25	1 11	0 28	Wolkramshausen	9 45	12 20	4 16	...	10 6
44½	2 2	1 16	1 1	**Nordhausen** ...arr	10 0	12 32	4 28	...	10 18
...	...	...	...	HALLE	1 14	5 39	8 45	...	...
...	...	...	...	NORTHEIM ..... ,,	...	2 49	7 0	...	...
...	...	...	...	HANOVER ..... ,,	...	4 50	10 48	...	...
...	...	...	...	CASSEL	1 40	...	8 56	...	...

Stations.	1—3	1—3	1—3
	a.m.	p.m.	p.m.
CASSEL .....dep	...	7 30	...
HANOVER ..... ,,	...	8 20	12 10
NORTHEIM ..... ,,	...	8 17	3 13
HALLE ..... ,,	...	8 23	3 9
	a.m.	a.m.	p.m.
Nordhausen ...dep	6 44	10 50	5 30
Wolkramshausen.....	6 57	11 4	5 32
Sondershausen.....	7 18	11 25	5 53
Greussen	8 0	12 10	6 34
Strassenfurt ...arr	8 12	12 21	6 46
GROSSHERING ,,	11 6	3 13	8 44
SAALFELD ,,	4 0	7 13	...
Strassenfurt ...dep	8 18	12 25	6 52
Gebesee-Ringleben ...	8 38	12 38	7 4
Walschleben	8 35	12 46	7 11
Erfurt Nrdh. Bf. ar	8 55	1 5	7 33
Erfurt Thür. Bf. ar	9 0	1 10	7 38
LEIPZIG..... ,,	1 37	5 42	5 45
EISENACH ..... ,,	11 0	3 20	...

Halle-Casseler Eisenbahn. HALLE to CASSEL Magdeburg-Cothen Halle-Leipziger Eisenbahn.

[May 15.

Stations.	1—4	1—4	1—3	1—4	1—4	1—6
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Leipzig .....dep	...	...	7 35	...	2 30	6 25
Halle (156).....arr	...	...	8 9	...	1 13	7 37
,, ...dep	6 0	8 23	...	2 0	8 0	...
Dalesben	7 17	9 19	...	3 4	9 2	...
Langerhausen.....	8 3	9 55	...	3 45	9 41	...
Cossla	8 33	10 19	...	4 9	10 10	...
Nordhausen ...arr	9 5	10 45	...	4 36	10 40	...
,, (149) ...dep	4 37	...	11 2	...	5 0	...
Bleicherode.....	5 6	...	11 25	...	5 37	...
Sollenstedt (150) ...	5 54	...	12 4	1 4	6 17	...
Wernshausen	6 15	...	12 21	1 23	6 37	...
Heyerhausen	6 33	...	12 35	1 37	6 56	...
Stolberg	6 49	...	12 46	...	7 11	...
Nassel	7 14	...	1 16	...	7 3	...
Cassel ..... arr	7 47	...	1 49	...	8 10	...

Stations.	1—6	1—4	1—	1—3	1—3	1—6
	...	a.m.	...	p.m.	p.m.	p.m.
Cassel .....dep	...	7 30	...	...	3 35	7 45
Münden	...	8 7	...	...	4 9	8 22
Witzenhausen	...	8 32	a.m.	...	4 35	8 48
Arenshausen	...	8 47	9 34	...	4 45	9 ...
Hollgensstadt.....	...	9 5	9 52	...	5 3	9 26
Leinefelde	...	9 31	10 13	...	5 27	9 54
Bleicherode.....	...	10 5	...	...	6 0	10 32
Nordhausen ...arr	a.m.	10 30	...	p.m.	6 25	10 58
,, ...dep	4 45	10 45	...	2 45	6 27	...
Rosala	5 17	11 16	...	3 17	6 54	...
Sangerhausen	5 46	11 41	...	3 51	7 20	...
Eisleben	6 33	12 24	...	4 41	7 58	...
Halle, 160, 176 arr	7 39	1 14	...	5 37	8 60	...
,, ...dep	7 52	1 34	...	6 1	9 5	...
Leipzig, 176 ...arr	8 30	2 25	...	6 51	9 38	...

DRESDEN, SAALFELD, GERA, ZEITZ, WEISSENFELS, and LEIPZIG.

Cl.	1 Cl.	2 Cl.	3 Cl.	3 Cl.
Mls.	th sg	th sg	th sg	th sg
—	—	—	—	—
1.5	...	...	...	...
2.5	0 15	0 11	0 8	Köwitz
3.5	0 21	0 16	0 11	Pösneck
4.5	0 26	0 19	0 13	Oppurg
5.5	1 2	0 25	0 17	Neustadt
6.5	1 9	1 0	0 20	Triptis
7.5	1 15	1 4	0 22	Niederpöllnitz
8.5	1 20	1 6	0 26	Weida
9.5	2 1	1 14	1 1	**Gera**
				Gossnitz
				Chemnitz
	From	Ge	ra.	
1.5	0 5	0 4	0 3	Könitz
2.5	0 9	0 7	0 5	Crossen
3.5	0 12	0 17	0 12	**Zeitz**
				Altenburg
				Altenburg
10.0	0 22	0 17	0 12	**Zeitz**
11.1	1 5	0 27	0 18	Teuchern
13.5	1 17	1 6	0 24	**Weissenfels**
—	5 4	3 26	2 17	Eisenach
				Halle
	From	Ze	itz.	
5.0	0 12	0 9	0 6	Pegau
7.0	0 18	0 14	0 9	Eythra
12.4	0 27	0 20½	0 13	Plagwitz-Lindau
14.0	1 5	0 27	0 18	**Leipzig**

Cl.	1	2	3	4
Mls.	sgr.	sgr.	sgr.	sgr.
12	8	6	4	Neudietendorf
				Arnstadt

Stations.	1—4 a.m.	1—4 a.m.	1—4 a.m.	1—4 a.m.	1—4 p.m.
Elsbleicht dep	...	...	5 36	11 0	4 0
Saalfeld arr	...	...	5 50	11 20	4 17
„ dep	...	...	6 0	11 30	4 25
Könitz	...	...	6 25	12 5	4 49
Pösneck	...	...	6 53	12 23	5 7
Oppurg	...	...	7 34	12 34	5 13
Neustadt	...	...	7 5	1 5	5 33
Triptis	...	...	7 38	1 28	5 51
Niederpöllnitz	...	...	8 52	1 42	6 3
Weida	...	...	8 10	2 0	6 20
Gera arr	...	...	8 36	2 26	6 42
Gossnitz dep	...	...	10 45	4 50	7 58
Chemnitz arr	...	...	4 25	9 8	3 5
Gera dep	5 30	6 0	9 10	2 40	6 54
Könitz	5 50	6 10	9 22	2 52	7 7
Crossen	6 40	6 20	9 33	3 3	7 18
Zeitz arr	6 1	6 41	9 57	3 25	7 43
Altenburg arr	7 5	...	11 25	7 15	...
Altenburg dep	...	...	8 0	1 45	...
Zeitz arr	7 5	...	10 12	3 25	7 57
Teuchern	6 30	...	10 38	3 56	8 22
Weissenfels arr	6 51	...	10 58	4 13	8 44
Eisenach dep	10 49	...	3 0	...	2 13
Halle arr	8 5	...	1 15	5 20	10 45
Zeitz dep	...	6 45	10 7	3 30	7 51
Pegau	...	7 13	10 37	3 57	8 23
Eythra	...	7 30	10 52	...	8 38
Plagwitz-Lindau	...	7 52	11 15	4 22	9 1
Leipzig arr	...	8 10	11 35	4 51	9 20

STRAUSSFURT and GROSSHERINGEN.

Stations.	1, 2, 3 a.m.	1, 2, 3 a.m.	1, 2, 3 a.m.	1, 2, 3 p.m.
Hannover ... dep	...	...	5 20	12 10
Kreiensen ... „	...	...	7 26	1 40
Northeim ... „ 1, 2, 3	...	...	8 17	2 13
Nordhausen „ p.m.	6 44	10 50	5 20	5 20
Weimar „ 1 37	...	...	9 53	...
Eisenach „ 12 15	...	...	6 26	...
Gotha „ 1 2	...	...	9 17	...
Erfurt „ 2 10	8 22	10 32	5 40	
Straussfurt „ 2 30	8 52	12 30	7 0	
Weissensee „ 3 45	9 44	1 43	7 14	
Sömmerda „ 4 6	a.m.	9 10	1 7	7 36
Colleda „ 4 22	7 30	9 41	1 37	7 43
Oldersleben „ „	7 47	10 1	1 55	7 55
Buttstedt dep.	6 8	10 37	2 34	8 6
Tromsdorf „	8 17	...	3 34	8 17
Eckartsberga „	6 32	10 53	2 57	8 27
Grossherigen arr	8 48	11 8	3 13	8 40
Weimar arr	8 56	1 5	4 49	10 56
Jena „	10 2	2 10	3 0	10 55
Saalfeld „	11 7	4 0	7 15	...
Weissenfels „	7 1	12 14	4 59	9 42
Halle „	8 9	1 16	5 23	10 44
Leipzig „	8 25	1 37	5 43	11 5

NEUDIETENDORF and ARNSTADT.

Stations.	1—3 a.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.
Neudietendorf dep	9 05	2 20	5 56	7 30
Arnstadt arr	10 20	2 40	6 18	7 55

Stations.	1—3 a.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.
Arnstadt dep	9 0	1 15	5 10	6 45
Neudietendorf arr	9 20	1 32	5 30	7 2

LUBECK and STRASSBURG.—Grossherzogliche Friedrich-Franz-Eisenbahnen.

Cl.	1 Cl.	2 Cl.	3 Cl.	4 Cl.
Mls.	th sg	th sg	th sg	th sg
	From			Lübeck
2.6	0 12	0 12½	0 9	Schönberg
4.9	0 22½	0 22	0 17	Grevesmühlen
6.7	0 44	0 22	0 23	Bobitz
7.9	0 52	0 37½	0 27½	**Kleinen** 123
	From	K	leine	n.
1.5	th sg	th sg	th sg	th sg
11.8	0 25	0 18	0 13	**Kleinen**
11.8	—	—	—	Ventschow
13.1	0 29	0 21	0 20	Blankenberg
—	—	—	—	Warnow
—	—	—	—	**Butzow**
	From	K	leine	n.
16.2	0 35	1 5	0 28	**Butzow**
17.2	0 41	1 24	1 5	Schwaan
—	—	—	—	**Rostock**
—	—	—	—	„ (157)
—	—	—	—	Schwaan
—	—	—	—	**Butzow**
	From	K	leine	n.
15.1	1 29	1 6	0 40	**Butzow**
17.2	1 0	1 23	1 4	**Gustrow**
19.0	2 21	1 35	1 14	Lalendorf
20.2	2 40	2 1	1 24	Tetarow
—	—	—	—	**Malchin**
—	—	—	—	„ 157
23.3	3 6	2 12	1 32	Stavenhagen
24.3	3 35	2 32	1 46	Mölln
27.4	4 7	2 46	2 9	**Neubrandenburg**
29.7	4 37	3 20	2 25	Oertzenhof
31.5	5 6	3 32	2 32	**Strasburg**

Stations.	1—3 a.m.	1—3 a.m.	1—3 a.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.
Lübeck dep	...	...	8 39	12 30	6 55		
Schönberg	...	...	9 5	1 2	7 31		
Grevesmühlen	...	7 14	9 28	1 32	8 1		
Bobitz	...	7 52	9 47	1 55	8 24		
Kleinen 123 arr	...	8 12	9 58	2 8	8 37		
Kleinen dep	5 53	10	6	2 22	8 52		
Ventschow	6 5	...	...	2 36	9 4		
Blankenberg	6 22	10 29	...	2 56	9 21		
Warnow	6 44	...	...	3 17	9 41		
Butzow arr	7	9 16	56	3 32	9 56		
Butzow dep	7 10	11 15	8 49	10	8		
Schwaan	7 36	11 48	4 20	10	34		
Rostock arr	8	12 11	4 50	11	0		
„ (157) dep	6 25	10	0	2 20	8 10		
Schwaan	6 52	10 29	2 52	9	43		
Butzow arr	7 10	10 52	3 14	9	6		
Butzow dep	7 22	11 16	3 46	10	9		
Gustrow	7 46	11 37	4 16	10	33		
Lalendorf	8 10	12	0	4 46	10	58	
Tetarow	8 33	12 21	5	5 14	11	22	
Malchin arr	8 52	12 38	5	37	11	42	
„ 157 dep	8 57	12 43	5	44	...		
Stavenhagen	9 17	1	3	6	9	...	
Mölln	9 43	1 37	6	43	...		
Neubrandenburg	10	9	1	48	7	9	...
Oertzenhof	10 47	2	19	7	51	...	
Strasburg arr	11	3	2	35	8	10	...

Stations.	1, 2, 3 a.m.	1, 2, 3 a.m.	1, 2, 3 a.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.
Wismar dep	5 15	8 0	...	1 20	3 42	8	2 10
Kleinen arr	5 40	8 28	...	1 50	4 12	8 32	10 30
„ dep	...	8 42	10 7	2 15	4 28	8 42	10 46
Schwerin arr	...	9 5	10 30	2 40	4 50	9 7	11 11
„ dep	...	9 13	...	3 45	...	9 16	11 21
Gadebusch	...	9 36	...	4 13	...	9 44	11 49
Hagenow 123 arr	...	9 54	...	4 34	...	10 5	12 10

Stations.	1, 2, 3 a.m.	1, 2, 3 a.m.	1, 2, 3 a.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.
Hagenow dep	3 58	7	9	...	...	10 32	...
Zachun	4 28	7	30	...	...	10 53	...
Schwerin arr	4 58	7	57	...	...	11 19	...
„ dep	5 12	8	7	9	30	1 30	3 58
Kleinen arr	5 42	8	32	9	53	1 58	4 15
„ 123 dep	5 55	10	8	10	8	2 24	4 30
Wismar arr	6 20	10	33	10	33	2 49	4 55

1—Station for Brüel. 2—Station for Jesendorf. 3—Station for Beidendorf.

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ALTWASSER, LAUBAN, and KOHLFURT.—Niederschlesische Maerkische Eisenbahn.

G.M.	1 Cl.	2 Cl.	3 Cl.	1 Cl.		1—4	1—4	1—4	1—4	1—4	1—4
...	...	...	...	...	From BRESLAU dep	...	8 27	12 6	3 19	8 36	
Dis.	th.sg	th.sg	h.sg	th.sg			a.m.	a.m.	p.m.	p.m.	p.m
—	—	—	—	—	**Altwasser** dep	...	4 57	8 30	12 11	3 24	8 38
0,71	0 3½	0 2½	0 2	0 1	Waldenburg	...	5 10	8 44	12 27	3 39	8 54
1,33	0 7½	0 5½	0 3½	0 2	**Dittersbach**	...	5 25	9 3	12 47	3 57	9 14
2,16	0 13½	0 10	0 6½	0 3½	Gottesberg	...	5 41	9 19	1 2	4 11	9 28
3,93	0 23½	0 17½	0 9½	0 6	**Ruhbank** arr	...	5 56	9 37	1 23	4 26	9 43
...	...	...	...	...	,, 175 dep	...	6 14	9 43	1 29	4 36	9 49
4,75	0 28½	0 21½	0 14	0 7½	Marzdorf	...	6 25	9 54	1 39	4 47	9 59
5,86	1 5½	0 26½	0 17½	0 9	Jannowitz	...	6 40	10 9	1 54	5 4	10 14
6,86	1 11½	1 1	0 20½	0 10½	Schildau	...	6 53	10 20	2 5	5 16	10 26
7,50	1 15	1 4	0 22½	0 12	**Hirschberg**	...	7 10	10 35	2 20	5 44	10 41
8,32	1 22½	1 10	0 26½	0 13½	Kolbnitz (Warmbrunn)	...	7 20	10 55	2 38	5 11	0
9,68	1 34½	1 18½	0 29	0 15	Alt-Kunnitz	...	7 40	11 4	2 48	6 18	11 10
10,99	2 6	1 19½	1 3	0 17	Rabishau	...	7 57	11 21	3 4	6 35	11 27
12,49	2 15	1 26½	1 7½	0 19	**Greiffenberg**	...	8 14	11 39	3 21	6 53	11 44
13,33	2 20	2 0	1 6	0 20½	Langenols	...	8 25	11 50	3 31	7 4	11 54
14 37	2 24½	2 5	1 13	0 22	**Lauban** arr	...	8 36	12 0	3 41	7 15	12 4
						a.u.			p.m.	p.m.	p.m.
					Lauban dep	6 58	9 5	12 12	3 48	7 26	12 18
0,80	3 1½	2 8½	1 15½	0 23	Lichtenau	7 8	9 19	12 22	3 58	7 36	12 28
1,83	3 7½	2 13	1 18½	0 24½	Nicolausdorf	7 22	9 33	12 36	4 11	7 50	12 43
3,11	...	...	...	...	Mois	...	...	...	...	...	...
3,36	...	...	...	...	**Gorlitz** arr	7 36	9 47	12 50	4 25	8 4	12 58
...	...	...	...	...	From DRESDEN dep	7 56	11 15	2 45	6 40	1 40	1 40
—	—	—	—	—	**Lauban** dep	6 46	12 11	3 47	7 23	12 12	
17,30	...	...	...	...	**Kohlfurt** arr	...	9 15	12 39	4 15	7 52	12 40

OSTRAU to FRIEDLANDER K. K. Priv. Ostrau Friedlander Eisenb.

	1,2,3	1,2,3	1,2,3
Stations.	a.m.	p.m.	p.m.
Friedland dep	8 5	6 30	4 3
Baschka ,,	8 26	6 54	4 25
Fridek-Mistek ,,	8 44	7 12	4 57
Ostrau ,,	9 18	7 46	5 30
Ostrau-Witkowitz ,,	10 1	8 29	6 13
Mähr.-Ostrau arr	10 38	8 55	6 53
Mähr.-Ostrau ,,	...	a.m.	p.m.
Friedland ,,	...	7 17	6 10
	...	a.m.	p.m.

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.
OSWIECIM dep	5 2	2 34	5 5
Sosnowitz ,,	5 5	2 38	5 8
Mähr.-Ostrau dep	5 5	4 57	5 37
Ostrau-Witkowitz ,,	6 3	5 35	6 13
Paskau ,,	6 46	6 19	6 49
Fridek-Mistek ,,	6 56	6 46	7 16
Baschka ,,	7 17	7 10	7 45
Friedland ,,	7 44	7 36	8 5

FRANKFURT-ON-ODER, GUBEN, BENTSCHEN & POSEN. Maerkisch-Posener Eisenbahn.

G.M.	1 cl.	2 cl.	3 cl.	4 cl.	Stations.	1—4.	2,3,4	1—4.	1,2,3	1—4.	
Dis.	sgr.	sgr.	sgr.	sgr.		a.m.	a.m.	a.m.	a.m.	a.m.	
...	...	...	...	...	BERLIN dep	...	...	8 45	1 0	3 33	...
...	...	...	...	...	CUSTRIN dep	4 45	...	7 50	12 15	...	...
—	—	—	—	—	**Frankfurt a. O.** dep	a.m.		a.m.	p.m.	p.m.	
2,9	18	14	9	5	Reppen ,,	6 29	...	10 45	3 32	6 10	...
5,2	32	24	16	8	Sternberg ,,	6 53	...	11 8	—	7 3	...
6 4	39	29	20	10	Neu Cunersdorf ,,	7 9	...	11 19	...	7 20	...
10 0	60	45	30	15	Schwiebus ,,	7 52	...	11 54	...	8 0	...
13,2	80	60	40	20	**Bentschen** arr	8 23	...	12 21	p.m.	8 30	...
...	...	...	...	...	FRANKFURT dep	...	...	...	...	...	...
...	...	...	...	...	SORAU ,,	3 31	6 0	...	11 9	2 19	...
...	...	...	...	...	LEIPZIG ,,	2 19	6 42	...	9 46	...	...
...	...	...	...	...	DRESDEN ,,	...	...	...	5 45	...	...
...	...	...	...	...	GROSSENHAIN ,,	...	...	...	7 44	...	...
...	...	...	...	...	HALLE ,,	1 36	6 13	...	8 20	...	...
...	...	...	...	...	COTTBUS ,,	6 53	5 51	...	12 40	3 44	...
—	—	—	—	—	**Guben** dep	5 5	7 23	...	1 46	5 30	...
3,9	24	18	12	6	Crossen ,,	6 14	8 31	...	2 28	6 17	...
6,9	42	31	21	11	**Rothenburg a.O** ,,	6 58	9 58	...	3 3	7 19	...
9 2	56	42	28	14	Zullichau ,,	7 30	10 49	...	3 37	7 57	...
11,5	69	52	35	18	Bomst ,,	7 57	11 30	...	3 49	8 22	...
13,1	79½	59	40	20	**Bentschen** arr	8 17	11 58	...	4 4	8 38	...
...	...	...	...	...	**Bentschen** dep	8 32	...	12 29	4 10	8 46	...
15,5	93	70	47	24	Neutomysl ,,	9 0	...	12 53	4 34	9 16	...
18,0	108	81	54	27	Opalenica ,,	9 30	...	1 18	5 3	9 51	...
19,2	116	87	58	29	Buk ,,	9 44	...	1 31	5 16	10 4	...
23,1	139	104	70	35	**Posen** (175) arr	10 25	...	2 12	5 58	10 52	...
...	...	...	...	...	BROMBERG ,,	5 10	...	9 30	10 37	...	...
...	...	...	...	...	THORN ,,	4 46	...	7 21	...	...	...

BROMBERG—Oberschlesische Eisenbahn.

Stations.	1—4	1—4	1—4	1—4	1—4	1—4
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
KONIGSBERG dep.	...	...	8 15	1 30	...	...
LAUBAN ,,	...	...	1 48	7 20	...	...
Bromberg ,,	7 35	10 14	12 30	5 5	9 37	5 47
Inowrazlaw ,,	8 26	10 57	1 20	5 55	10 28	...
THORN arr	8 49	11 20	1 43	6 18	10 51	...
Inowrazlaw ,,	8 55	11 26	1 49	6 24	10 57	...
Mogilno ,,	9 30	12 1	2 24	6 59	...	...
Gnesen ,,	9 56	12 27	2 50	7 25	...	...
Pudewitz ,,	10 10	12 41	3 4	7 39	...	...
POSEN (175) arr	10 38	1 9	3 32	8 7	...	...
Posen ,,	10 45	1 16	3 39	8 14	...	...
BRESLAU ,,	3 45	6 30	8 30	1 0	...	...
BERLIN ,,	3 45	6 30	8 30	1 0	...	...

Stations.	1—4	1—4	1—4	1—4	1—4	1—4
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
BERLIN dep.	8 45	1 0	3 33	...	...	...
BRESLAU ,,	3 30	6 30	8 30	1 0	...	...
Posen ,,	8 15	11 30	4 15	8 10	...	...
Pudewitz ,,	8 50	12 5	4 51	8 45	...	...
Gnesen ,,	9 4	12 19	5 5	8 59	...	...
Mogilno ,,	9 38	12 54	5 39	9 33	...	...
Inowrazlaw ,,	7 45	3 41	7 45	...	...	...
THORN arr	8 26	4 22	8 26	...	...	...
Bromberg ,,	7 44	3 41	7 45	...	...	...
DANZIG ,,	10 36	6 10	10 36	...	...	...
KONIGSBERG ,,	2 37	1 10	2 37	...	...	...

BERLASGRUN and ORLAMUNDE.

	Mls.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1—3.	1—3.	1—3.	1—3.	1—3.	1—3.
	Dist.	m. p.f	m. p.	m.pf			a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
	...	...	...	...	...	LEIPZIG dep	...	4 40	9 5	12 20	6 15	...
	...	...	...	...	...	REICHENBACH ,,	4 23	7 55	12 45	3 57	9 35	...
	...	...	...	...	...	HERLASGRUN arr	5 0	8 14	1 7	4 13	9 53	...
	...	...	...	...	...		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
	...	80	60	40		**Herlasgrün** dep	12 40	5 10	9 0	1 10	4 20	9 0
	9	160	110	80		Treuen ,,	1 10	5 40	9 30	1 40	4 55	10 30
	17½	280	190	140		Lengenfeld ,,	1 50	6 0	9 50	2 5	5 20	10 50
	23½	370	250	180		Auerbach ,,	2 50	6 20	10 15	2 30	5 45	11 12
	14	280	180	140		Falkenstein ,,	2 15	6 15	10 40	2 50	6 10	11 38
	39½	640	410	320		**Oelsnitz** arr	3 30	7 50	11 45	3 55	7 15	12 43
	...	...	...	...	...	**Oelsnitz** dep	2 35	10 18	2 25	5 20	8 50	...
	...	900	600	450		EGER ,,	5 40	12 5	4 40	7 40	11 0	...

* Mann Boudoir Sleeping Cars on this Railway.

KOHLFURT, LAUBAN, and ALTWASSER. *

G.M.	Stations.	1—4	1—4	1—4	1—4	1—4
Dis.	(Schiesicn. Gebirgsbahn.)	a.m.	a.m.	p.m.	p.m.	p.m.
19,77	**Kohlfurt** ..... dep.	4 7	9 55	1 1	4 32	8 32
32,70	**Lauban** ..... arr.	4 38	10 26	1 32	5 4	9 3
...	From BRESD'S (Gorlitz. Eisenb) ar	2 10	9 10	12 5	4 24	8 14
		a.m.	a.m.	a.m.		a.m.
—	**Gorlitz** ..... dep.	3 51	9 15	12 51	4 26	8 24
1,55	Nicolausdorf	4 11	9 35	1 10	4 45	8 44
2,56	Lichtenau	4 24	9 47	1 22	4 57	8 56
3,36	**Lauban** ..... arr.	4 33	9 56	1 31	5 6	9 5
...	**Lauban** ..... dep.	4 46	10 32	1 42	5 14	9 13
23,76	Langenöls	5 1	10 46	1 57	5 29	9 28
34,56	**Greiffenberg**	5 15	10 59	2 12	5 43	9 41
36,08	Raitzhau	5 36	11 19	2 33	6 3	10 0
37,39	Alt-Kemnitz	5 52	11 34	2 50	6 19	10 15
38,15	Reibnitz (Warmbrunn)	6 5	11 46	3 3	6 31	10 26
39,97	**Hirschberg**	6 40	12 6	3 25	6 55	10 40
40,21	Schildau	6 51	12 15	3 35	7 5	...
41,19	Jannowitz	7 8	12 30	3 52	7 20	...
42,32	Marzdorf	7 24	12 44	4 8	7 36	...
43,14	**Ruhbank** ..... arr.	7 34	12 54	4 18	7 46	...
...	,, 175 ..... dep.	7 46	1 3	5 51	7 54	...
44,91	Gottesberg	8 14	1 30	6 15	8 23	...
46,84	**Dittersbach**	8 29	1 48	6 35	8 44	...
46,46	Waldenburg	9 45	2 3	6 49	8 56	...
47,67	**Altwasser** ..... arr	9 55	2 12	6 57	9 5	...
		a.m.	p.m.	p.m.	p.m.	
...	From ALTWASSER ..... dep	10 4	2 14	7 0	...	...
...	(Breslau-Schweid. Freib Eisenb.)	12 15	4 10	9 5	...	...

LIEBAU and RUHBANK.
Niederschlesische-Markische-Eisenbahn.

G M Dis.	Stations.	1—4	1—4	1—4	1—4	1—4	1—4
		a.m.	a.m.	a.m.	p.m.	a.m.	a.m.
...	VIENNA ..... dep	...	...	7 5	...	...	...
...	PRAGUE	8 10	...	...	...	...	10 0
...	LIEBAU ..... arr	11 5	...	11 4	...	4 35	4 55
—	**Liebau** ..... dep	5 30	7 5	9 10	12 35	3 45	5 15
1,35	Landeshut	5 41	7 24	9 27	12 49	4 4	5 34
2,14	**Ruhbank** ..... arr.	5 50	7 32	9 36	12 57	4 12	5 42
Dis.	—	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	**Ruhbank** ..... dep.	6 10	7 55	9 55	1 32	4 32	5 58
0,62	Landeshut	6 22	8 7	10 8	1 44	4 43	6 10
2,14	**Liebau** ..... arr.	6 40	8 25	10 28	2 2	4 59	6 28
	LIEBAU ..... dep	...	10 46	10 46	3 47	5 29	10 47
	PRAGUE	...	5 3	5 3	...	...	7 37
	VIENNA ..... arr	...	...	8 90	...	...	...

INOWRACLAW and THORN.

Stations.	1—4	1—4	Stations.	1—4.	1—4
	a.m.	p.m.		a.m.	p.m.
Posen ..... dep	5 14	12 14	**Thorn** ..... dep	10 9	6 39
Inowraclaw ..... dep	8 19	3 19	Gniekowo	10 54	7 24
Gniekowo	8 47	3 56	**Inowraclaw** ..... arr	11 19	7 49
Thorn ..... arr	9 22	4 31	Posen ..... p.m.	3 29	10 59

POSEN to BENTSCHEN, GÜBEN and FRANKFURT-ON-ODER.

Mls.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4	1, 2, 3	2, 3, 4	1—4	2, 3, 4
	sgr.	sgr.	sgr.	sgr.		a.m.	a.m.		p.m.	p.m.
	—	—	—	—	THORN ..... dep.	...	7 20	...	10 10	...
	...	...	...	...	BROMBERG ..... ,,	...	6 20	...	9 58	...
						a.m.	a.m.		p.m.	p.m.
2,5	...	...	...	...	**Posen** ..... dep.	5 3	10 39	...	3 59	7 54
5,1	24	18	12	6	Buk	5 40	11 17	...	4 44	8 55
3,1	31	23	16	8	Opalenica	5 53	11 31	...	5 2	9 17
7,6	46	35	23	12	Neutomysl	6 18	11 55	...	5 28	9 55
3,9	60	45	30	15	**Bentschen** ..... arr.	6 38	12 18	p. m.	5 50	10 24
					Bentschen ..... dep	6 48	12 23	1 55	6 17	...
1,6	10	8	5	3	Bomst	7 5	12 39	2 31	6 37	...
2,9	24	18	12	6	Zöllichau	7 29	1 2	3 31	7 7	...
...	...	...	...	...	BRESLAU ..... ,,	4 40	9 5	8 25	3 40	...
...	...	...	...	...	**Rothenburg** ..... ,,	7 54	1 28	4 22	7 38	...
9,2	56	42	28	14	Crossen	8 25	1 59	5 33	8 9	...
12,1	79	59	40	20	**Güben**	9 1	2 35	6 45	8 49	...
					COTTBUS ..... arr	12 28	3 34	10 7	10 7	...
...	...	...	...	...	HALLE ..... ,,	...	7 40	7 39	7 39	...
...	...	...	...	...	GROSSENHAIN ..... ,,	...	...	...	...	...
...	...	...	...	...	DRESDEN ..... ,,	...	...	...	...	...
...	...	...	...	...	LEIPZIG ..... ,,	...	7 16	6 53	6 53	...
...	...	...	...	...	SORAU ..... ,,	11 18	5 56	...	11 7	...
...	...	...	...	...	FRANKFURT ..... ,,	...	...	...	...	...
	From	Posen		—	**Bentschen** ..... dep.	6 43	12 47	...	6 2	...
12,1	79	53	40	20	Schwiebus	7 15	1 21	...	6 40	...
16,7	101	76	51	26	Neu Cunersdorf	7 51	2 1	...	7 19	...
17,9	108	81	54	27	Sternberg	8 3	2 15	...	7 33	...
...	...	...	...	...	BRESLAU	10 56	3 55	...	...	...
29,3	122	91	61	31	Reppen	8 22	2 42	...	7 54	...
29,1	139	104	70	35	**Frankfurt** a. O. (183) ..... arr.	8 47	3 7	...	8 20	...
...	...	...	...	...	CUSTRIN ..... ,,	11 20	6 40	...	11 25	...
...	...	...	...	...	BERLIN ..... ,,	11 0	4 45	...	10 45	...

OELSNITZ and HERLASGRÜN.

Dist.	m	pf	m	pf	Stations.	1—3	1—3	1—3	1—3	1—3	1—3
					EGER ..... dep	9 35	3 10	5 10	8 40	12 0	5 10
					OELSNITZ ... arr	11 30	5 0	7 23	10 50	2 15	8 10
						a.m.	a.m.	a.m.	p.m.	p.m.	a.m.
15½	—	0	—	0	**Oelsnitz** ..... dep	1 50	5 35	9 30	12 40	3 20	8 15
12½	2	0	1	30	Falkenstein	3 10	6 55	10 50	2 0	4 40	9 5
22	2	40	1	60	Lauterbach	3 30	7 15	11 10	2 20	5 0	9 25
22	2	80	1	90	Treuen	3 50	7 35	11 30	2 40	5 25	9 40
24½	3	20	2	10	**Herlasgrün** dp.	4 25	8 10	12 5	3 15	6 5	10 20
29½	3	80	2	50	HERLASGRÜN dp.	4 35	8 40	12 15	3 50	6 20	10 35
...	...	...	...	...	REICHENBACH ar	5 0	9 0	12 35	4 30	6 50	10 55
...	...	...	...	...	BERLIN ..... ,,	8 25	12 40	4 20	7 0	10 15	3 45
...	...	...	...	...	LEIPZIG ..... ,,	...	...	...	...	...	...

DIRSCHAU and PR. STARGARD.

Stations.	1—4.	1—4.	1—4.	Stations.	1—4.	1—4.	1—4	
	a.m.	p.m.	p.m.		a.m.	p.m.	p.m.	
Dirschau ..... dep	8 39	2 33	9 10	**Pr. Stargard** ..... dep	7 3	12 29	7 13	
Pr. Stargard ..... arr	9 38	3 32	10 9	**Dirschau** ..... arr	7 55	1 21	8 5	

* Mann, Pendain Sleeping Cars on this Railway.

(BERLIN), WITTENBERG, and COETHEN.*

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1—4	1—4	2—4	1—4	1—4	1 cl.	2 cl.	3 cl.	Stations.	1—4	1—3	1—3	1—4	1 & 2
Dis.	th sg	th sg	th sg		a.m.	a.m.	a.m.	p.m.	p.m.	th sg	th sg	th sg		a.m.	a.m.	a.m.	p.m.	p.m.
—	—	—	—	BERLIN ..... dep.	...	6 0	8 30	2 0	6 0	...	...	...	VIENBURG ..... dep.	...	a.m.	9 5	1 30	...
—	—	—	—	Wittenberg ..... ,,	5 0	8 16	10 36	4 20	9 22	—	—	—	BERNBERG ..... ,,	...	7 50	11 35	4 24	...
8	0 12	0 9	0 6½	Kosvig	5 42	8 35	11 19	4 45	9 46	—	—	—		a.m.	a.m.	p.m.	p.m.	p.m.
18½	0 24	0 18	0 13	Roeslau	6 25	8 57	12 6	5 11	10 30	0 18	0 13½	0 10	Coethen ..... dep.	5 30	8 36	12 30	5 5	7 24
25½	1 9	0 27	0 19½	ZERBST ..... arr.	8 32	...	1 0	8 45	11 30	1 3	0 25	0 18	Dessau ..... dep.	5 25	8 33	12 13	3 39	8 34
29	1 0	0 22½	0 16	Dessau ..... arr.	7 0	9 10	12 39	5 41	10 50	0 21	0 16	0 11½	ZERBST ..... dep.	5 36	8 39	12 15	3 45	8 40
...	1 15	1 4	0 24½	Coethen (160) ..... arr.	7 43	9 42	1 30	6 19	11 25	1 6	0 27	0 19½	Roeslau ..... dep.	6 30	9 39	2 15	5 48	9 0
...	...	...	...	BERNBERG ..... ,,	...	10 10	12 25	8 18	...	1 15	1 4	0 34½	Kosvig	6 48	9 57	3 4	6 27	9 43
...	...	...	...	VIENBURG ..... ,,	...	12 44	5 43	...	...	...	...	...	Wittenberg ...(176) ..... arr.	7 10	10 19	3 35	6 50	10 10
													BERLIN ..... ,,	10	0 12	40	6 45	9 5	10 15

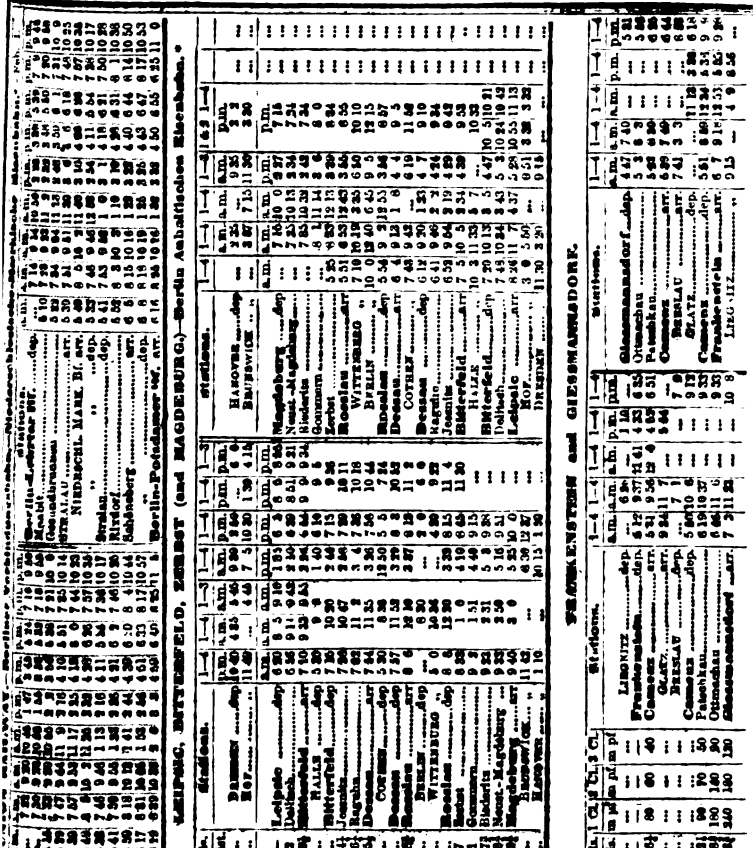
BERLIN, HALLE, and LEIPZIG.—Berlin-Anhaltische Eisenbahn.*

EXPRESS.			ORDINARY.			Stations.	1—4	1—4	1 & 2	1—4	1,2,3	1—4	1—4	1 & 2	1—4	1—4	Stations.	1 & 2	1—4	1,2,3	1—4	1—4	1 & 2	1—4	1—4
Mls.	1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.		class	class	class	class	class	class	class	class	class		class	class	class	class	class	class	class	class
Dis.	sg	sg		sg	sg	sg		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—		—	—	—	Berlin ..... dep.	6 0	6 30	8 30	12 30	2 0	6 0	7 30	9 0	11 15	Leipzig ..... dep.	...	5 30	9 10	8 5	1 35	5 45	6 8	8 55
11	—	—		15	11½	8½	Grossbeeren	...	6 56	...	12 59	...	6 29	...	9 29	11 44	Delitzsch	...	6 3	9 43	9 11	2 10	6 10	6 39	9 21
21	—	—		27	20½	15	Trebbin	6 46	7 20	...	1 26	...	6 55	...	9 54	12 10	Bitterfeld ..... arr.	...	6 16	9 55	9 33	2 26	6 22	6 54	9 34
31½	45½	35	30	39	29½	21½	Luckenwald ... ,,	7 7	7 43	9 22	1 56	3 16	7 18	...	10 17	12 33	For { dep	7 0	...	10 10	...	...	a.m.	7 10	...
39	56½	45½	38	51	38½	28	Jüterbog 177	7 29	8 11	9 47	2 15	3 17	7 48	8 42	10 48	13 58	DESSAU ..... { arr	8 25	...	10 45	...	...	8 11	...	...
58½	—	—	56	—	65	45½	Zahna	7 54	8 42	...	2 47	...	8 13	...	11 12	1 28	FRANKFORT ...dep	7 30	...	...	...	8 45	5 20	12 55	
—	—	—		—	—	—	WITTENBERG 177	8 16	...	10 36	...	4 20	...	...	11 27	5 0	WURZ'O (v. Elm)	5 29	...	...	...	8 10	...	10 40	
—	—	—		—	—	—		9 38	...	1 30	...	6 18	...	...	—	7 43	CASSEL(via Bebra)	10 0	...	...	...	5 23	...	9 2	3 24
—	—	—		123	92½	67	CÖTHEN ..... arr.	12 23	...	8 50	...	11 0	...	...	...	...										
—	—	—		19	14½	9½	CWALE	...	...	...	...	...	...	...	...	...	CASSEL (v. Nordh)	...	a.m.	...	...	7 30	1 0	...	3 35
64	91	69½		78	59½	42½	Wittenberg dep.	8 13	9 7	10 17	3 9	3 39	8 38	9 17	...	1 51	Halle ..... dep.	4 30	5 30	...	9 8	1 40	5 50	6 10	9 5
86	—	—		94	69	45½	Seyda	8 45	9 41	...	3 43	...	9 12	...	...	2 24	Landsberg	...	...	5 53	...	9 31	2 7	...	6 36	...
72	—	—		93	70	50½	Grafenhainchen	9 5	10 4	10 55	4 46	4 40	9 35	9 55	...	2 48	Bitterfeld 177 a	5 5	6 17	...	9 53	2 34	6 25	7 9	9 39
88	126	96	108	81	58½	38½	Bitterfeld ..... arr.	...	...	...	...	...	...	...	...	...	Bitterfeld ..... dep.	5 11	6 27	10 1	10 15	2 44	6 32	7 12	9 44
—	—	—		—	—	—	Bitterfeld ...dep.	9 11	...	11 1	4 15	...	10 10	10 1	...	3 20	Gräfenhainchen	...	6 52	...	10 40	3 13	...	7 39	...
93½	—	—	120	90	65		Landsberg	9 39	...	...	4 44	...	10 38	...	...	4 5	Bergwitz	...	7 9	...	10 56	3 33	...	7 58	...
100½	154	117½	132	99	71½		Hasle166.170.a	10 3	...	11 33	5 7	...	11 0	10 33	...	4 39									
—	—	—	—	—	—	—	HALLE ..... dep	10 13	...	11 41	5 20	...	...	10 40	...	5 45	For { dep	8 16	...	...	...	...	4 20	...	5 0	8 0
—	—	—	—	—	—	—	CASSEL(v. Nordh)a	...	...	3 59	...	...	...	...	...	1 40	CÖTHEN ..... { arr	9 38	...	...	...	...	6 ...	...	7 38	7 33
—	—	—	—	—	—	—	HALLE ..... dep.	10 5	...	11 41	5 13	...	...	10 40	...	7 55	Wittenberg ...dep.	5 57	7 31	10 46	11 17	3 56	7 18	8 21	10 28
—	419	277	278	189	136		CASSEL(v. Bebra)a	6 40	...	6 40	4 33	...	...	4 48	...	1 44	Zahna	...	...	...	11 39	4 15	...	8 39	...
—	—	—	—	—	—	—	WURZ'O(v. Elm)a	1—4	...	...	...	...	...	9 40	...	...	Jüterbog	6 37	8 23	11 39	12 3	4 57	7 58	9 16	11 7
—	497	346	353	236	163		FRANKFORT ... a.	a.m.	...	...	...	...	...	9 40	...	6 30	Luckenwald	6 53	8 43	11 45	12 30	5 20	...	9 39	...
—	—	—	—	—	—	—	Bitterfeld ..... dep.	7 20	10 13	11 3	5 16	4 47	10 21	10 5	...	2 56	Trebbin	...	9 6	...	12 53	5 45	...	10 3	...
93½	1263	104	117	84	60½		Delitzsch	7 49	10 34	11 16	4 52	5 3	10 43	10 24	...	3 31	Grossbeeren	...	9 30	...	...	1 17	6 11	...	10 39	...
101½	34	75	132	99	77		Leipzig 170, 172a	8 26	11 7	11 40	5 4	5 28	11 15	10 55	...	3 53	BERLIN ..... arr.	7 45	10	0 12	40	1 47	6 45	9 5	11 0

BERLIN, ROEDERAU, (and DRESDEN.)*

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1—4	1—3	1—3	1—4	1—3	Mls.	1 cl.	2 cl.	3 cl.	Stations.	1—3	1—3	1—3	1—4	1—4
Dis.	th sg	th sg	th sg		a.m.	noon	p.m.	p.m.	p.m.	Dis.	th sg	th sg	th sg		a.m.	a.m.	a.m.	p.m.	p.m.
—	—	—	—	Berlin ...dep.	7 0	12 0	3 15	5 15	8 15	...	...	...	...	DRESDEN dep.	4 20	6 30	10 20	2 15	6 30
29½	1 23	1 0	0 28	Jüterbog	8 32	1 38	4 39	6 54	9 54	...	...	...	...	Roederau	5 23	7 53	11 19	4 28	7 39
33	2 2	1 23	1 7½	Holzdorf	9 8	2 16	...	7 31	10 4	10	0 18	0 13½	0 8½	Burxdorf	...	...	6 16	...	8 21
50	2 21	2 1	1 16	Herzberg	9 39	2 36	...	7 51	10 22	18	0 27	0 20½	0 13½	Falkenberg	5 59	8 38	11 54	5 21	8 41
63	3 0	2 37	1 19½	Falkenberg	9 59	2 53	6 27	8 11	10 37	26	1	0 37	0 19½	Herzberg	6 14	8 56	...	5 39	8 56
74½	3 19	2 56	1 34½	Burxdorf	10 3	3 12	...	8 27	10 53	33	1 16	1 4	0 26½	Holzdorf	6 27	9 15	...	5 55	9 15
97½	4 24	3 23	1 54½	Roederau	10 23	3 34	6 0	8 49	11 11	49	2	1 6	0 40½	Jüterbog 176 ...	7 6	10 3	12 54	6 37	9 56

Extra Train.—Wittenberg to Berlin at 4.25 a.m.



LEIPZIG, BITTERFELD, ZERBST (and MAGDEBURG)—Berlin Anhaltische Eisenbahn.

FRANKENSTEIN and GIESSMANNSDORF.

GASCHWITZ and MEUSELWITZ.

Stations.	1—3	1—3	1—3	1—3	Stations.	1—3	1—3	1—3	1—3
	p.m.	a.m.	a.m.	a.m.		a.m.	a.m.	p.m.	
LEIPZIG ....dep	9 5	12 20	6 15	10 35	ALTENBURG...dep	6	9 0	1 45	...
GASCHWITZ ...arr	9 20	12 35	6 30	10 50	ZEITZ .....arr	6 48	9 43	...	...
	p.m.	a.m.	a.m.	a.m.		a.m.	a.m.	p.m.	p.m.
Gaschwitz .....dep	9 25	12 50	6 40	10 55	Meuselwitz .....dep	6 48	11 10	5	9 44
Zwenkau	9 40	1 5	7 5	11 10	Lucka	7 9	11 35	5 35	9 44
Groitzsch	10 5	1 30	7 32	11 35	Groitzsch	7 15	11 40	5 40	9 45
Lucka	10 30	1 55	7 55	11 40	Zwenkau	7 55	12 5	6 10	9 45
Meuselwitz .....arr	10 40	2 10	8 15	12 0	Gaschwitz.....arr	8 0	12 20	6 25	9 45
	p.m.	a.m.	a.m.	...		a.m.	p.m.	p.m.	p.m.
ZEITZ .....dep	...	...	...	...	GASCHWITZ ...dep	8 5	12 25	6 40	10 0
ALTENBURG ...arr	11 25	...	...	...	LEIPZIG .....arr	8 20	12 40	6 55	10 15

Mann Boudoir Sleeping Cars on this Railway.

BERLIN, STETTIN, COLBERG, COSLIN, STOLP, and DANZIG.

Kil.	Fares. 1st class	2nd class	3rd class		Stations.	Trains. 1—3 class	1—4 class	2 & 2 class	1—3 class	1—4 class	1—3 class	1—4 class	1—4 class
Dis.	m pf	m. pf	m. pf			p. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	—	**Berlin** .....dep.	11 30	6 0	8 30	8 40	1 0	4 20	5 30	7 15
22,7	2 0	1 50	1 0	—	Bernau .....dep.	12 1	6 34	...	9 7	1 34	4 49	6 3	8 4
45,2	4 0	3 0	2 0	—	**Neustadt** .....arr	12 32	7 7	9 19	9 37	2 13	5 21	6 35	8 26
...	6 70	5 0	3 80	...	**Werbizer**	...	6 54	...	...	1 57	...	...	7 41
...	...	...	...	...	**Neustadt (178) dep**	12 31	7 14	9 19	9 37	2 13	5 21	6 40	8 12
79,6	6 0	4 50	3 0	—	**Angermunde** ...arr	1 11	7 51	9 47	10 8	2 51	5 53	7 17	8 48
...	...	...	...	...	To **Stralsund**	...	...	...	10 13	3 2	...	7 22	...
...	...	...	...	...	From ,, ...	...	...	...	...	...	...	...	...
...	...	...	...	...	**Angermunde**...dep	1 16	7 57	9 52	...	2 58	5 58	...	9 6
89,3	8 0	6 0	4 0	—	Passow	1 36	8 23	...	...	3 26	6 26	...	9 31
113,0	10 0	7 50	5 0	—	Tantow	2 9	8 56	...	...	4 4	6 49	...	10 5
131,4	12 0	9 0	6 0	—	**Stettin**... (178) arr.	2 48	9 35	10 58	...	4 43	7 22	...	10 42
...	...	...	...	...	To **Pasewalk**.....	...	10 36	...	...	...	7 55	...	...
...	...	...	...	...	From ,, ...	1—4 a.m.	9 21	...	...	4 23	...	...	10 14
...	...	...	...	...	**Stettin**.....dep	5 45	9 50	11 6	...	5 2	7 30	...	10 53
144,1	12 90	9 70	6 50	—	Damm	6 16	10 18	11 26	...	5 31	8 19	...	11 13
169,0	15 10	11 30	7 60	—	**Stargard** (184) arr.	6 56	10 55	11 53	...	6 8	8 35	...	11 50
...	...	...	...	...	**Stuttgardt** dep	7 6	11 13	...	...	7 5	...	...	12 0
...	...	...	...	...	**Kreus**..... ,,	8 59	1 7	...	...	10 51	...	...	2 0
...	...	...	...	...	**Breslau**.....arr	3 21	8 20	...	...	...	...	...	9 20
...	...	...	...	...	,, ...dep	6 30	...	...	...	6 50	...	...	...
...	...	...	...	...	**Kreus**..... ,,	2 11	...	...	...	1 59	...	...	...
...	...	...	...	...	**Stuttgardt** dep	5 7	...	...	1—3	3 51	...	...	...
...	...	...	...	...		a. m.	...	...	p. m.	...	...	...	...
196,8	17 60	13 20	9 50	—	**Stargard** .....dep	7 11	...	11 58	12 26	6 23	...	...	...
214,0	19 10	14 30	10 10	—	Freienwalde	7 55	...	...	1 5	7 9	...	...	...
226,0	20 10	15 10	11 0	—	Wangerin.....	8 21	...	...	1 36	7 35	...	...	...
247,6	22 10	16 50	11 70	—	Labes.....	8 43	...	1 3	1 59	7 57	...	...	...
280,0	24 90	18 70	12 50	—	Schivelbein	9 13	1—4	1 26	2 25	8 26	...	...	...
	From	Belgra	rd		**Belgard** .....arr.	9 54	a.m.	2 0	3 5	9 10	...	...	...
8,1	0 70	0 50	0 40	—	**Belgard** .....dep.	10 12	7 53	12 45	3 25	9 32	...	1—4	...
35,8	2 20	2 40	1 60	—	**Colberg** .....arr.	11 7	9 16	1 41	4 19	10 26	...	a.m.	...
...	...	...	...	...	,, ...dep.	7 9	...	2 6	4 25	8 0	...	7 25	...
...	From	Berlin			**Belgard**. .....dep.	3 6	...	2 33	3 15	9 30	...	7 25	...
304,4	27 70	20 30	13 60	—	**Cosslin** .....dep	10 45	...	3 53	3 37	10 5	...	9 10	...
316,0	28 10	21 10	14 10	—	Schubben Zanow	11 3	...	...	4 10	10 26	...	9 31	...
335,4	29 90	22 40	15 0	—	Carwitz	11 32	...	3 30	4 38	10 57	...	9 0	...
344,4	30 60	23 0	15 40	—	Schlawe	11 46	...	3 42	4 52	11 12	...	9 15	...
371,5	33 0	24 80	16 60	—	**Stolp (179)** .....arr.	12 34	...	4 12	5 27	11 51	...	9 54	...
392,7	39 20	29 40	19 60	—	**Danzig (181)** .....arr.	4 31	...	7 0	8 53	...	...	...	...

Kil.	1st	2nd	3rd
Dis.	m. pf	m. pf	m. pf
12,4	1 20	0 80	0 60
19,1	1 70	1 30	0 90
30,3	2 70	2 0	1 30

Kil.	1st	2nd	3rd
Dis.	m. pf	m. pf	m. pf
—	—	0 90	0 60
—	1 10	0 70	0 50
—	1 70	1 30	0 90

BERLIN, PASEWALK, WOLGAST, & STRALSUND.

Kil.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4	1, 2, 3	1—4	1—4
Dis.	m. pf	m. pf	m. pf	m. pf		a. m.	a. m.	p.m.	p. m.
—	—	—	—	—	**Berlin**.....dep	...	8 40	1 0	5 30
70,4	6 0	4 50	3 0	1 50	**Angermunde** ...arr	...	10 8	2 51	7 17
...	...	...	...	...	,, (178) ..dep	...	10 13	3 2	7 22
79,6	6 80	5 10	3 40	1 70	**Greifenberg**	...	10 32	3 14	7 41
92,9	7 80	5 40	3 60	1 80	**Wilmersdorf**	...	10 53	3 32	7 53
97,2	8 30	6 30	4 20	2 10	**Seehausen**	...	10 48	3 40	A
104,3	9 30	7 0	4 70	2 30	**Prenzlau**	7 25	11 3	4 56	8 13
133,3	11 40	8 60	5 70	2 80	**Pasewalk**.....arr.	7 57	11 31	4 31	8 50
...	...	...	...	...	To **Stettin**.....dep.	8 17	11 49	...	9
...	...	...	...	...	,, **Strasburg**	8 29	11 43	5 9	9 10
...	...	...	...	...	From **Strasburg**...	7 57	11 35	...	8 55
...	...	...	...	...	,, **Stettin**	8 0	11 38	...	8 44
...	...	...	...	...	**Pasewalk**.....dep	8 13	11 46	...	9
157,3	13 70	10 20	6 80	3 20	**Borkenfelde**	8 49	12 20	...	9 44
175,2	15 30	11 40	7 60	3 60	**Anclam**.....	9 18	12 46	...	10 11
91,9	16 70	12 50	8 40	4 0	**Zussow** .....arr	9 36	1 4	p.m.	10 29
	From	Berlin	snow		**Zussow** .....dep	9 49	1 58	7 29	10 43
17,9	...	...	...	...	**Wolgast** .....arr	10 25	2 35	8 6	11 20
	From	Berlin			**Zussow**.....dep	9 41	1 6	...	10 34
309,6	18 30	13 70	9 10	4 30	**Greifswald**	10 7	1 38	...	11
340,5	21 0	15 80	10 50	4 90	**Stralsund** .....arr	10 45	2 10	...	11 45

Kil.	1 Cl.	2 Cl.	3 Cl.	4 Cl.
Dis.	m. pf	m. pf	m. pf	m. pf
—	—	—	—	—
14,7	1 30	1 0	0 60	0 40
23,1	2 10	1 60	1 0	0 60

Kil.	1 Cl.	2 Cl.	3 Cl.	4 Cl.
Dis.	m. pf	m. pf	m. pf	m. pf
—	—	—	—	—
14,7	1 30	1 0	0 60	0 40
23,1	2 10	1 60	1 0	0 60

SCHWEDT and ANGERMUNDE.

Kil.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4.	1—4.	1—4
Dis.	m. pf	m. pf	m. pf	m. pf		a. m.	p.m.	p.m.
—	—	—	—	—	**Schwedt** .....dep	6 56	12 41	6 20
14,7	1 30	1 0	0 60	0 40	**Pinnow**	7 25	1 10	6 49
23,1	2 10	1 60	1 0	0 60	**Angermunde** .....arr	7 43	1 28	6 58

Kil.	1 Cl.	2 Cl.	3 Cl.	4 Cl.
Dis.	m. pf	m. pf	m. pf	m. pf
—	—	—	—	—
14,7	1 30	1 0	0 60	0 40
23,1	2 10	1 60	1 0	0 60

STOLP, CÖSLIN, COLBERG, and STETTIN, to BERLIN.

Mls.	1st	2nd	3rd		Stations.	1—4	1—4	1—4	1—4	1—4	1 & 2	1—4	1—4
Mls.	m.pf	m.pf	m.pf			p.m.	a.m.		a.m.	a.m.	a.m.		a.m.
—	—	—	—	...	Danzig ......dep	6 10	...	...	...	8 0	8 15	...	11 30
91	11 70	8 80	5 80	...	Stolp ......dep.	9 58	6 55	...	5 0	9 19	10 50	...	3 33
10.	14 10	10 60	7 0	...	Schlawe	—	7 33	...	5 38	9 54	11 16	...	4 16
109	14 90	11 20	7 40	...	Carwitz	...	7 51	...	5 56	10 8	11 28	...	4 33
115	16 60	12 50	8 30	...	Schubben Zanow ...	...	8 17	...	6 21	10 30	...	...	4 58
122	17 60	13 20	8 80	...	Cœslin ......arr	...	...	...	...	...	...	...	...
—	From Colberg				,, ...dep.	...	8 41	...	6 43	10 50	12 3	...	5 20
130	19 60	14 60	9 90	...	Belgard......arr.	...	9 18	...	7 10	11 25	12 29	...	5 55
—	23 0	17 20	11 50	...	Colberg......arr.	...	9 33	..	7 25	12 46	12 46	1—4	6 9
										a.m.		p.m.	p.m.
—	From Cöslin			...	,, ...dep.	...	...	...	6 11	10 31	11 28	7 8	4 47
18	2 60	1 90	1 20	...	Cörlin	...	...	...	6 57	11 19	1 8	8 43	5 33
30	3 20	2 40	1 60	...	Belgard......arr.	...	...	...	7 9	11 37	1 26	9 2	5 45
	From Cöslin			...	Belgard......dep.	...	...	...	7 29	11 43	12 53	...	6 5
150	22 70	17 0	11 30	...	Schivelbein	...	...	...	8 16	12 28	1 26	...	6 50
172	24 60	18 40	12 30	...	Labes......	...	...	...	8 49	12 56	1 54	...	7 20
178	25 60	19 20	12 80	...	Wangerin......	...	...	...	9 10	1 25	...	...	7 38
190	27 10	2 40	13 60	...	Freienwalde	...	...	...	9 28	1 47	...	...	8 5
207	29 60	22 20	14 80	...	Stargard 196 arr.	...	...	...	10 20	2 20	2 51	...	8 44
	—	—	—	...	STARGARD ...dep	...	...	...	11 13	—	7 5	...	12 0
	—	—	—	...	KREUZ ......arr.	...	...	...	1 7	—	10 51	...	2 21
—	—	—	—	...	BRESLAU ...arr.	...	a.m.	...	[illegible]	[illegible]	...	...	9 [illegible]
—	—	—	—	...	,, dep.	...	6 30	...	—	[illegible]	...	...	12 5
—	—	—	—	...	KREUZ ......arr.	...	3 11	...	5 24	1 [illegible]	...	...	6 [illegible]
—	—	—	—	...	STARGARD ...arr	...	5 17	p.m.	8 6	8 51	...	...	8 [illegible]
—	—	—	—	...	Stargard ......dep	...	5 19	7 21	10 37	6 10	2 56	...	8 [illegible]
222	31 60	23 90	15 90	...	Damm	...	5 39	7 54	11 19	4 49	3 21	...	9 31
229	32 70	24 80	16 40	...	Stettin 178 ...arr.	...	6 25	8 16	11 45	5 15	3 40	...	9 57
						...							
—	—	—	—	..	PASEWALK...arr.	...	7 0	10 35	...	3 45	3 51	...	...
—	—	—	—	...	,, ...dep.	1—3	—	—	...	4 22	...	...	...
						a.m.	a.m.		a.m.	p m			
—	—	—	—	...	Stettin......dep	11 0	6 40	8 30	12 0	5 30	3 48	...	...
232	34 70	26 0	17 40	...	Tantow......	11 32	7 19	9 1	12 39	6 9	6 9	...	...
246	36 70	27 50	18 40	...	Passow	12 0	7 53	9 27	1 12	6 43	...	...	...
254	38 70	29 0	19 40	...	Angermunde arr	12 23	8 19	9 49	1 38	7 9	4 53	1,2,3	...
	46 0	34 50	23 0	...	From Stralsund ar	...	...	...	3 2	7 22	...	p.m.	...
	—	—	—	...	For ,, 179 dp	...	...	...	1 22	—	4 48	4 48	a.m.
264	—	—	—	...	Angermunde......	12 28	8 25	9 54	1 44	7 15	4 58	8 58	...
	39 20	29 40	19 60	...	Neustadt...... arr.	1 4	9 4	10 23	2 19	7 50	5 24	5 37	...
	—	—	—	...	Wreisen...... arr.	12 50	...	11 2	2 31	8 21	...	...	6 54
—	—	—	—	...	Neustadt 178 dep	...	9 10	10 26	2 25	7 56	5 26	5 40	7 4
299	39 70	29 40	19 60	...	Bernau	...	9 48	10 57	3 3	8 24	...	6 11	7 40
312	39 20	29 40	19 60	...	Berlin 155.176ar.	...	10 19	11 22	3 34	9 5	6 10	6 36	8 7

MEMEL, TILSIT, and INSTERBURG.

May 15

Stations.	1—3	1—3	
	a.m.	p.m.	
KÖNIGSBERG..dep.	1 25	12 14	...
Insterburg	5 30	4 0	...
Auxkallnehlen ...	5 54	..	...
Grünheide......	6 24	4 39	...
Szillen	6 53	5 0	...
Argeningken	7 10	...	...
Tilsit	7 35	5 30	...
Pogegen......	7 43	7 50	...
Heidetrug	8 7	9 15	...
Protuls	8 38	10 15	...
Memel ......arr	10 45	10 59	...

Kil. Dis.	1 Cl. m.pf	2 Cl. m.pf	3 Cl. m.pf	4 Cl. m.pf	Stations.	1—3	1—3	
						a.m.	p.m.	
—	—	—	—	—	Memel ......dep	7 0	5 26	...
...	...	...	...	...	Protuls	7 49	6 13	...
...	...	...	...	...	Heidetrug	8 57	7 19	...
...	...	...	...	...	Pogegen	10 16	8 37	...
—	1 80	1 40	0 90	0 50	Tilsit......	12 6	8 18	...
...	...	...	...	...	Argeningken	12 22	...	...
30,5	2 80	2 20	1 30	0 70	Szillen......	12 39	9 1	...
32,1	4 70	3 60	2 25	1 10	Grünheide	1 3	9 33	...
...	...	...	...	...	Auxkallnehlen......	1 23	...	...
53 9	...	...	...	...	Insterburg 182	1 45	10 15	...
...	...	...	...	...	KÖNIGSBERG arr.	4 54	1 58	...

STRALSUND, WOLGAST, and PASEWALK, to BERLIN.

Kil. Dis.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4	1—4	1—4	1—3	1—4	
	m.pf	m.pf	m.pf	m.pf		a.m.	a.m.	a.m.	p.m.	p.m.	
—	—	—	—	—	Stralsund ...dep.	5 25	...	...	12 46	6 10	...
30,9	2 70	2 10	1 40	0 70	Griefswald	6 10	...	...	1 28	6 57	...
40,6	4 30	3 20	2 30	1 0	Züssow ......arr	6 22	...	...	1 48	7 20	...
56,4	5 90	4 40	2 90	1 40	Wolgast ...dep	5 40	9 0	9 53	12 25	6 24	...
—	—	—	—	—	Züssow......arr	6 26	9 23	10 26	12 58	7 10	...
—	—	—	—	—	Züssow ......dep	6 27	...	...	1 52	7 23	...
40,6	5 80	4 20	2 90	1 30	Anclam......	7 3	...	...	2 16	7 50	...
53,2	7 40	5 50	3 70	1 70	Borckenfreide......	7 31	...	...	2 42	8 19	...
73,3	9 60	7 20	4 80	2 20	Pasewalk......arr.	8 8	...	...	3 14	8 58	...
83,2	13 30	10 0	6 60	3 0	For STETTIN dep.	8 17	...	...	3 29	9 8	...
—	—	—	—	—	STRASBURG ,,	8 29	...	...	5 0	9 10	...
—	—	—	—	—	From STRASBURG a	7 57	...	11 35	3 8	8 50	...
—	—	—	—	—	From STETTIN ,,	8 0	...	11 28	...	8 45	...
—	—	—	—	—	Pasewalk	8 23	...	11 49	3 21	9 10	...
82,3	11 70	8 80	5 80	2 70	Prenzlau	9 1	...	12 25	3 55	9 43	...
92,5	12 70	9 50	6 30	2 90	Seehausen	9 18	...	12 41	4 9	...	...
96,4	13 90	10 40	6 90	3 20	Wilmersdorf	9 39	...	1 0	4 27	...	...
102,9	14 30	10 70	7 10	3 30	Greiffenberg	9 48	...	1 8	4 35	...	...
108,9	15 0	11 30	7 50	3 40	Angermünde ar	10 2	...	1 23	4 48	...	...
—	...	...	...	...	,, dep	10 12	...	1 44	5 8	...	...
180,5	21 0	15 80	10 50	4 90	Berlin 180 ...arr.	11 57	...	2 34	6 36	...	...

ANGERMUNDE and SCHWEDT.

Kil. Dis.				Stations.	1—4.	1—4.	1—4.			
					a.m.	p.m.	p.m.			
...	...	...	...	Angermunde ......dep	10 23	3 7	9 18	...	...	...

DANTZIC, ZOPPOT, and STOLP.

2 Cl. gr.	3 Cl. sgr.	Stations.	1—3	1—2	1—4	2—4	1—4	2—4	
			a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
—	—	Dantzic dep	6 0	8 15	11 40	2 30	6 10	10 30	...
[illegible]	4	Oliva......	6 17	...	12 1	2 52	6 32	10 52	...
[illegible]	5	Zoppot......	6 25	8 33	12 11	3 0	6 42	11 0	...
...	...	Neusadt	7 16	9 10	1 3	...	7 44	...	...
...	...	Lauenburg ...	8 1	9 50	1 50	...	8 30	...	...
...	...	Stolp 179 ar	9 8	10 43	3 14	...	9 53	...	...

2 Cl. gr.	3 Cl. sgr.	Stations.	1—4	1—4	1 & 2	1—3	2,3,4	2,3,4	
			a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
—	—	Stolp ...dep	6 0	12 36	4 19	5 30	..	...	...
...	...	Lauenburg ...	7 16	1 55	5 18	6 49	...	...	...
...	...	Neustadt	8 13	2 51	6 3	7 39	...	...	...
...	...	Zoppot......	9 15	3 48	6 43	8 31	7 10	5 45	...
...	...	Oliva......	9 24	3 56	...	8 38	7 20	5 55	...
...	...	Dantzic arr	9 45	4 16	7 0	8 53	7 38	6 18	...

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*BERLIN, DANTZIC, and EYDTKUHNEN. ‡

[15th May.

G.M	Ordinary.				Express.		Stations.	1, 2, 3 class	2, 3, 4 class	1 & 2 class	1, 2, 3 class	1, 2, 3 class	3, 4 class	1—4 class	1—4 class	1—2 class
Dis.	1 Cl. m. pf	2 Cl. m. pf	3 Cl. m. pf	4 Cl. m. pf	1 Cl. m. pf	2 Cl. m. pf		a.m.	a.m.	a. m.	a. m.	p. m.		p. m.	p. m.	p. m.
—	—	—	—	—	—	—	**Berlin (Eastern Stat.)** ...arr	6 35	7 30	8 45	9 20	1 55	...	6 5	9 25	10 45
...	1 50	1 20	0 80	0 40	...	...	Neuenhagen	7 12	8 22	...	9 54	2 29	...	6 46	10 6	...
...	1 90	1 40	1 0	0 50	...	...	**Fredersdorf**	7 22	8 40	...	10 13	2 39	...	6 56	10 16	...
...	...	...	...	...	...	...	**Rudersdorf** .....arr	...	8 56	...	...	...	...	...	...	...
...	...	...	...	...	...	...	,, ...dep	...	...	...	...	...	...	...	...	...
2,7	2 70	2 80	1 90	1 0	4 0	3 10	Strausberg	7 34	...	...	10 14	2 50	...	7 12	10 32	...
6,1	5 10	3 90	2 60	1 30	...	...	Dahmsdorf-Müncheberg	8 10	...	...	10 49	3 18	...	7 37	11 15	11 42
8,5	6 60	5 0	3 30	1 70	7 20	5 50	Gusow for Seelow	8 48	...	...	11 8	3 45	...	8 15	11 50	...
11,0	...	...	...	...	...	...	**Custrin 182** ..... arr.	9 18	...	10 20	11 40	4 17	...	9 19	1 0	12 18
...	...	...	...	...	...	...	**FRANKFURT-ON-ODER** dp.	9 31	...	12 15	12 15	2 35	...	9 60	4 52	2 45
...	6 40	6 30	4 20	2 10	...	...	**Custrin** .....dep	9 36	...	10 26	11 44	4 23	...	9 31	1 10	12 32
13,9	10 30	7 70	5 20	2 60	11 20	8 60	Vietz	10 9	...	...	12 18	4 58	...	10 17	1 54	...
17,1	12 60	9 50	6 30	3 20	...	...	**Landsberg** (*Buffet*)	11 37	...	11 20	12 55	5 43	...	11 18	2 40	1 57
20,9	14 0	10 50	7 0	3 50	...	...	Friedeberg	12 30	...	...	1 35	6 35	...	12 18	3 40	...
23,3	15 0	11 30	7 50	3 80	16 30	12 50	Driesen	1 1	...	...	1 56	7 6	...	12 56	4 22	...
25,0	...	...	...	...	...	...	**Kreut** (p 164) (*Buffet*) ..... arr.	1 23	...	12 39	2 19	7 38	...	1 21	4 46	2 58
...	...	...	...	...	...	...	For **POSEN** .....dep	2 0	...	2 0	...	...	...	3 1	5 19	3 1
...	...	...	...	...	...	...	STARGARD ..... p.	1 56	...	1 56	...	...	...	2 11	5 35	3 11
...	...	...	...	...	...	...	POSEN .....arr	1 2	...	...	...	...	...	1 31	...	1 31
...	...	...	...	...	...	...	STARGARD .....arr	1 7	...	...	...	...	...	...	2 1	2 1
...	15 90	12 0	8 0	4 0	...	...	**Kreutz** .....dep.	1 38	...	12 57	2 49	7 38	...	1 56	5 6	3 28
...	17 90	13 50	9 0	4 50	...	...										
26,3	19 70	14 80	9 90	5 0	21 40	16 40	Flehne	1 57	...	...	3 7	7 57	...	1 59	5 29	...
29,8	26 70	20 0	13 40	6 70	28 90	22 20	Schönlanke	2 33	...	...	3 40	8 31	...	2 44	6 14	...
...	...	...	...	...	...	...	**Schneidemuehl 166**....arr.	3 5	...	2 1	4 9	9 1	...	3 23	6 43	4 56
...	22 30	16 70	11 20	5 60	24 20	18 60	For **Bromberg**.....dep	3 20	1—4	3 20	...	9 13	...	3 53	7 13	5 33
...	22 30	16 70	11 20	5 60	...	...	From **Bromberg**.....arr.	...	a.m.	...	...	8 47	...	...	...	...
33,8	25 40	19 10	12 70	6 40	...	...	**Schneidemuehl** .....dep	...	11 29	2 31	4 19	9 13	...	3 56	1—4	...
37,1	26 40	19 80	13 20	6 60	28 60	22 0	Flatow	...	12 21	3 1	5 56	10 33	...	4 52	p.m.	...
43,9	...	...	...	...	...	...	**Konitz**	...	1 41	4 0	6 34	11 26	...	6 19	10 30	...
...	30 70	21 90	15 40	7 70	...	...	Rittel	...	...	...	6 41	11 45	...	6 38	10 43	...
47,8	32 90	23 20	15 50	7 80	...	...	Czersk	...	...	...	7 5	12 12	...	7 4	11 16	...
51,8	33 19	24 10	16 10	8 10	...	...	Hoch Stüblau	...	...	...	7 49	12 59	...	7 54	12 19	...
53,5	34 28	25 70	17 10	8 60	37 0	28 50	Pr. Stargardt	...	...	5 10	8 10	1 26	...	8 32	12 36	...
56,9	36 68	27 30	18 30	9 20	39 50	30 20	**Dirschau** (*Buffet*) .....arr	...	...	5 40	8 31	2 6	...	9 2	1 25	...
...	...	...	...	...	...	...	**Dantzig** .....dep.	...	...	6 10	9 30	2 30	...	9 32	2 20	6 38
...	...	...	...	...	...	...	,, 170	...	...	5 30	8 30	5 0	...	8 19	1 21	6 15
...	35 60	26 70	17 80	6 90	70 60	29 70	**Dirschau** .....dep	...	...	5 58	9 26	5 21	...	9 30	2 21	6 56
59,3	36 87	27 40	18 20	9 20	...	...	**Marienburg**	...	...	6 24	10 1	5 58	...	10 14	3 1	7 40
60,8	38 0	28 50	19 0	9 50	41 10	31 60	Altfelde	...	...	...	10 18	6 16	...	10 36	3 30	7 57
68,2	33 90	29 20	19 50	9 80	43 90	32 40	**Elbing**	...	...	6 59	10 49	6 50	...	11 19	3 55	8 41
64,8	43 20	31 70	21 30	10 60	45 80	33 80	Gröndenboden	...	...	7 14	11 7	7 10	...	11 45	4 19	9 16
70,5	43 20	32 45	21 60	10 80	...	...	**Braunsberg**	...	...	8 6	12 12	8 24	...	1 15	5 42	10 40
72,1	44 80	33 70	22 50	11 30	48 70	37 60	**Heiligenbeil**	...	...	...	11 0	8 45	...	1 27	6 1	...
74,8	46 90	34 50	23 0	11 50	...	...	**Ludwigsort**	...	...	8 41	1 1	9 17	...	2 17	6 51	11 46
75,5	47 30	35 80	23 70	11 90	51 20	39 40	**Kobbelbude**	...	...	...	1 20	9 37	1—4	2 37	7 11	...
78,7	...	...	...	...	...	...	**Königsberg** (*Buffet*) ..arr.	...	...	9 19	1 4	10 0	a.m.	3 16	7 50	1 17
...	50 60	38 0	25 30	13 70	64 20	49 30	,, 181 .....dep.	...	...	9 31	2	...	6 56	3 31	7 54	1 20
84,3	51 40	38 60	25 70	13 80	65 10	49 80	**Tapiau**	...	...	10 20	3	...	8 15	4 3	8 39	2 1
85,8	52 10	39 20	26 10	13 90	...	...	**Wehlau**	...	...	10 38	3 18	...	8 30	4 18	8 54	2 16
88,4	54 50	40 90	27 30	14 60	70 10	53 40	**Norkitten**	...	...	...	3 54	...	9 11	4 56	9 30	2 52
90,8	...	...	...	...	...	...	**Insterburg** (170) .....arr.	...	...	11 16	4 32	...	9 66	5 34	10 20	3 37
...	56 60	42 50	28 30	14 80	81 30	57 10	,, (166) .....dep.	...	...	11 26	4 50	...	9 54	5 49	11 22	3 52
94,9	58 60	44 0	29 30	14 70	83 30	58 40	**Gumbinnen**	...	...	11 54	5 17	...	10 26	7 40	12 23	4 27
97,8	59 70	44 80	29 80	14 90	84 80	59 40	Stallupönen	...	...	12 24	5 46	...	11 21	8 36	1 21	5 26
99,1	59 80	44 90	29 90	15 0	85 0	59 60	**Eydtkuhnen** [*Frontier*] arr.	...	...	12 37	6 0	...	11 36	8 56	1 36	5 40
...	...	...	...	...	...	...										
...	...	...	...	...	...	...	WIRBALLEN, 267 ...arr	...	...	...	9 39	...	...	...	...	...
...	...	...	...	...	...	...	ST. PETERSBURG ..... ,,	...	...	...	7 15	...	...	...	...	...
...	...	...	...	...	...	...	RIGA ..... ,,	...	...	...	7 15	...	...	...	...	...

Via Bromberg.

BROMBERG, OTLOCZYN and ALEXANDROWO.*

G.M	1 Cl. th. sg	2 Cl. th. sg	3 Cl. th. sg	4 Cl. th. sg	Stations.	1 & 2 p.m.	1 2 3 4 p.m.	2, 3, 4 a. m.	p.m.	Stations.	2, 3, 4 a.m.	1 & 2 a. m.	1 2 3 4 p.m.	1 & 2 p.m.
Dis.														
...	...	...	...	...	**BERLIN** (Eastern) d.	10 45	9 30	8 45	1 55	**Moscow** (via Minsk	a.m.	a. m.	p. m.	p. m.
...	...	...	...	...	**DANTIC** (LegvThor)	...	4 0	11 20	7 50	**Wirbalen**	...	...	10 25	12 15
						a.m.	a.m.	p. m.	a. m.	**Alexandrowo** ..... dep	...	...	2 37	3 0
3,7	...	...	...	...	**Bromberg** .....dep.	6 57	11 27	7 36	11 51	**Otlocsyn**	...	10 12	5 47	6 0
6,6	0 17	0 13	0 9	0 5	**Schulitz**	7 20	12 43	8 39	12 29	**Thorn**	7 57	10 35	3 35	10 38
9,3	1 10	1 0	0 80	0 70	**Thorn**	7 25	12 48	7 46	1 18	**Schulitz**	8 10	11 48	5 7	11 6
...	1 31	1 6	0 86	0 13	**Alexandrowo** arr	8 0	1 32	8 21	...	**Bromberg** .....dep	8 58	12 30	5 54	11 58
...	1 37	1 13	0 89	0 14	**Warsaw** .....arr	9 15	2 40	...	...	**180, 188**	p.m.	p.m.	p.m.	a.m.
...	7 21	5 24	3 37	...	**Moscow** via Minsk	11 40	10 40	...	...	**DANTIC** (Lege Thor)	4 15	7 50	10 20	8 45
										BERLIN (Eastern) arr	6 0	10 20	8 45	8 45

* Mann Boudoir Sleeping Cars on this Railway.

EYDTKUHNEN, DANZIG, and BERLIN.—Königliche Preussische Ostbahn.*

G.M.	1st	2nd	3rd	4th	Stations.	1—4	1—4	1—2	1—4	1—2	1—4	1, 2, 3	1, 2, 3
	m. pf	m. pf	m. pf	m. pf						p.m.	p.m.		p.m.
	—	—	—	—	St. Petersburg dp	...	...	...	...	12 50	...	...	8 15
	—	—	—	—	Riga "	...	...	...	...	12 50	...	...	8 15
	—	—	—	—	For Wirballen "	a.m.		a.m.	a.m.	1 10	...	p.m.	8 36
	—	—	—	—	Eydtkuhnen ...dep.	3 0	...	6 35	8 50	2 25	...	5 4	5 11
	0 30	0 70	0 50	0 30	Stallupönen	3 22	...	7	...	2 42	...	5 25	10 0
	1 0	2 30	1 50	0 90	Gumbinnen	4 7	...	8 10	...	3 19	...	6 9	11 2
	1 30	3 80	2 50	1 30	Insterburg 173 arr.	4 56	...	10 10	9 57	3 55	...	6 50	11 44
					" ...dep.	4 48	...	7 27	9 43	3 45	...	7 10	12 11
	2 30	4 80	3 30	1 70	Herbitten	5 56	...	...	10 50	...	...	7 37	12 41
	3 10	6 10	4 10	2 10	Wehlau	6 3	...	11 50	10 35	4 26	...	8 13	1 16
	3 30	6 70	4 50	2 30	Tapiau	6 30	...	12 14	11 16	4 50	...	8 36	1 43
	4 30	9 30	6 30	3 10	Königsberg.....arr.	7 31	...	9 0	12 36	5 39	p.m.	9 40	2 7
					" 181.....dep.	8 6	...	9 14	1 13	5 48	6 15	10 9	3 37
	5 0	10 90	6 80	3 40	Kobbelbude	8 38	...	...	1 50	...	7 3	10 38	4 10
	5 30	11 0	7 30	3 70	Ludwigsort	8 56	...	9 47	2 19	6 23	7 34	10 56	4 29
	5 50	12 30	8 30	4 10	Heiligenbeil	9 33	...	...	2 51	...	8 26	11 10	5 3
	6 10	13 0	8 70	4 40	Braunsberg	9 57	...	10 34	3 21	7 1	9 3	11 40	5 28
	6 30	13 50	9 10	4 80	Goldenboden	10 21	...	11 0	3 47	7 45	10 56	12 0	5 48
	6 50	14 20	9 40	5 40	Elbing	11 24	...	11 24	4 10	8 2	3 2	12 19	7 6
	7 30	15 10	10 30	5 80	Altfelde	11 51	...	...	5 55	...	3 46	1 26	7 37
	7 50	15 80	11 0	6 0	Marienburg	12 25	...	11 54	4 23	8 31	4 20	1 43	8 0
	8 10	16 0	11 20	6 40	Dirschau .....arr.	1 10	...	12 18	4 56	8 58	5 7	2 11	8 32
	8 30	16 50	11 50	7 0	For Danzig...dep	...	...	12 40	7 35	9 36	5 40	2 30	8 50
	8 50	17 0	12 0	7 20	From " 183 arr	...	...	12 5	5 30	8 40	...	1 54	8 15
	9 10	17 50	12 30	7 40	Dirschau .....dep.	2 0	...	12 37	7 21	9 4	...	2 36	9 6
	9 30	18 0	12 50	8 0	Pr. Stargardt	3 58	...	13 59	8 12	...	...	3 33	9 56
	9 50	18 50	13 10	8 20	Hoch Stüblau	4 43	...	...	8 40	...	...	3 43	10 25
	10 10	19 0	13 30	8 40	Czersk	5 56	...	...	9 25	...	...	4 25	11 18
	10 30	19 50	13 50	9 0	Rittel	7 39	...	...	10 4	...	...	4 47	11 43
	10 50	20 0	14 10	9 20	Konitz.....arr.	8 13	p.m.	2 12	10 35	...	...	5 11	12 9
	11 10	20 50	14 30	9 40	Flatow	...	7 56	3 2	11 9	...	...	5 30	1 25
	11 30	21 0	14 50	10 0	Schneidemühl arr.	...	8 41	3 38	1 8	...	1—2	7 0	2 20
					For Bromberg dep	...	9 13	...	...	...	a.m.	7 13	3 20
					From "	...	9 47	3 38	1 10	1 16	11 11	...	2 28
	11 50	21 20			Schneidemühl dp	...	9 6	3 44	1 38	1 36	11 36	7 36	2 43
	12 10	21 30	15 20	10 40	Schoslange	...	9 53	...	2 28	...	12 1	8 0	3 15
	12 30	21 50	15 40	11 0	Filehne	...	10 36	...	3 0	...	12 30	8 30	3 44
	12 50	22 10	16 0	11 20	Kreuz 183 .....arr.	...	10 57	4 41	3 21	2 34	12 47	8 49	4 1
					For Posen.....dep	...	...	5 20	5 10	3 1	2 0	9 16	5 20
					" Stargard ... "	...	...	6 39	5 28	3 11	1 54	...	6 39
					From Posen .....arr	...	9 50	...	1 21	1 21	1 2	8 41	...
					" Stargard arr	...	10 51	...	2 1	2 1	1 7	9 58	...
	13 10	22 30	16 40	...	Kreuz.....dep.	...	11 22	5 6	3 41	2 34	1 37	9 4	4 11
	13 25	22 45	16 55	11 50	Dütsen	...	11 49	...	4 6	...	1 17	9 25	4 33
	13 40	23 0	17 10	12 0	Friedeberg	...	12 33	...	4 43	...	1 56	9 51	5 0
	13 50	23 10	17 20	12 10	Landsberg	...	1 39	6 11	5 48	3 39	2 42	10 36	5 54
	14 10	23 30	17 40	12 30	Wists	...	2 21	...	6 40	...	3 15	11 15	7 3
	14 30	23 50	18 0	12 50	Cüstrin 186 ..... arr.	...	3 3	7 0	7 34	4 27	3 43	11 48	7 36
	14 50	24 10	18 20	13 10	" Frankfort-o-O. "	...	...	6 40	7 20	...	3 35	11 20	6 46
	15 10	24 30	18 40	13 30	Cüstrin ..... dep.	...	3 18	7 6	7 34	4 38	3 49	11 54	7 46
	15 30	24 50	19 0	13 50	Gusow	...	4 2	...	8 18	...	4 23	12 28	8 24
	15 50	25 10	19 20	14 0	Dahmsdorf-Müncheb.	2, 3, 4	4 46	...	9 4	5 22	4 49	12 57	9 0
	16 10	25 30	19 40	14 20	Strausberg	p.m.	5 53	...	9 40	...	5 14	1 22	9 39
					Rudersdorf dep	5 25	...	...	...	...	...	...	...
	16 30	25 50	19 50	14 40	Fredersdorf	5 44	6 6	...	10 1	...	5 32	1 39	9 49
					Rudersdorf arr	...	...	...	...	...	...	...	...
	16 50	26 10	20 0	14 50	Neuenhagen	5 56	6 21	...	10 16	...	5 32	1 49	9 58
	17 10	26 30	20 20	15 10	Berlin East. Sta.) arr	6 25	7 3	6 45	10 55	6 20	6 0	2 19	10 38

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.			
Lasa ..... dep.	7 3	9 26	2 17	6 26	9 27				
Franzwalde	7 46	10 9	2 54	7 9	9 40				
Driebitz	8 5	10 27	3 13	7 28	9 58				
Glogau 183 ..... arr.	9 26	10 56	4 36	8 49	10 57				

Stations.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.			
Glogau ..... dep.	3 31	11 49	4 23	7 34	10 41				
Driebitz	5 54	12 16	4 53	7 54	...				
Franzwalde	6 9	12 34	4 58	8 9	...				
Posin-Lasa 184 ..... arr.	6 33	1 1	5 26	8 37	...				

KÖNIGSBERG to GRAJEWO.—Ostpreussische Südbahn.

M.	1 cl.	2 cl.	3 cl.	Stations.	1—2.	2—4.	2—4.		Stations.	2—4.	2—4.	1—3.	
	Th. s	Th. s	Th. s		a.m.	p.m.	p.m.			p.m.	a.m.	p.m.	
0.0	—	—	—	Königsberg dep.	9 25	5 40	9 0	...	Brest ..... arr	...	10 0	...	...
5.9	9 19	0 14	6 9	Schrombehnen	10 15	6 31	12 45	...	Grajewo ..... dep	...	8 30	...	...
9.1	1 0	0 22	0 15	Pr. Eylau	10 44	6 49	1 12	...	Prostken ..... arr.	...	8 40	...	...
14.7	1 16	1 4	0 28	Bartenstein	11 21	7 26	1 50	...	" (Saltz) ..... dep	...	9 40	4 30	...
20.0	1 33	1 16	0 37	Wöterkeim	11 37	7 42	2 6	...	Lyck	...	9 36	5 1	...
21.8	2 5	1 18	1 2	Morschen .....arr.	12 0	7 59	2 30	...	Widminnen	...	10 22	5 48	...
				" 189 ...dep.	12 30	8 26	3 0	...	Lötzen	...	10 50	6 26	...
25.6	2 22	1 1	1 11	Rastenburg	13 44	9 43	3 14	...	Styriack	...	11 11	7 33	...
27.3	2 34	1 10	1 17	Styriack	1 6	...	3 45	...	Rastenburg	6 45	11 36	7 45	...
31.7	2 55	1 19	1 28	Lötzen	1 30	...	4 14	...	Morschen .....arr.	7 35	12 7	8 0	...
34.1	3 6	1 25	1 34	Widminnen	2 21	...	5 14	...	" .....dep.	7 55	12 32	6 25	...
41.3	3 34	1 46	2 13	Lyck	3 6	...	6 8	...	Wöterkeim	8 20	12 53	9 51	...
45.3	3 51	1 58	2 19	Prostken .....arr.	3 30	...	6 35	...	Bartenstein	8 41	1 13	9 13	...
				" .....dep.	3 40	...	8 50	...	Pr. Eylau	9 21	1 57	9 55	...
				Grajewo .....arr.	4 0	...	9 0	...	Schrombehnen	9 45	2 6	10 19	...
				Brest Litewski	4 31	...	11 40	...	Königsberg 180, 181 a	10 28	2 48	11 6	...

* Mann Boudoir Sleeping Cars on this Railway.

FRANKFURT-on-the-Oder and CUSTRIN.—Prussische Ostbahn.*

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4
Berlin.....dep	...	...	10 4	12 13	...	5 55	9 22
Guben ..... ,,	6 11	...	8 34	1 29	4 59	...	8 32
Posen ..... ,,	...	...	6 23	...	...	...	8 39
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Frankfurt .....dep	6 20	7 48	10 20	2 35	5 8	7 38	9 50
Lebus.....	6 43	8 11	10 43	2 58	5 46	8 1	10 20
Podelzig.....	6 57	8 25	10 55	3 12	6 7	8 15	10 32
Custrin 180.....arr	7 20	8 48	11 15	3 35	6 40	8 38	11 25

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Custrin.....dep	4 45	7 50	9 31	12 15	4 35	7 35	9 40
Podelzig..... ,,	5 10	8 20	9 51	12 40	5 14	8 20	10 26
Lebus..... ,,	5 27	8 37	10 6	12 57	5 50	8 37	10 26
Frankfurt.....arr	5 50	9 32	10 28	1 20	6 35	9 0	11 10
Posen .....dep	2 0	2 0	...	5 57	...	...	...
Guben ..... ,,	9 59	10 59	12 21	...	8 39	11 20	11 20
Berlin ..... ,,	5 5	3 30	...	1 47	7 15	...	...

SCHNEIDEMÜHL, BROMBERG, AND INSTERBURG.—Prussische Ostbahn.*

1st	2nd	3rd	Stations.	1 & 2	1—4	2,3, 4	3,4	1,2,3	1,2,3
m.pf	m.pf	m.pf		p.m.	p.m.		p.m.	p.m.	
...	...	...	Berlin (E.S.)...dep	3 45	6 53	...	3 5	9 1	
...	...	...	Kreuz ..... ,,	3 7	1 ...	...	2 9	8 47	
				a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
—	—	—	**Schneidemuehl** dep	3 53	7 13	9 48	3 20	9 13	
...	...	...	Bialosliwe..... ,,	...	8 ...	...	10 20	4 9	9 59
4 80	2 80	2 40	Nakel ..... ,,	5 1	9 2	1 2	5 1	10 48	Gerdauen ..... ,,
7 0	5 20	3 80	**Bromberg** .....arr	5 29	9 47	2 8	5 39	11 24	**Korschen**.....arr
...	...	...	Dirschau.....dep	5 51	10 4	2 36	6 3	...	Frostken .....dep
...	...	...	Posen .....dep	6 20	9 58	...	6 35	...	Konigsberg dep
...	...	...	Dirschau .....arr	...	8 48	...	5 38	11 38	Frostken.....arr
...	...	...	Danzig.....arr	...	8 50	...	5 10	9 20	Konigsberg ...arr
7 60	5 80	...	**Bromberg** .....dep	5 48	10 2	...	5 59	11 51	**Korschen**.....dep
9 60	6 80	4 30	Schulitz..... ,,	6 21	10 44	...	6 38	12 29	Rothfliess ..... ,,
11 0	6 30	5 50	**Thorn** .....arr	6 57	11 37	...	7 26	1 15	Wartenburg ..... ,,
...	...	...	For Posen .....dep	7 30	...	...	...	...	Allenstein ..... ,,
12 10	9 10	6 10	,, Otlotzyn ..... ,,	7 25	12 25	...	7 46	...	**Osterode**..... ,,
...	...	...	From Posen.....arr	...	9 31	...	7 21	...	Deutsch Eylau..... ,,
...	...	...	Otlotzyn ..... ,,	...	...	...	...	...	Bischofswerder ... ,,
11 90	9 30	...	**Thorn** .....dep	7 18	1 10	...	7 50	...	Jablonowo..... ,,
14 20	10 70	7 10	Briesen ..... ,,	8 7	1 29	...	8 55	...	Briesen ..... ,,
15 70	11 80	7 90	Jablonowo ..... ,,	8 35	2 12	...	9 35	...	**Thorn** .....arr
17 30	13 0	8 70	Bischofswerder ... ,,	8 59	2 52	...	10 5	1—4	Posen .....dep
18 60	14 0	9 30	Deutsch Eylau..... ,,	9 19	3 32	...	10 31	a.m.	Otlotzyn ..... ,,
23 70	17 40	...	**Osterode**..... ,,	10 4	4 28	...	11 30	4 30	Posen .....arr
24 10	18 10	12 10	Allenstein ..... ,,	11 1	5 46	...	12 36	5 38	Otlotzyn..... ,,
28 20	18 90	12 60	Wartenburg ..... ,,	11 20	6 29	...	1 0	6 2	**Thorn** .....dep
28 20	19 90	13 30	Rothfliess ..... ,,	11 40	6 56	...	1 24	6 27	Schulitz ..... ,,
29 50	22 10	14 80	**Korschen(181)** arr	12 27	8 2	...	2 23	7 28	**Bromberg**.....arr
...	...	...	For Konigsberg d	12 35	...	...	...	7 56	Posen.....dep
...	...	...	,, Lyck .....dep	12 33	8 58	...	2 43	...	Dirschau..... ,,
...	...	...	From Konigsberg	12 ...	8 ...	...	1 39	...	Posen.....arr
...	...	...	Lyck .....arr	12 10	...	...	1 25	7 28	**Dirschau**.....
32 ...	0 34	60	**Korschen** .....dep	12 35	8 17	...	2 33	7 42	**Bromberg** .....dep
31 50	23 70	15 80	Gerdauen ..... ,,	1 10	9 15	...	3 9	8 27	Nakel ..... ,,
34 80	26 10	17 40	**Insterburg 181** arr	2 3	10 37	...	4 7	9 35	Bialosliwe..... ,,
...	...	...	Eydtkuhnen ...dep	2 29	11 26	...	4 32	9 54	**Schneidemuehl** arr
...	...	...	Tilsit ..... ,,	...	...	...	5 30	...	Konitz .....dep
...	...	...	Konigsberg ... ,,	3 45	1 11	...	4 48	9 43	Berlin ..... ,,

Osterode to Insterburg, at 4.30 a.m.

Korschen to Insterburg, at 7.26 p.m.

Insterburg to Korschen at 1.24 p.m.

EXTRA TRAINS.—Neufahrwasser to Danzig at 11.40 p.m.; Dirschau to Danzig at 8.30 a.m. and 7.35 p.m.

BROMBERG, DIRSCHAU, and DANZIG.*

Stations.	1—4	1—4	1—2	1—4	1—4	1—4
			a.m.	a.m.	a.m.	p.m.
Schneidemuhl dep	...	...	3 53	7 13	8 42	3 20
Thorn ..... ,,	...	...	...	7 37	10 ob	4 8
Posen..... ,,	...	...	...	5 55	...	1 35
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Bromberg .....dep	...	...	5 51	...	10 4	2 36
Kotomiers ..... ,,	...	...	...	...	10 43	3 8
Terespol ..... ,,	...	...	6 39	...	11 24	3 40
Wariubien ..... ,,	...	...	7 13	...	12 17	4 25
Czerwinsk ..... ,,	...	...	7 34	...	12 47	4 49
Pelplin ..... ,,	...	...	7 56	...	1 18	5 15
Dirschau .....arr	...	...	8 20	...	1 50	5 43
Schneidemuhl dp	9 13	...	3 53	...	2 21	...
Konigsberg.... dep	10 9	...	3 37	9 14	7 46	5 58
Schneidemuhl ar	2 6	...	...	...	1 35	5 46
Konigsberg ...arr	2 11	...	8 32	12 15	1 24	...
Dirschau .....dep	2 30	5 40	8 50	12 40	2 30	6 10
Hohenstein	3 59	6 2	9 13	1 ...	3 43	6 39
Praust	3 11	6 21	9 31	1 31	3 1	6 51
Danzig (Lege Thor)	3 30	6 40	9 50	...	1 40	3 20
,, ,, dep	6 20	...	10 5	...	1 55	4 40
Danzig (Hohe Thor) ,,	6 35	...	10 20	2 10	4 55	8 10
Neufahrwasser ar	6 50	...	10 35	2 25	5 10	8 25

Stations.	1—4	1—4	1—4	1—4	1—4	1—4
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Neufahrwasser dp	...	...	7 15	11 0	3 25	6 40
Danzig (Hohe Thor) ,,	...	...	7 30	11 15	3 40	6 55
Danzig (Lege Thor) ,,	...	...	7 45	11 30	3 55	7 10
,, ,, dep	4 0	7 15	11 5	12 21	4 30	7 47
Praust ..... ,,	4 21	7 36	11 26	12 42	4 51	8 1
Hohenstein ..... ,,	4 40	7 55	11 45	1 1	5 10	8 20
Dirschau .....arr	5 0	8 15	12 5	1 21	5 30	8 40
Konigsberg ...arr	10 6	11 55	...	7 30	9 13	1 43
Schneidemuhl arr	...	2 9	12 27	8 41	1 2	1 16
Konigsberg ...dep	...	8 32	...	7 46	...	5 56
Schneidemuhl dep	2 6	9 5	...	...	1 51	6 51
Dirschau .....dep	5 36	9 23	...	1 51	...	9 4
Pelplin ..... ,,	6 8	9 54	...	2 27	...	9 39
Czerwinsk ..... ,,	6 37	10 22	...	3 0	...	9 57
Wariubien ..... ,,	7 0	10 49	...	3 33	...	10 23
Terespol ..... ,,	7 47	11 25	...	4 16	...	10 58
Kotomiers ..... ,,	8 21	11 55	...	4 55	...	...
Bromberg 180 arr	8 46	12 16	...	5 26	...	11 32
	p.m.					
Posen ..... arr	3 24	...	...	10 14	...	...
Thorn ..... ,,	11 29	...	...	7 26	...	1 14
Schneidemuhl ,,	11 11	2 26	...	6 47	...	1 16
	a.m.	p.m.		p.m.		a.m.

* Mann Boudoir Sleeping Cars on this Railway.

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| 1 Cl. | 2 Cl. | 3 Cl. | 4 Cl. | Stations. | 1 & 2 | 1 & 2 | 1 & 2

1 Cl.	2 Cl.	3 Cl.	Stations	p.m.			nght	a.m.		a.m.
m.p†	m.p†	m.p†								
			Stargard .....dep	7 5	...	...	12 0	7 6	...	11 13
3 80	2 10	1 40	Arnswalde.....	8 39	...	...	12 49	7 50	...	11 58
5 40	4 10	2 70	Woldenberg	10 6	...	...	1 34	8 35	...	12 43
7 10	5 40	3 60	**Kreuz** ..... arr	10 51	...	...	2 1	8 59	...	1 7
...	...	...	,, **180**.....dep.	...	...	...	3 1	9 16	...	2 0
9 70	7 30	4 90	Wronke.....	...	...	...	3 46	10 1	...	2 45
...	...	...	Rokietnice.....	...	...	...	4 33	10 48	...	3 32
...	...	...	**Posen 175** ..... arr	...	...	...	4 56	11 11	...	3 55
...	...	...	,, ...dep	...	...	...	5 4	11 49	...	4 4
...	...	...	**Moscayn**	...	...	...	5 30	12 10	...	4 30
17 10	12 80	8 60	**Kosten**	...	...	...	6 5	12 38	...	5 5
19 20	14 40	9 60	**Lissa 191**	...	...	...	6 50	1 14	...	5 50
23 0	17 30	11 50	Trachenberg	...	...	...	8 6	2 18	...	7 6
23 90	17 90	12 0	Gellendorf.....	...	...	...	8 22	2 32	...	7 22
25 50	19 20	12 80	Schebitz .....p.....	...	...	...	8 58	3 0	...	7 58
26 80	20 10	13 40	**Breslau** (Up. S) arr	a.m.	a.m.	a.m.	9 20	3 21	p.m.	8 20
...	...	...	,, ...dep	5 15	6 53	7 15	12 15	4 0	5 40	9 0
2 20	1 70	1 10	**Ohlau**	5 49	7 21	8 24	1 1	4 26	6 26	9 43
3 30	2 50	1 70	**Brieg 185**	6 12	7 42	9 10	1 26	4 44	6 53	10 8
4 60	3 50	2 30	**Loewen**	6 33	8 1	9 44	1 53	5 1	7 21	10 36
6 60	5 0	3 30	**Oppeln** ..... arr	7 12	8 25	10 38	2 28	5 24	7 57	11 11
...	...	...	TARNOWITZ ...arr		10 39	...	...	10 6	10 6	
...	...	...	**Oppeln** .....dep	7 17	8 30	10 33	2 34	5 27	8 3	
8 20	6 20	4 10	Goglin	7 39	8 52	11 39	3 3	5 47	8 32	...
6 90	7 40	5 0	**Cosel** ..... arr	7 9	9 13	12 24	3 34	6 6	9 3	...
14 60	11 0	7 40	OPPERSBURG ....arr	10 5	10 45	3 42	5 35	7 22	...	...
...	...	...	VIENNA ..... ,,	7 10	5 55	3 49	...	5 5	...	...
...	...	...	**Cosel** .....dep		9 2	12 44	3 44	6 24	9 14	...
11 10	8 30	5 60	Rudzinitz	a.m.	9 55	1 26	4 11	6 50	9 42	a.m.
12 80	9 60	6 40	**Gleiwitz**	5 11	10 30	2 39	4 48	7 25	10 14	7 45
14 10	10 60	7 10	Morgenroth	5 45	11 6	3 52	5 26	8 1	...	8 21
14 40	10 80	7 20	**Schwˈntochlowa**	5 52	11 13	4 1	5 33	8 8	...	8 28
...	...	...	SCHWˈNTˈLOW dp	8 32	1 50	...	...	9 37	...	8 32
...	...	...	KONIGSHUTTE ar	8 40	2 6	...	...	9 50	...	8 40
15 0	11 30	7 50	Kattowitz	6 7	11 27	4 31	5 48	8 22	...	8 42
...	...	...	Sosnowitz .....arr	7 13	11 53	...	6 33	...	...	...
...	...	...	WARSAW ..... ,,	5 26	8 22	...	10 5	...	...	...
...	...	...	Schopinitz	6 32	11 41	4 58	6 4	8 43	...	8 56
15 70	11 80	7 90	**Mysłowitz**	6 30	11 49	5 8	6 12	8 39	...	9 4
...	...	...	CRACOW.....arr	...	3 55	...	...	...	...	...
...	...	...	Imialin	6 52	12 25	...	6 34	...	...	...
17 60	13 20	8 30	**Oswiecim 206** ar	7 15	12 59	...	6 55	...	...	...
...	...	...	OSWIECIM .....dp	7 50	a.m.	...	6 58	p.m.	...	...
...	...	...	CRACOW ..... arr	9 50	a.m.	...	8 30	p.m.	...	...
...	...	...	LEMBERG ..... ,,	9 45	p.m.	...	5 57	a.m.	...	...
...	...	...	ODESSA ..... ,,	8 52	a.m.	...	8 32	a.m.	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.							p.m.
HALLE								1 36
..... dep	...	a.m.	8 90	...	...	...	...	...
Falkenberg	...	6 42	10 55	...	p.m.	p.m.	6 45	7 9
Liebenwerda	...	7 14	11 18	...	...	...	7 9	7 28
Elsterwerda	...	7 41	11 36	...	...	...	7 57	7 57
Mückenberg	...	8 13	12 3	...	...	...	...	...
GROSSENHAIN ....dep	...	7 44	11 27	2 37	...	...	6 17	...
Ruhland	...	8 49	12 30	3 40	4 19	...	...	...
Hohenbocka	...	9 11	12 49	4 3	4 46	...	...	...
Hoyerswerda	...	9 37	1 16	4 29	5 12	...	...	...
Lohsa	...	10 4	1 46	4 57	5 39	...	...	...
Uhyst	...	10 27	2 7	5 20	5 58	...	...	...
Klicka	...	10 41	2 20	5 34	6 9	...	...	...
Niesky	...	11 4	2 40	5 57	6 27	...	...	...
Horka	...	11 25	2 57	6 15	6 45	...	...	...
Kohlfurt 183	...	11 38	3 12	6 28	6 59	...	...	...
BRESLAU	...	3 30	8 0	10 45	...	...	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.							
BRESLAU ..... dep	12 45	...	...	...	...	...	...	...
Kohlfurt	1 33	5 7	...	...	...	...	...	...
Horka	2 1	5 46	...	...	...	...	...	...
Niesky	2 49	6 1	...	...	...	...	...	...
Klicka	3 11	2 29	6 18	...	...	...	...	...
Uhyst	6 43	2 50	6 46	...	...	...	...	...
Lohsa	7 5	3 3	7 5	...	...	...	...	...
Hoyerswerda	7 40	3 26	7 32	...	...	...	...	...
Hohenbocka	8 9	3 47	7 57	...	...	...	...	...
Ruhland	8 43	4 7	8 29	...	...	...	...	...
GROSSENHAIN ....arr	9 36	5 47	9 36	...	...	...	...	...
Mückenberg ..... dep	9 2	4 22	8 52	...	...	...	...	...
Elsterwerda	9 28	4 44	9 27	...	...	...	...	...
Liebenwerda	9 47	5 0	9 51	...	...	...	...	...
Falkenberg	10 7	5 17	10 14	...	...	...	...	...
HALLE	...	...	...	...	...	...	...	...

BERLIN, COTTBUS, and GORLITZER EISENBAHN.

Dist.	1 cl. m.p†	2 cl. m.p†	3 cl. m.p†	4 cl. m.p	Stations.	1—3 p.m.	1—4 a.m.	1—4 p.m.	1—4 p.m.	1—3 p.m.	1—4 p.m.	Stations.	1—4 a.m.	1—4 a.m.	1—4 p.m.	1—4 p.m.
					Berlin.....dep	3 20	...	7 0	12 45	3 10	7 10	VIENNA	...	...	9 m.	p. sr.
13,7	1 10	0 80	0 50	0 30	Grunau.....	4 6	...	7 21	1 14	...	7 35	REICHENBERG	...	6 56	1 30	7 13
37,7	2 20	1 70	1 10	0 66	K. Wusterhausen	4 34	...	7 43	1 42	3 45	7 58	**Seidenberg** dp ...	5 20	9 39	2 50	10 19
50,4	4 0	3 0	2 0	1 0	Halbe	...	...	8 13	2 13	...	8 28	Nikrisch	5 32	9 50	3	10 32
80,7	4 80	3 60	2 40	1 20	Brand	...	...	8 29	2 29	...	8 44	**Gœrlitz** .....arr	5 50	10 6	4 20	10 49
74,6	6 0	4 50	3 0	1 50	Lübben.....	...	...	8 51	2 50	4 42	9 5	,, ...dep	6	0 10	4 30	10 59
85,6	6 80	5 10	3 40	1 70	Lübbenau.....dep	...	...	9 14	3 14	5 2	9 26	Ho:ka	...	...	5 1	...
97,5	7 80	5 90	3 90	2 0	Vetschau	...	...	9 39	3 32	...	9 44	Uhwmansdorf	6 34	10 38	5 31	11 31
14,7	9 30	6 90	4 60	2 30	Cottbus.....dep	6	0 10	1	...	5 41	10 17	Weisswasser	6 47	11 7	5 47	11 47
28,4	11 10	8 30	5 50	2 90	Spremberg	...	6 39	10 38	...	6 11	10 52	Spremberg ..... a.m.	7 44	11 30	7	12 43
57,1	12 60	9 50	6 30	3 20	Weisswasser	...	7 12	11 7	...	6 40	11 24	**Cottbus**.....dep	5 38	8 30	12 6	6 58
64,3	14 80	11 10	7 40	3 70	Uhwmansdorf	...	7 54	11 48	...	7 15	12 6	Vetschau	5 56	8 47	...	7 16
87,1	...	...	...	...	Horka	...	8 0	11 53	...	...	...	Lübbenau.....dep	6 14	9 9	12 38	7 33
97,9	16 70	12 50	8 30	4 20	**Gœrlitz** .....arr	...	8 33	12 24	...	7 46	12 40	Lübben	6 32	9 28	12 51	7 53
...	...	...	...	...	,, ...dep	...	8 38	12 29	...	7 51	5 15	Brand	6 54	9 51	...	8 13
17,4	0 40	0 60	0 40	0 20	Nickrish	...	8 56	12 46	...	8 7	5 38	Halbe	7 10	10 6	...	8 27
34,9	1 40	1 0	0 70	0 30	**Seidenberg** arr	...	9 10	1 0	...	8 20	5 50	K. Wusterhausen	7 49	10 38	1 40	8 56
...	...	...	...	...	REICHENBERG ...	...	...	3 7	...	10 58	7 56	Grunau.....	8 14	11 0	...	9 16
...	...	...	...	...	VIENNA ....arr	...	...	7 20	...	9 39	...	**Berlin**.....arr	8 36	11 20	2 11	9 35

OPPELN and Oderberg.

Dist.	1 Cl. sgr.	2 Cl. sgr.	3 Cl. sgr.	4 Cl. sgr.	Stations.	2—4 a.m.	2—4 p.m.	2—4 p.m.	—	—	—	Stations.	2—4 a.m.	2—4 a.m.	2—4 p.m.
Dis					KOSEL	7 50	2 0	7 4	—	—	—	BRESLAU....dep	6 25	m.	m.
					Oppeln .....dep.	8 37	3 28	8 3	...	...	...	REUTHEN	8 50	10 13	4 52
2,8	18	14	9	6	Malapane 186.....	9 18	6 15	8 41	...	...	...	Vossowska dep.	9 30	11 58	5 32
4,2	27	21	14	9	Vossowska arr.	9 25	6 34	8 56	...	...	...	Malapane	10 10	12 51	6 11
...	...	...	...	...	REUTHEN ,,	11 1	...	10 32	...	...	...	**Oppeln** 184 arr.	10 47	12 51	6 11
...	...	...	...	...	BRESLAU. ,,	...	9 33	...	...	...	...	KOSEL	12 24	2 26	7 50

OSWIECIM, &c., to STARGARD.

1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.											
m.pf	m.pf	m.pf	m.pf							a.m.					
—	—	—	—	ODESSA ..... dep.	...	...	...	...	...	7 43	a.m.	8 44	p.m.	...	
—	—	—	—	LEMBURG ..... ,,	...	...	...	...	...	5 5	p.m.	11 28	p.m.	...	
—	—	—	—	CRACOW ..... ,,	...	...	...	...	...	5 45	a.m.	7 30	a.m.	...	
—	—	—	—	OSWIECIM ..... arr.	...	...	...	...	...	7 41	a.m.	9 4	a.m.	p.m.	
—	—	—	—	Oswiecim ..... dep.	...	...	...	...	...	8 43	...	3 10	...	8 14	
—	—	—	—	Imielin	...	...	...	...	...	9 4	...	3 42	...	8 34	
—	—	—	—	CRACOW ..... dep.	a.m.	...	...	a.m.	...	8 0	...	...	...	...	
1 50	1 40	1 0	0 50	Myslowitz	5 23	...	...	7 23	9 24	1 9		4 35	...	8 56	
—	—	—	—	Schoppinitz	5 30	...	...	7 33	9 35	1 16		4 44	...	9 4	
—	—	—	—	WARSAW ..... dep.	...	...	...	...	6 18	...		7 20	...	11 10	
—	—	—	—	SOSNOWITZ ..... ,,	...	...	...	...	8 53	...		3 43	...	9 3	
0 80	0 60	0 40	0 20	Kattowitz	5 50	...	7 51	9 49	1 27			4 57	...	9 18	
—	—	—	—	KONIGSHUTTE ..... dep.	5 24	...	...	...	10 38			4 46	...	...	
1 40	1 10	0 70	0 40	SCHWIENTOCHLOWITZ ar.	5 32	...	...	...	10 46			4 54	...	...	
—	—	—	—	**Schwientochlowitz**	5 52	...	...	8 15	10 3	1 41		5 9	...	9 30	
1 70	1 30	0 90	0 50	Morgenroth	6 4	...	...	8 40	10 16	1 54		5 19	...	9 42	
3 0	2 30	1 50	0 80	**Gleiwitz**	6 36	...	...	12 1	10 52	2 30		5 53	...	10 11	
4 70	3 60	2 40	1 20	Rudzinitz	7 7	...	...	12 50	11 24	3 2		6 24	...	...	
5 40	4 50	3 0	1 50	**Cosel** ..... arr.	7 29	a.m.	...	1 20	11 46	3 24		6 46	p.m.	...	
—	—	—	—	VIENNA ..... dep.	...	8 30	...	...	...	...		10 45	8 0	...	
—	—	—	—	ODERBERG ..... ,,	6 30	6 40	...	...	...	...		5 45	5 55	...	
—	—	—	—	**Cosel**	7 50	8 38	2 0	11 56	...	...		7 4	7 39	...	
7 60	5 70	3 80	1 90	Gogolin	8 13	9 12	2 55	12 30	...	...		7 31	8 8	...	
9 20	6 90	4 60	2 30	**Oppeln** ..... arr.	8 32	9 36	3 29	12 54	...	...		7 51	8 31	...	
—	—	—	—	TARNOWITZ ..... ,,	a.m. 10 39	...	...	...	...	...		10 6	...	...	
—	—	—	—	**Oppeln** ..... dep.	4 42	8 36	9 42	3 44	12 59	...		7 56	8 36	...	
11 20	8 0	5 60	2 80	**Lowen**	5 16	9 0	10 18	4 37	1 36	...		8 21	9 0	...	
13 50	9 40	6 30	3 20	**Brieg**	5 43	9 19	10 45	5 33	2 4	...		8 41	9 31	...	
13 60	10 20	6 90	3 40	**Ohlau**	6 4	9 36	11 7	6 9	2 27	...		8 59	9 51	...	
15 70	11 80	7 90	4 0	**Breslau** ..... arr.	6 42	10 0	11 45	7 1	3 5	...		9 24	10 20	...	
—	—	—	—	..... dep.	6 50	—	12 5	—	6 30	...		—	—	...	
1 30	1 0	0 70	0 40	Schebitz	7 12	...	12 26	...	6 51	...		...	...	...	
3 0	2 20	1 50	0 80	Gallendorf	7 47	...	12 55	...	7 26	...		...	...	...	
3 80	2 90	1 90	1 0	Trachenberg	8 4	...	1 9	...	7 42	a.m.		...	...	...	
7 70	5 80	3 90	2 0	**Lissa**	9 23	...	2 16	...	9 3	6 58		...	...	...	
9 90	7 40	4 90	2 50	Kosten	10 3	...	2 48	...	9 44	7 38		...	...	...	
—	—	—	—	Moschin	10 40	...	3 19	...	10 23	8 15		...	...	...	
12 30	9 10	6 60	3 30	**Posen** ..... arr.	11 4	a.m.	3 39	p.m.	10 47	8 39		...	...	...	
—	—	—	—	..... 175 ..... dep.	11 12	5 45	4 30	6 55	11 31	...		...	...	...	
—	—	—	—	Rokietnice	11 35	6 20	4 54	7 39	11 54	...		...	...	...	
17 10	12 90	8 60	4 30	Wronke	12 21	7 39	5 39	8 56	12 40	...		...	...	...	
19 70	14 80	9 90	5 0	**Kreuz** ..... arr.	1 2	8 41	6 20	9 50	1 21	...		a.m.	...	...	
—	—	—	—	..... 181 ..... dep.	1 56	...	6 29	...	3 11	...		5 55	...	...	
11 80	15 10	10 80	5 40	Woldenberg	2 24	...	6 57	...	3 39	...		6 19	...	...	
14 0	18 0	12 0	6 0	Arnswalde	3 8	...	7 40	...	4 24	...		7 48	...	...	
15 80	20 10	13 40	6 70	**Stargard** ..... arr.	3 51	...	8 22	...	5 7	...		9 6	...	...	

NEISSE TO BRIEG.—Neisse-Brieger Eisenbahn.

Stations.	Trains. 1254	1264	1234	Fares. 1 cl. m.pf	2 cl. m.pf	3 cl. m.pf	4 cl. m.pf	Stations.	Trains. 1234	1254	1264
	a.m.	a.m.	p.m.						a.m.	p.m.	p.m.
Neisse ..... dep.	6 15	7 24	1 24	2 64	...	...	...	Brieg ..... dep.	7 45	2 16	6 55
Bisdorf	6 27	7 41	1 41	2 71	...	...	...	Bohmischdorf	8 9	2 39	7 14
Falkenau	6 40	7 58	1 58	2 78	1 80	1 40	1 0	Grottkau	8 36	3 25	7 41
Grottkau	6 55	8 20	2 26	2 86	...	...	...	Falkenau	8 55	3 25	8 01
Bohmischdorf	7 9	8 44	2 44	2 93	1 90	1 50	1 10	Bisdorf	9 13	3 42	8 17
Brieg ..... arr.	7 25	9 6	3 6	3 00	2 0	1 60	1 20	Neisse ..... arr.	9 28	3 58	8 33

BRESLAU, VOSSOWSKA, and DZIEDITZ.—Rechte-Oder UFER-Bahn.

| Stations. | | | | | | | | | | |

REPPEN, RAUDTEN, and FRANKENSTEIN.—Breslau-Schweidnitz Freiburger Eisenbahn

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	2 & 3	1—4	1—4	1—3
Dis.	...	...	...	BERLIN .....dep'	...	...	8 45	1 0
...	...	...	...	FRANKFURT-ODER	...	...	10 15	3 20
	m pf	m pf	m pf		p.m.	a.m.	a.m.	a.m.	p.m.
				Reppen .....dep	...	...	10 57	3 59	...
9½	1 30	1 0	0 70	Gr. Gandern	...	...	9 0	1 0	...
18	2 40	1 80	1 2	Raudach.....	...	1—4	10 30	3 35	...
35½	4 60	3 50	2 30	**Rothenburg** ...arr.	...	a.m.	10 57	4 2	...
				POSEN ..... dep.	...	5 3	11 7	4 6	...
...	...	...	...	GUBEN .....dep.	...	6 15	11 29	...	...
...	...	...	...	**Rothenburg** ...dep.	...	7 50	11 49	...	...
8	5 60	4 20	2 80	Grünberg.....	...	8 13	12 11	...	...
22½	7 40	5 60	3 70	Neusalz.....	...	8 50	12 30	5 15	...
30	8 40	6 30	4 20	Beuthen	...	9 8	...	10 22	4 0
44½	9 90	7 50	5 0	**Glogau** ..... arr	...	9 36	11 14	2 85	6 46
...	...	...	...	LISSA .....arr.	...	9 25	12 39	5 19	8 8
...	...	...	...	,, ...dep.	a.m.	6 35	1 3	5 27	8 40
...	...	...	...	**Golgau** .....dep.	5 30	6 44	1 42	6 6	9 36
49½	10 90	8 20	5 50	Gramschütz	5 48	10 3	2 1	6 19	10 1
55½	11 70	8 80	5 99	**Raudten** .....arr.	6 0	10 15	2 29	6 41	10 42
...	...	...	...	**Raudten** .....dep.	6 4	10 20	5 9	8 41	...
65½	13 10	9 80	6 60	Stelnau	6 21	10 47	2 37	7 37	...
77½	14 60	10 90	7 30	Wohlau.....	6 57	11 13	2 40	6 47	...
84	15 30	11 50	7 70	Dyhernfurth	7 14	11 29	2 58	...	...
98½	17 10	12 90	8 80	Schmiedefeld	7 50	12 5	3 10	7 11	...
102	17 70	13 30	8 90	**Breslau** .....arr.	8 0	12 15	3 18	7 16	...
55½	...	...	...	**Raudten** .....dep.	...	...	3 46	7 37	...
65½	...	...	...	Lüben	...	...	4 14	7 58	...
72½	...	...	...	Neurode	...	...	4 28	8 12	...
79	...	...	...	**Liegnitz 183** ...arr.	...	...	5 5	8 49	...
...	...	...	...	BERLIN .....dep.	...	...	5 15	8 50	...
...	...	...	...	KOHLFURT..... ,,	...	...	...	...	...
...	...	...	...	**Liegnitz** .....dep.	...	...	...	...	...
99½	...	...	...	Jauer	...	...	...	...	...
102	...	...	...	Striegau	...	...	...	...	...
108½	...	...	...	**Konigszelt** .....arr.	...	...	...	...	...
...	...	...	...	ALTWASSER ...arr	...	...	...	...	...
...	...	...	...	**Konigszelt** .....dep.	...	...	...	...	...
113½	...	...	...	**Schweidnitz**	...	...	...	...	...
125½	...	...	...	Reichenbach	...	...	...	...	...
133	...	...	...	Gnadenfrei	...	...	...	...	...
139½	...	...	...	**Frankenstein** arr.	...	...	...	...	...
...	...	...	...	CAMENZ	...	...	...	...	...

Stations.	1—4	1—4	1—4	1—3	1—
CAMENZ ....dep.	...	...	5 49	12 46	5
	a.m.	a.m.	a.m.	p.m.	p.
Frankenstein...dep	8 40	...	6 20	1 10	6
Gnadenfrei.....	9 8	...	6 36	1 25	6
Reichenbach	9 38	...	6 56	1 45	6
Schweidnitz	10 26	...	7 25	2 14	7
Konigszelt ....arr.	10 49	...	7 39	2 24	7
ALTWASSER..... dep	...	...	7 10	2 14	7
Konigszelt ....dep.	11 27	...	8 0	2 59	7
Striegau	11 55	...	8 17	3 15	8
Jauer	12 42	...	8 41	3 38	8
Liegnitz 183...arr.	1 40	...	9 15	4 9	8
KOHLFURT ... ,,	4 25	...	12 19	8 0	12
BERLIN ..... ,,	10 45	...	4 45	...	5
Liegnitz .....dep.	6 50	9 23	4 14	9
Neurode	7 13	9 48	4 28	9
Lüben	7 41	10 18	4 43	9
Raudten .....arr.	8 14	10 45	5 3	10
Breslau .....dep.	6 30	8 35	3 25	7
Schmiede'feld	6 41	8 46	3 35	8
Dyherrfurth	7 17	9 21	4 4	8
Wohlau	7 31	9 34	4 16	8
Steinau	7 56	9 58	1 37	9
Raudten .....arr.	8 18	10 20	4 55	9
Raudten .....dep.	8 21	10 23	5 2	10
Gramschütz	8 34	10 36	...	10
Glogau .....arr.	8 51	10 53	5 26	10
LISSA .....ar.	...	2 25	8 41	...
LISS (..... dep	...	9 16	2 37	...
Glogau.....dep	5 11	10 59	5 31	...
Beuthen	5 52	11 27	5 50	...
Neusalz	6 18	11 46	6 4	...
Grünberg	7 12	12 22	6 2	...
Rothenburg ...arr.	7 25	12 39	6 42	...
GUBEN ..... ,,	9 1	1 55	8 14	...
POSEN ..... ,,	10 55	...	11 5	...
Rothenburg ..dep	...	12 46	6 46	...
Baudach.....	...	1 26	...	...
Gr. Gandern	...	1 44	...	...
Reppen ..... arr.	...	2 5	7 52	...
FRANKFURT-ODER	...	2 45	8 25	...
BERLIN ..... arr	...	4 30	10 15	...

FRANKENSTEIN, CAMENZ, and BRESLAU.

Stations.	1—4	1—4	1—4	1—4	1—4	1—
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Frankenstein dep.	5 10	9 37	11 18	4 24	7 19	9 25
Camenz .....arr	5 31	9 50	11 39	4 45	7 40	9 46
WARTHA .....dep.	5 28	11 22	2 41	...	7 34	...
Camenz.....dep	5 48	11 48	2 57	...	7 52	...
Munsterburg	6 11	12 22	3 20	...	8 15	...
Heinrichau	6 22	12 36	3 31	...	8 25	...
Strehlen	6 49	1 15	3 57	...	8 52	...
Waldchen for Bohrau	7 5	1 37	4 13	...	9 8	...
Rotsurben	7 23	2 0	4 29	...	9 24	...
Breslau .....arr	7 41	2 36	4 47	...	9 42	...

Stations.	1—4	1—4	1—4	1—4	1—4	1—
	...	a.m.	a.m.	p.m.	p.m.	p.
Breslau .....dep.	...	7 3	10 45	2 45	8
Rothsurben	...	7 22	11 4	3 12	8
Waldchen for Bohrau	...	7 38	11 20	3 35	8
Strehlen	...	7 57	11 40	3 55	9
Heinrichau.....	...	8 26	12 3	4 23	9
Munsterburg	...	8 34	12 16	4 59	9
Camenz .....arr.	...	8 54	12 36	5 27	9
WARTHA .....dep.	p.m.	9 37	1 27	6 24	10
Camenz .....dep.	8 0	5 39	9 4	12 44	5 39	p.
Frankenstein arr.	8 21	6 0	9 17	12 57	6 0	

Gleiwitz to Schwientochlowitz at 6.51 a.m., 2.41 and 10.26 p.m.; *vice versa* at 8.32 a.m., 1.30 and 9.37 p.m.

SENFTENBERG, and KAMENZ.

Mls.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4	1—4	1—4	1—4
Dis.	sgr.	sgr	sgr.	sgr.		a.m.	a.m.	p.m.	p.m.
					Lübbenau .....dep	...	9 16	4 40	9 32
9	12	9	6	3	Calau	...	9 53	5 1	9 56
15½	20	15	10	5	Altdöbern	...	10 26	5 30	10 17
25	32	24	16	8	**Senftenberg** ...arr	...	11 8	5 44	10 44
...	...	...	...	...	COTTBUS .....dep	...	7 9	3 52	7 10
...	...	...	...	...	**Senftenberg**.....	6 20	11 25	5 45	10 52
37½	48	36	24	12	Strassgräbchen	7 28	12 13	6 20	11 29
44½	57	43	29	14	**Kamenz** .....arr	8 0	12 40	6 37	11 49

Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.
Kamenz .. ... .dep	6 51	10 21	3 13	7 0
Strassgräbchen.....	7 8	10 46	3 46	7 32
Senftenberg ....arr	7 42	11 16	4 22	8 21
COTTBUS	9 54	2 20	...	10 0
Senftenberg ..dep	7 45	11 18	4 40	...
Altdöbern	8 11	11 41	5 32	...
Calau	8 32	12 0	6 30	...
Lübbenau .....arr	8 52	12 18	6 47	...

KAMENZ, RADEBURG, and DRESDEN.

G.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—2.	1—3.	1—3.	1—3.	1—3.
Dis.	sgr.	sgr.	sgr.		a.m.	a.m.	p.m.	p.m.	p.m.
...	...	...	...	**Kamenz** .....dep	5 25	8 38	12 10	4 5	7 5
1,6	10	6	5	Pulsnitz.....	5 50	9 0	1 15	4 30	7 30
2,2	14	9	7	Grossröhrsdorf.....	6 0	9 10	1 25	4 40	7 40
3,7	22	15	11	**Radeberg**.....arr	6 23	9 33	1 50	5 5	8 2
...	...	...	...	GÖRLITZ ..... ,,	9 5	12 10	4 45	8 15	10 50
...	...	...	...	**Radeberg**.....dep	6 25	9 35	2 5	5 15	8 5
5,9	34	23	17	**Dresden** .....arr	6 50	10 0	2 30	5 40	8 30

Stations.	1—3	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.	p.m.
Dresden .....dep	7 45	10 45	1 35	5
Radeberg.....arr	8 16	11 19	2 5	5 30	9
GÖRLITZ .....dep	5 38	7 55	11 55	2 45	7
Radeberg.....dep	8 20	11 25	2 20	5 45	9
Grossröhrsdorf.....	8 45	11 45	2 40	6 5	10
Pulsnitz.....	8 55	12 0	2 55	6 20	10
Kamenz .....arr	9 20	12 26	3 20	6 45	10

LEIPZIG, to GOSSNITZ, CHEMNITZ, WERDAU, ZWICKAU and HOF.—Königlich Sächsische Westliche Staatseisenbahnen.

Trains.

Stations.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Leipzig ....dep.	...	4 40	6 30	9 5	12 20	3 15	6 0	6 15	10 30	11 40		
Kieritzsch	...	5 10	...	9 45	12 55	3 55	...	6 50	11 0	...		
Altenburg	...	5 50	7 20	10 25	1 40	4 35	6 50	7 30	11 40	12 32		
Gossnitz 171	...	6 25	7 50	11 5	2 15	5 15	7 15	8 5	12 15	12 57		
Crimmitschau	...	6 45	8 3	11 25	2 35	5 35	...	8 25	12 35	1 11		
Werdau .....arr	...	7 0	8 15	11 45	2 50	5 55	7 40	8 40	12 53	1 28		
Werdau .....dep.	a.m.	7 15	9 5	12 0	3 0	6 5	...	8 50	12 55	...		
Zwickau	5 0	8 15	9 25	12 30	3 25	6 25	...	9 15	1 10	...		
Wiesenburg	5 40	8 45	...	1 0	3 55	...	...	9 45	...	...		
Niederschlema	6 32	9 21	...	1 31	4 31	...	...	10 21	...	...		
Schneeberg ...	6 55	9 50	...	2 5	5 20	...	...	10 55	...	...		
Aue	7 0	9 35	...	1 45	4 45	...	...	10 35	...	...		
† Schwartzenb.ar	7 35	10 5	...	2 10	5 15	...	...	11 5	...	...		
Werdau .....de	...	7 5	8 17	11 50	2 55	6 0	7 45	8 45	...	1 26		
Neumark	...	7 25	...	12 5	3 10	6 15	...	9 2	...	...		
Greiz.....arr	...	8 0	10 30	12 35	3 55	7 50	...	9 45	...	...		
".....dep	...	4 45	9 15	11 30	12 50	5 30	...	8 30	...	...		
Reichenbach ...arr	a.m.	7 40	8 43	12 25	5 30	6 35	8 10	9 25	...	1 49		
".....dep	4 25	7 55	8 48	12 40	3 40	6 40	8 15	9 35	...	1 54		
Plauen	6 0	8 50	9 25	1 35	4 30	7 35	8 51	10 30	...	2 32		
Mehltheuer	6 50	9 10	9 40	1 55	4 50	7 55	...	10 50	...	...		
Reuth	7 50	9 35	...	2 20	5 15	8 20	...	11 10	...	...		
Hof (for Munich) arr.	8 35	10 15	10 25	3 0	5 50	9 0	9 51	11 55	...	3 33		

Stations.	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3
	a.m.	a.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Hof (for Munich) dep	2 42	4 45	...	7 5	10 30	1 39	4 15	4 20	5 45	11 49	
Reuth	3 15	...	...	7 40	11 5	2 5	...	5 0	6 30	...	
Mehltheuer	3 40	...	...	8 5	11 35	2 30	...	5 25	7 0	...	
Plauen	4 5	5 50	...	8 30	12 0	2 55	5 20	5 50	7 40	12 55	
Reichenbach ...arr	5 0	6 25	...	9 25	12 55	3 50	5 55	6 45	8 45	1 25	
".....dep	5 5	6 30	...	9 30	1 0	4 5	6 3	6 55	8 50	1 31	
Neumark	5 20	...	...	9 50	1 15	4 20	7 10	...	9 10	...	
Greiz.....arr	8 0	...	...	10 30	3 55	...	7 50	...	9 45	...	
".....dep	4 45	...	...	11 30	12 50	...	8 30	...	8 30	...	
Werdau .....arr	5 35	6 53	...	10 5	1 35	4 35	8 20	7 25	...	1 32	
Schwartzenb.dp	3 30	...	...	7 35	11 0	...	4 20	...	...	8 0	
Aue	3 50	...	...	8 0	11 25	...	4 45	...	...	8 30	
Schneeberg ...	3 45	...	...	7 55	11 20	...	4 15	...	...	8 20	
Niederschlema	4 5	...	...	8 15	11 40	...	4 55	...	...	8 50	
Wiesenburg	4 40	...	a.m.	8 50	12 15	...	5 25	...	...	9 40	
Zwickau	5 15	...	7 15	9 35	1 10	4 10	6 0	...	...	10 30	
Werdau .....arr	5 35	...	7 33	9 50	1 30	4 30	6 20	...	...	10 50	
Werdau.....dep.	5 40	6 55	7 35	10 10	1 40	4 40	6 25	7 30	...	1 17	
Crimmitschau	6 0	...	7 55	10 30	1 55	4 55	6 40	7 50	...	2 12	
Gossnitz	6 30	7 23	8 20	11 0	2 25	5 20	6 55	8 20	...	2 22	
Altenburg.....	7 10	7 55	9 0	11 35	3 5	5 55	7 25	9 0	...	2 53	
Kieritzsch.....	7 40	...	9 25	12 5	3 35	6 20	...	9 25	...	...	
Leipzig 172, 176arr.	8 20	8 38	10 0	12 40	4 20	6 55	8 8	10 15	...	3 40	

KATTOWITZ, LEOBSCHUTZ, and JAGERNDORF.

Stations.

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
CRACOW .....dep	...	...	...	...	...	...	...	...
WARSAW	...	...	...	...	...	...	...	...
Kattowitz .....dep.	a.m.	6 20	8 30	11 40	2 30	5 30	8 30	11 40
Rybnik	...	6 53	9 3	12 13	3 7	6 3	9 3	12 13
Czarnitz	...	...	...	...	...	...	...	...
Nendza .....arr	6 49	7 32	9 42	12 52	3 46	6 42	9 42	12 52
VIENNA	...	...	...	...	...	...	...	...
Nendza .....dep	...	7 32	9 42	12 52	3 46	6 42	9 42	12 52
Kattowitz .....arr.	...	7 57	10 7	1 17	4 11	7 7	10 7	1 17
Petersvitz	...	8 5	10 17	1 27	4 21	7 17	10 17	1 27
Bauervitz	...	8 22	10 32	1 42	4 36	7 32	10 32	1 42
Ermsdorf	...	8 32	10 42	1 52	4 46	7 42	10 42	1 52
Lobschütz	...	8 39	10 49	1 59	4 53	7 49	10 49	1 59
Jägerndorf	...	8 49	10 59	2 9	5 3	7 59	10 59	2 9
TROPPAU	...	...	...	...	...	...	...	...
Jägerndorf ....dep	9 10	...	...	...	...	...	...	...
Lobschütz	9 53	...	...	...	...	...	...	...
Ermsdorf	...	5 14	9 2	12 38	3 26	6 22	9 22	12 32
Bauervitz	...	5 31	9 19	12 55	3 43	6 39	9 39	12 49
Petersvitz	...	5 41	9 29	1 5	3 53	6 49	9 49	12 59
Kattowitz .....arr.	...	5 48	9 36	1 12	4 0	6 56	9 56	1 6
WARSAW .....arr	4 56	...	...	...	...	...	...	...
CRACOW	9 50	3 25	8 30	...	...	...	...	...
Nicolai	a.m.	8 13	12 4	5 45	9 30	p.m.	...	...
Rybnik	...	8 48	12 39	6 20	10 5	...	...	...
Kattowitz .....arr.	5 23	9 24	2 0	7 44	...	3 48	...	...
TROPPAU	...	...	...	...	...	4 32	...	...
Jägerndorf ....dep	...	...	...	...	...	...	...	...
Lobschütz	...	...	...	...	...	...	...	...
Ermsdorf	...	...	...	...	...	...	...	...
Bauervitz	...	...	...	...	...	...	...	...
Petersvitz	...	...	...	...	...	...	...	...
Kattowitz .....arr.	5 26	8 23	12 14	5 54	9 39	p.m.	...	...
Nendza .....dep	5 30	8 30	12 20	6 0	9 45	4 38	...	...
Czarnitz	...	...	...	...	...	...	...	...
Rybnik	...	8 44	12 34	6 14	9 59	4 52	...	...
Nicolai	...	8 49	12 39	6 19	10 4	4 57	...	...
WARSAW	...	...	...	...	...	...	...	...
CRACOW .....arr	...	...	...	...	...	...	...	...

BRESLAU and ALTWASSER.

Trains.

Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.
Breslau .....dep.	6 30	10 10	1 25	6 30
Canth	6 59	10 39	1 54	6 59
Metkau	7 13	10 52	2 7	7 12
Ingramsdorf	7 21	11 1	2 16	7 21
Sasrau	7 31	11 11	2 26	7 31
Konigszelt	7 49	11 26	2 54	8 6
Freilburg	8 3	11 42	2 58	8 6
Altwasser 124 arr.	8 27	12 6	3 19	8 30

Trains.

Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.
Altwasser.....dep.	7 10	10 4	2 14	7 0
Freilburg	7 34	10 33	2 38	7 27
Konigszelt	7 46	10 45	2 49	7 38
Sasrau	8 7	11 0	3 9	8 0
Ingramsdorf	8 17	11 10	3 18	8 10
Metkau	8 26	11 20	3 27	8 19
Canth	8 42	11 46	3 42	8 36
Breslau 185...arr.	9 11	12 15	4 10	9 5

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LEIPZIG, CHEMNITZ, ANNABERG, WEIPERT, & PRAGUE, Sachsische Staatseisenbahnen.

Dis.	Stations.	a.m.	p.m.	a.m.	a.m.	p.m.
G.M.						
—	**Leipzig** ..... dep	...	9 50	9 5	11 40	...
...	Riesa	...	8 8	11 0	4 0	...
...	Döbeln	...	8 55	11 50	4 45	...
...	Waldheim	...	9 20	12 10	5 0	...
—	**Chemnitz** ..... arr	...	7 30	1 15	5 55	...
...	" ..... dep	...	6 30	...	4 0	...
...	Wüstenbrand	...	6 52	...	4 22	...
...	Gruna	...	7 14	...	4 44	...
...	Siegmar	...	7 43	...	5 13	...
...	**Chemnitz** ..... arr	...	8 5	...	5 33	...
...	**Chemnitz** ..... dep	5 55	8 45	2 20	6 10	8 40
...	Niederwiesa	6 10	9 0	2 35	6 25	8 55
...	Flöha	...	9 15	2 50	6 40	9 10
...	Erdmannsdorf	6 35	9 25	3 0	6 50	9 20
...	Zschopau	7 10	10 0	3 30	7 25	9 55
...	Wolkenstein	7 48	10 30	4 0	7 55	10 25
...	**Annaberg** ..... arr	...	10 11	5	4 40	8 30
...	" ..... dep	...	8 5	11 5	5 0	8 45
...	Buchholz	...	8 35	11 40	5 35	9 0
...	Cranzahl	...	8 50	12 5	5 40	9 15
...	Bärenstein	...	9 15	12 40	6 15	9 50
...	**Weipert** ..... arr	...	9 20	12 50	6 25	9 55
...	KOMOTAU ..... arr	...	2 31	...	9 48	...
...	CARLSBAD ..... "	...	3 37	...	5 10	...
...	EGER ..... "	...	5 30	...	7 6	...
...	PRAGUE ..... "	...	5 50	...	6 0	...

Dis.	Stations.	p.m.	a.m.
...	PRAGUE ..... dep	10 45	8 50
...	EGER ..... "	8 50	8 50
...	CARLSBAD ..... "	10 53	10 46
...	KOMOTAU ..... "	a.m. 4 11	p.m. 1 51
—	**Weipert** ..... dep	5 5	7 35
...	Bärenstein	5 5	7 40
...	Cranzahl	5 37	8 15
...	Buchholz	6 5	8 40
...	**Annaberg** ..... arr	6 20	8 50
...	" ..... dep	4 0	6 30
...	Wolkenstein	4 35	7 10
...	Zschopau	5 5	7 40
...	Erdmannsdorf	5 35	8 15
...	Flöha	5 44	8 30
...	Niederwiesa	5 55	8 40
...	**Chemnitz** ..... arr	6 10	8 55
...	**Chemnitz** ..... dep	...	9 40
...	Siegmar	...	10 0
...	Gruna	...	10 16
...	Wüstenbrand	...	10 49
...	Lutgau	11 11	...
...	**Chemnitz** ..... dep	6 30	...
...	Waldheim	9 20	...
...	Döbeln	9 25	...
...	Riesa	10 20	...
—	**Leipzig** ..... arr	12 10	...

REICHENBACH and EGER.

Fares. 1st thng	2nd thng	3rd thng	Stations.	2 & 3 a.m.	3 & 3 a.m.	1, 2, 3 a.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.
8	6	4	**Reichenbach** dep.	5 0	7 50	8 55	12 45	3 35	7 0
16	11	8	Herlasgrün ..... dep.	3	8 31	...	1 10	3 55	7 30
18	12	9	Treuen	3 20	8 55	...	1 35	4 10	7 45
19	12	9	Lengenfeld	3 28	8 30	...	1 35	4 20	7 50
22	15	11	Auerbach	3 45	8 45	9 25	1 50	4 25	8 5
24	16	12	Falkenstein	3 55	8 55	...	2	4 45	8 25
46	31	22	Oelsnitz	5 0	9 45	10 20	2 55	5 45	9 30
58	38	29	Adorf	5 25	10 10	...	3 20	6 10	9 40
60	40	30	Elster	5 0	10 20	11 0	3 20	6 20	10 5
72	47	36	Brambach	6 35	10 45	...	3 55	7 45	10 40
78	53	39	Voltersreuth	6 55	11 20	11 50	4 30	7 20	11 0
84	57	42	Franzensbad	7 10	11 40	12 5	4 45	7 35	11 15
90	60	45	**Eger** 208 ..... arr.	...	11 35	12 15	5 0	7 50	...

Stations.	1, 2, 3 a.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.
Eger ..... dep.	4 55	5 10	8 25	11 54	2 20	9 25
Franzensbad ...	5 10	5 30	8 40	12 12	2 34	...
Voltersreuth ...	5 45	6 10	9 15	12 35	3 0	9 56
Brambach	6 5	6 40	9 35	12 55	3 20	10 16
Elster	6 30	7 25	10 0	1 20	3 45	10 38
Adorf	6 40	7 40	10 10	1 30	3 55	10 45
Oelsnitz	7 10	8 20	10 40	2 0	4 25	11 26
Falkenstein	8 5	9 30	11 30	2 45	5 20	12 10
Auerbach	8 20	10 20	11 40	3 0	5 35	12 26
Lengenfeld	8 30	10 40	11 50	3 10	5 45	12 36
Treuen	8 40	10 55	12 5	3 20	5 55	12 46
Herlasgrün 208 ...	8 55	11 10	12 20	3 35	6 10	...
Reichenbach ...	9 15	11 35	12 45	3 55	6 35	1 18

Ex. Trains—Reichenbach to Eger at 2.55 a.m., and 8.20 p.m., and *vice versa* 2.0 p.m. Reichenbach to Oelsnitz 4.15 and 8.30 a.m., and 9.30 p.m., and *vice versa* 2.50 a.m.

CHEMNITZ and LIMBACH.

G.M. Dis.	Ngr. 1 Cl.	Ngr. 2 Cl.	Ngr. 3 Cl.	Stations.	1—3 a.m.	1—3 a.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.
—	—	—	—	**Chemnitz** ..... dep	7 50	11 0	1 20	5 18	10 20
1,4	8	6	4	Wittgensdorf ..... arr	8 10	11 20	1 50	5 38	10 50
...	...	...	...	**Leipzig** ..... dep	5 45	9 0	11 20	3 0	7 35
...	...	...	...	Wittgensdorf ..... dep	8 15	11 25	11 55	5 40	10 55
2,3	14	9	7	**Limbach** ..... arr	8 30	10 40	...	9 35	11 10

Stations.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Haynichen	4 40	7 45	12 20	3 25	7 15	10 30	...
Frankenberg	5 10	8 5	1 10	4 25	7 55	11 0	...
Niederwiesa	5 36	8 40	1 30	4 50	7 55	11 30	...
Chemnitz	5 55	8 55	1 50	5 0	8 10	11 50	...

HAYNICHEN to CHEMNITZ.

Stations.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Chemnitz ..... dep	6 15	8 45	1 20	5 0	8 0	...
Niederwiesa	...	9 10	2 45	6 30	8 30	...
Frankenberg	...	9 35	3 10	6 55	8 55	...
Haynichen	7 0	9 55	3 30	7 15	9 15	...

Limbach ..... dep.	6 35	9 20	12	3	3 20	8 40
Wittgensdorf ..... arr	6 40	9 30	12 20	3 44	8 50	...
Leipzig	9 15	11 55	2 55	6 15	11 15	...
Wittgensdorf ..... dep	6 50	9 35	12 25	3 50	8 55	...
Chemnitz ..... arr	7 15	10 0	12 45	4 10	9 20	...

0,9	6	4	3
...	...	...	...
2,3	14	9	7

ROCHLITZ, NARSDORF, and PENIG.

Cl. ngr.	2 Cl. ngr.	3 Cl. ngr.	Stations.	1—3 a.m.	1—3 a.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.
...	...	...	**Rochlitz** ..dep	6 55	9 55	12 35	4 0	9 5
3	4	4	**Narsdorf** ... arr	7 23	10 23	1 0	4 26	9 32
50	33	25	LEIPZIG ... "	9 15	11 55	2 55	6 15	11 15
32	22	16	CHEMNITZ ... "	8 20	11 25	2 10	5 40	10 45
...	...	...	**Narsdorf** dep	7 40	10 37	1 15	4 42	9 45
6	10	8	**Penig** ..... arr	8 5	11 0	1 40	5 10	10 15

Cl. ngr.	2 Cl. ngr.	3 Cl. ngr.	Stations.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.	1—3 p.m.
...	...	...	**Penig** ..... dep.	6 55	9 55	12 35	4 0	9 5
6	4	4	**Narsdorf** ... arr.	7 10	10 10	1 2	4 21	9 21
...	...	...	LEIPZIG ... "	5 45	9 0	11 20	3 0	7 35
...	...	...	CHEMNITZ ... "	6 40	9 30	12 10	3 55	8 25
...	...	...	**Narsdorf** dep.	7 20	10 15	1 20	4 30	9 30
3	2	2	**Rochlitz** ... arr.	7 37	10 31	1 35	4 45	9 45

KITTAU and GROSS-SCHÖNAU.

Stations.	1, 2, 3 a.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.
Kittau ..... dep	8 15	10 40	2 0	6 15	9 25
Scheibe	8 35	10 49	2 9	6 24	9 34
Hainewalde	8 53	10 58	2 18	6 32	9 43

Stations.	1, 2, 3 a.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.
Gross-Schonau ...dep	4 25	9 15	1 15	5 15	8 25
Hainewalde	4 31	9 21	1 21	5 21	8 41
Scheibe	4 50	9 40	1 40	5 40	8 50

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LEIPZIG and DRESDEN.—Leipzig-Dresdener-Eisenbahn.

	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	Ex.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Ex.
	Kgr.	Kgr.	Kgr.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
				Leipzig.....dep	5 10	7 25	9 5	11 40	2 50	6 40	7 10	9 50	
				Wurzen	5 42	7 56	9 39	12 28	3 29	7 10	7 50	10 18	
				Luppa-Dahlen ...	6 5	7 48	...	12 48	3 50	...	8 20	...	
				Oschatz	6 20	8 45	10 5	1 10	4 5	7 45	8 35	...	
				Riesa 109	6 40	9 11	10 28	1 33	4 27	8 3	9 3	11 7	
				To CHEMNITZ dep	8 45	11 0	11 0	4 0	...	...	9 15	...	
				From " "	4 15	...	6 30	...	1 15	...	5 15	...	
				Riesa	6 49	9 20	10 36	1 42	4 34	8 8	9 13	11 10	
				Priestewitz ...	7 12	9 40	10 53	2 20	5 0	8 34	9 43	...	
				Niedersau	7 40	10 14	...	2 55	...	...	9 55	...	
				Coswig .....arr	7 50	10 30	...	3 10	5 26	...	10 5	...	
				Grosshain arr	7 0	9 40	...	1 55	4 40	...	9 20	...	
				" dp	7 35	10 22	11 12	2 30	5 15	...	9 55	...	
				Weintraube [128	8 9	10 45	...	...	...	...	...	...	
				Dresden 190 ar	8 15	11 0	11 30	3 20	5 45	9 15	10 35	13 10	

	1 cl.	2 cl.	3 cl.	Stations.	Ex.	Ex.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Ex.
	Kgr.	Kgr.	Kgr.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
			4	Dresden ... dep.	4 40	5 45	9 30	12 0	2 50	6 10	6 50	10 40	
				Weintraube ...	...	...	...	...	...	...	...	...	
			3	Grosshain ar	...	6 10	9 46	...	3 0	6 20	6 46	11 0	
				" dp	...	6 40	10 22	...	3 40	6 58	7 30	11 50	
	II	9	6	Coswig .....dep.	...	6 5	9 45	12 55	3 5	...	6 40	10 55	
		12	8	Niedersau	...	6 15	...	1 5	...	...	...	11 5	
		19	13	Priestewitz ...	5 19	6 30	10 12	1 27	3 30	6 48	7 9	11 29	
		20	20	Riesa	5 38	7 0	10 32	1 54	3 51	7 4	7 34	11 52	
				To CHEMNITZ dp	...	8 45	11 0	...	4 0	...	9 15	...	
				From " "	...	4 20	6 30	...	1 15	...	5 15	8 48	
		39	29	Riesa .....dep	5 42	7 7	10 40	2 4	4 1	7 9	7 46	11 58	
		35	26	Oschatz	5 56	7 30	10 56	2 29	4 20	7 25	8 10	12 20	
		44	32	Luppa-Dahlen ...	...	7 48	11 15	2 48	4 38	...	8 25	12 35	
		54	36	Wurzen	6 24	8 15	11 35	3 15	4 55	7 55	8 55	1 0	
		60	45	Leipzig 126 arr	6 59	8 55	12 10	4 0	5 33	8 23	9 35	1 35	

LEIPZIG, GOESCHEN, and DRESDEN.

1st	2nd	3rd	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		thng.		a.m	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
			Leipzig.....dep.	...	7 30	12 20	2 40	5 8	5 10	...	...
1	0	4	Borsdorf	...	7 45	12 35	2 55	5 22	5 27	...	...
1	0	6	Naunhof	...	8 5	12 55	3 15	5 40	5 48	...	...
1	0	9	Grimma	...	8 23	1 5	3 35	6 0	6 8	...	...
1	0	15	Leisnig	5 18	9 5	2	4 10	6 44	9 50	...	...
1	0	24	Doebeln ...arr	5 47	9 5	2 40	4 37	7 7	10 16	...	...
			CHEMNITZ ...dp	6 5	9 45	...	4 45	...	10 45	...	...
			CHEMNITZ ... "	4 30	6 30	5 15	...	6 50	10 15	...	...
			Doebeln ...dep	6 10	9 50	2 50	4 50	7 8	10 20	...	...
1	1	12	Roswein	6 37	10 15	3 20	5 10	7 30	10 45	...	...
1	1	16	Nossen	6 50	10 30	3 50	5 30	7 50	11 0	...	...
1	1	21	Meissen	7 40	11 18	4 40	6 23	8 36	...	...	...
1	1	11	Coswig	8 0	11 38	4 50	6 39	8 50	...	...	...
1	1	19	Klotzschenbroda...	8 10	11 35	5 0	6 49	9 0	...	...	...
1	2	18	Dresden ....arr	8 35	12 0	5 25	7 8	9 25	...	...	...

1st	2nd	3rd	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		thng.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
			Dresden ....arr	...	7 30	12 25	2 30	4 55	5 15	...	...
0	0	4	Klotzschenbroda	...	7 50	12 35	2 42	5 15	5 36	...	...
0	0	6	Coswig	...	7 58	12 45	2 50	5 24	5 45	...	...
0	0	6	Meissen	...	8 10	1 5	3 18	5 40	9 0	...	...
0	24	0	Nossen	5 10	8 55	1 58	3 56	6 28	9 44	...	...
0	22	0	Roswein	5 32	9 10	2 15	4 10	6 40	9 40	...	...
1	1	0	Doebeln ....arr	5 45	9 35	2 40	4 30	7 5	10 5	...	...
			To CHEMNITZ dp	6 5	9 45	...	4 45	...	10 15	...	...
			Fr. CHEMNITZ ...	4 30	6 30	5 15	...	6 50	9 48	...	...
			Doebeln ....dep	5 55	9 50	2 50	4 50	7 10	10 20	...	...
1	1	12	Leisnig	6 15	10 10	3 15	5 23	7 30	10 45	...	...
1	1	6	Grimma	7 0	10 55	4 0	6 23	8 15	...	...	...
1	2	0	Naunhof	7 15	11 10	4 15	6 45	8 35	...	...	...
1	2	3	Borsdorf	7 35	11 30	4 35	7 0	8 50	...	...	...
2	2	15	Leipzig 120 ar.	7 55	11 50	4 55	7 20	9 10	...	...	...

NEUMARK and GREIZ.

Neumark ....dep.	5 30	8 50	12 15	3 25	7 45	9 15	...	...	...	...	
Greiz ..... arr.	6 0	9 20	12 35	3 55	8 15	9 45	...	...	...	...	
Greiz ..... dep.	4 45	6 50	11 30	12 55	5 40	8 30	...	...	...	...	
Neumark ....arr.	5 15	7 20	12 0	1 20	6 10	9 0	...	...	...	...	

ZEITZ and CHEMNITZ.

| | | | | | | | | | | |

DRESDEN to LOBAU, ZITTAU, REICHENBERG and GORLITZ. Sächs.—Schlesische Staats-Eisenbahn.

F. M	1st	2nd	3rd	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	
Dia.	ngr	ngr	ngr		a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	a. m.	
—	—	—	—	**Dresden** .....dep.	6 0	9 15	1 30	5 0	6 0	12 25	...	...
9½	10	8	6	**Radeberg**	6 35	9 45	2 5	5 30	6 30	...	...	...
23	25	20	15	**Bischofswerda**	7 15	10 20	2 45	6 15	9 5	...	...	...
35	38	30	23	**Bautzen**	7 50	10 50	3 20	6 50	9 35	1 45	...	...
...	...	36	28	**Pommritz**	...	...	...	...	...	...	...	...
45	48	43	33	**Lobau 190** ...arr.	8 40	11 30	4 10	7 40	10 20	2 15	...	...
—	—	—	—	**Lobau** ...dep.	6 50	12 40	4 15	6 0	...	3 50	...	...
9	12	9	6	**Herrnhut**	9 30	1 20	4 55	8 40	...	4 25	...	...
21	23	18	13	**Zittau** .....arr.	10 0	1 50	5 20	9 10	...	5 0	...	...
.....	From 21		ttau	,, 190 dep.	10 25	2 15	5 55	9 35	...	5 25	...	...
...	16	12	8	**Kratzau** [188...	11 5	3 0	6 40	10 15	...	6 5	...	...
38	27	20	13	**Reichenberg**	11 30	3 30	7 5	10 40	...	6 35	...	...
55	60	48	36	**Reichenbach** ...	8 55	11 45	4 25	7 55	10 35	...	...	...
63½	70	56	42	**Gorlitz** 184...arr.	9 25	12 10	4 50	8 25	11 0	2 50	...	...

E. M	1st	2nd	3rd	Stations.	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	
Dia.	ngr	ngr	ngr		a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	
—	—	—	—	**Gorlitz** .....dep.	1 40	5 35	7 35	11 55	2 45	7 5	...	...
8	10	8	6	**Reichenbach**	...	5 55	8 0	12 10	3 10	7 25	...	...
...	...	...	...	**Reichenberg**	7 50	2 45	...	6 40	12 30	5 0	...	...
...	11	8	5	**Kratzau**	8 10	4 5	...	9 0	12 50	5 20	...	...
16½	27	20	8	**Zittau** .....arr.	8 37	4 37	...	9 20	1 16	5 40	...	...
.....	ngr	ngr	ngr	,, 190dep.	9 10	5 0	...	10 0	1 50	6 20	...	...
13	12	9	7	**Herrnhut**	9 50	5 40	...	10 45	2 30	7 0	...	...
21	23	16	13	**Lobau** .....arr.	10 16	6 5	...	11 10	3 0	7 25	...	...
14½	18	14	10	**Lobau** .....dep.	2 5	6 30	8 25	12 30	3 30	7 45	...	...
...	...	20	14	**Pommritz**	...	...	...	...	...	...	...	...
28½	33	26	20	**Bautzen**	2 40	7 0	9 5	1 0	4 10	8 20	...	...
40½	45	36	27	**Bischofswerda** ...	...	7 40	9 45	1 35	4 50	8 55	...	...
53	60	48	36	**Radeberg**	...	8 15	10 20	2 5	5 25	9 30	...	...
63½	70	56	42	**Dresden** 190arr.	3 50	8 40	10 45	2 30	5 50	9 55	...	...

DRESDEN and BODENBACH, (Vienna.)

Eng. Mile.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
		a. m.	a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	a. m.	p. m.	p. m.	p. m.	p. m.
Dia.	**Bodenbach** .....dep.	2 15	5 55	8 12	8 20	12 20	10 40	3 20	5 25	8 5	...	...	...
...	**Krippen**	2 40	6 20	8 42	9 0	12 50	11 15	4 5	6 0	8 40	...	...	...
...	**Konigstein**	2 50	6 40	8 51	9 10	1 0	11 25	4 15	6 10	8 50	...	...	...
...	**Pirna**	3 18	7 15	9 4	9 45	1 30	12 0	4 50	6 45	9 25	...	...	...
...	**Dresden Altstadt**...arr.	3 35	7 55	9 35	10 25	2 5	12 35	5 30	7 20	10 5	...	...	...
...	,, **Neustadt** ,,	3 50	9 0	9 50	12 5	2 20	...	...	7 45	10 20	...	...	...

Eng. Mile.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
		a. m.	a. m.	a. m.	a. m.	p. m	p m	p. m.	p. m.	p. m.	p. m.	p. m.
Dia.	**Dresden Neustadt** dep.	12 50	5 30	8 50	12 30	...	3 40	5 45	7 25	10 55	...	...
—	,, **Altstadt**	1 5	6 0	9 30	12 45	2 0	4 0	6 50	7 40	11 10	...	...
...	**Pirna**	1 30	6 40	10 10	1 15	2 40	4 40	7 30	8 15	11 45	...	...
...	**Konigstein**	1 50	7 15	10 40	1 45	3 15	5 10	8 5	8 37	12 20	...	...
...	**Krippen**	2 0	7 30	10 55	2 0	3 30	5 25	8 20	41	12 35	...	...
...	**Bodenbach** .....arr	2 30	8 5	11 30	2 30	4 5	6 0	8 55	9 7	1 15	...	...

SEIFHENNERSDORF-EBERSBACH and LOBAU.

Mls.	Stations.	1—4	1—4	1—4	1—4	1—4	1—4	Stations.	1—4	1—4	1—4	1—4	1—4	
		a. m.	a. m.	a. m.	p. m.	p. m.	p. m.		a. m.	a. m.	p. m.	p. m.	p. m.	
—	**Seifhennersdo'f'd**	6 15	...	11 15	2 5	5 50	9 55	**Dresden** .....dep	...	6 0	9 15	1 10	5 0	...
5	**Eibau**	7 10	...	11 40	2 30	6 15	10 20	**Gorlitz** ..... ,,	...	7 55	11 15	2 45	6 40	...
6½	**Alt-u. Neu-Gersdo'f...**	7 25	...	11 55	2 40	6 25	10 35		a. m.	a.m.	p. m.	p.m.	p.m.	
9	**Ebersbach** .....arr	7 35	...	12 5	2 50	6 35	10 45	**Lobau** .....dep	...	9 30	12 40	4 30	8 25	...
...	**Rumburg** .....dep	...	10 1	...	2 38	...	...	**Ebersbach** .....arr	...	11 50	...	6 8	...	...
...	**Ebersbach** .....dep	7 45	10 45	...	3 0	6 45	...	**Rumburg** ..... ,,	...	11 55	...	6 8	...	...
16½	**Lobau 190** .....arr	8 20	11 20	...	3 30	7 20	...	**Ebersbach** ..... dep	5 15	9 40	12 50	4 40	8 35	...
...								Alt-u. Neu-Gersdr'f....	5 31	9 55	1 5	4 50	8 50	...
...	**Gorlitz** ..... ,,	9 5	12 5	...	4 20	8 10	...	**Eibau**	5 40	10 10	1 15	5 0	9 0	...
...	**Dresden** ..... ,,	10 50	2 15	...	5 40	9 40	...	**Seifhennersdo'fa**	6	5 10	30	1 40	5 25	9 25

Line 1.

1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
a. m.	a. m.	p. m.	p. m.	p. m.		a. m.	a. m.	p. m.	p. m.
6 45	10 5	2 45	5 30	8 30	**Lemnedingen** .....dep	8 45	...	4 15	7 45
7 21	10 41	3 21	6 6	9 6	**Vaihingen**	9 21	...	4 51	8 21
...	...	...	...	...	**Vaihingen** (Bahnh)	...	a.m.	p.m.	p.m.
7 30	10 50	3 30	6 15	9 15	**Vaihingen** (Stadt)	...	9 30	5 0	8 30
7 38	10 58	3 38	6 23	9 23	**Rohrwell** (Bahn)	...	9 38	5 8	8 38
...	...	...	...	...	**Rohrwell** (Stadt)	...	9 44	5 14	8 44
8 0	11 20	4 0	6 45	9 45	**Rottenberg**	...	10 0	5 30	9 0
8 13	11 33	4 13	6 58	9 58	**Hechingen**	4 43	10 13	5 43	9 13
8 27	11 47	4 27	7 12	10 12	**Hechingen** (Bahn)	4 58	10 27	5 58	9 27
...	...	...	...	...	**Tubingen** (Bahn) 192...	5 12	10 41	6 12	9 41
8 44	12 0	4 44	7 29	10 29	**Tubingen**	5 29	10 58	6 29	9 58
...	...	...	...	...	**Urach**	...	...	...	...
8 55	12 10	4 55	7 40	10 40	**Metzingen**	5 40	11 9	6 40	10 9
9 5	12 20	5 5	7 50	10 50	**Untertuhlingen**	5 50	11 19	6 50	10 19
9 15	12 30	5 15	8 0	11 0	**Plochingen**	6 0	11 29	7 0	10 29
9 30	12 45	5 30	8 15	11 15	**Stuttgart**	6 15	11 44	7 15	10 44
10 0	1 15	6 0	8 45	11 45	**Villagen** 190.....	6 45	12 14	7 45	11 14
10 7	1 22	6 7	8 52	11 52	**Thalheim**	6 52	12 21	7 52	11 21
10 20	1 35	6 20	9 5	12 5	**Lemnedingen**	7 5	12 34	8 5	11 34

EXTRA.—Stuttgart to Plochingen, 3.30 p.m.; Immendingen to Rottweil, 9.40 p.m.

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HEILBRONN, HALL, GOLDSHOFE, and HEIDENHEIM.

G.M.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	fl. kr.	fl. kr.	fl. kr.			a.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Heilbronn** (Buffet) dep	...	6 55	12 10	4 45	9 0	...
0·9	0 18	0 12	0 8	**Weinsberg**	...	7 15	12 29	5 4	9 18	...
1·8	0 30	0 21	0 15	Willsbach	...	7 27	12 41	5 18	9 29	...
2·7	0 48	0 33	0 21	Bretzfeld	...	7 48	1 1	5 39	9 47	...
3·5	1 3	0 43	0 27	**Oehringen**	...	8 4	1 17	5 55	10 2	...
4·4	1 18	0 54	0 36	Neuenstein	...	8 22	1 35	6 12	10 19	...
5·2	1 36	1 3	0 42	Waldenburg	...	8 30	1 51	6 29	10 34	...
7·2	2 9	1 27	0 57	**Hall** (Buffet)	...	9 10	2 28	7 6	11 0	...
8·9	2 41	1 47	1 12	Sulzdorf	...	10 47	2 58	7 37	—	...
10·4	3 8	2 5	1 24	Eckartshausen	...	11 16	3 26	8 5	...	...
11·8	3 33	2 22	1 35	**Crailsheim** (Buffet) arr.	a.m.	11 35	3 45	8 25	...	...
	...	...	...	" dep	5 50	11 45	3 54	9 25	...	...
12·5	3 45	2 30	1 40	Jagstheim	6 0	11 56	4 3	9 35	...	...
13·8	4 3	2 42	1 48	Jagstzell	6 18	12 14	4 19	9 55	...	...
14·7	4 25	2 57	1 58	Ellwangen	6 38	12 34	4 36	10 10	...	...
15·9	4 47	3 11	2 8	**Goldshofe**	7 3	1 2	4 58	...	...	...
	...	...	...	**Aalen 191**	7 30	1 35	5 20	...	...	...
17·9	...	...	...	Unterkochen	7 40	1 49	5 40	...	...	...
18·7	...	...	...	Königsbronn	8 5	2 21	6 5	...	...	...
19·5	5 57	3 58	2 39	**Heidenheim** arr	8 20	2 40	6 20	...	...	...

Dist.	fl. kr.	fl. kr.	fl. kr.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
						a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Heidenheim** dep	...	...	6 15	11 50	4 5	6 50	...
1·1	—	—	—	Königsbronn	...	...	6 40	12 20	4 22	7 8	...
1·9	—	—	—	Unterkochen	...	...	7 5	12 54	4 41	7 29	...
3·0	—	—	—	**Aalen** (Buffet)	...	...	7 12	1 10	5 10	7 53	...
	...	...	...	**Goldshofe**	...	...	7 35	1 45	5 53	8 16	...
5·1	0 29	0 27	0 18	Ellwangen	...	5 0	8 16	2 6	6 34	8 36	...
6·4	1 0	0 42	0 27	Jagstzell	...	5 14	8 31	2 22	6 10	8 52	...
7·3	1 18	0 54	0 36	Jagstheim	...	5 28	8 45	2 38	6 26	9 7	...
8·6	1 33	1 0	0 42	**Crailsheim** arr	...	5 35	8 55	2 47	6 35	9 15	p.m.
	...	...	...	" dep	...	...	...	3 0	6 50	...	10 40
9·4	1 59	1 17	0 54	Eckartshausen	...	...	...	3 24	7 12	...	11 0
10·9	2 28	1 35	1 6	Sulzdorf	a.m.	...	...	3 43	7 35	...	11 24
12·6	2 56	1 56	1 19	**Hall** (Buffet)	7 8	...	...	4 10	8 2	...	11 50
14·6	3 36	2 24	2 15	Waldenburg	7 24	...	...	4 43	8 36	...	12 23
15·4	3 51	2 33	2 21	Neuenstein	7 41	...	...	4 55	8 48	..	12 34
16·3	1 6	0 45	0 30	**Oehringen**	7 53	...	...	5 9	9 3	...	12 48
17·3	1 21	0 54	0 36	Bretzfeld	8 19	...	...	5 20	9 14	...	12 59
18·2	1 42	1 6	0 45	Willsbach	8 37	...	...	5 39	9 31	...	1 17
18·9	1 54	1 15	0 1	**Weinsberg**	8 49	...	...	5 51	9 44	...	1 29
19·8	2 9	1 27	0 7	**Heilbronn** arr	9 0	...	...	6 2	9 55	...	1 40

ISNY, AULENDORF, and HERBERTINGEN.

G.M.	1 Cl.	2 Cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	fl. kr.	fl. kr.	fl. kr.		a.m.	a.m.	p.m.	p.m.
—	—	—	—	**Isny** dep	5 0	9 25	12 55	6 10
1·5	—	—	—	**Leutkirch**	5 33	9 58	1 45	6 58
1·5	0 27	0 18	0 12	Kisslegg	...	2 10	27	2 19
2·4	0 44	0 29	0 20	Wolfegg	6 17	10 42	2 37	7 50
3·1	0 56	0 38	0 25	Rossberg	6 28	10 53	2 49	8 4
4·2	1 16	0 51	0 34	Waldsee	6 45	11 25	3 12	8 27
5·5	1 39	1 6	0 44	**Aulendorf** arr	7 0	11 30	3 27	8 42
	...	...	...	" dep	7 18	11 42	3 52	9 8
1·1	0 30	0 14	0 9	Altshausen	7 36	12 1	4 16	9 24
2·6	0 47	0 32	0 21	**Saulgau**	8 0	12 26	4 47	9 50
3·8	1 9	0 45	0 31	**Herberting** arr	8 13	12 41	5 2	10 5

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Herberting dep	5 55	10 23	2 25	7 23
Saulgau	6 17	10 45	2 50	7 49
Altshausen	6 41	11 9	3 15	8 18
Aulendorf arr	6 57	11 25	3 35	8 35
" dep	7 22	11 50	4 0	9 3
Waldsee	7 51	12 14	4 29	9 24
Rossberg	8 11	12 32	4 49	9 40
Wolfegg	8 27	12 46	5 5	9 54
Kisslegg	8 42	1 0	5 20	10 6
Leutkirch	9 17	1 26	6 0	10 29
Isny arr	9 55	2 0	6 35	11 0

STUTTGART and NORDLINGEN.

Dist.	Fares. 1 cl. fl. kr.	2 cl. fl. kr.	3 cl. fl. kr.	Stations.	Trains. 1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
				Nordlingen Stut. Time. d.	...	...	...	...	3 55	...	...
				Goldshofe	...	...	...	...	5 56	...	...
				Wasseralfingen	...	...	...	...	7 6	...	...
				Aalen arr.	...	...	...	...	7 10	...	...
				" dep.	...	...	...	...	7 50	...	...
				Heidenheim dep.	...	...	...	...	8 20	...	...
				Unterbobingen	...	...	...	...	8 47	1 50	5 38
				Gmund (Buffet)	...	...	...	...	9 22	2 9	6 17
				Lorch	...	...	...	...	9 44	2 23	6 31
				Schorndorf (Buffet)	...	...	...	...	10 28	2 51	7 0
				Cannstatt	...	...	...	...	11 27	3 37	7 40
				Stuttgart arr.	...	...	...	...	11 45	3 55	8 0

Dist.	Fares. 1 cl. fl. kr.	2 cl. fl. kr.	3 cl. fl. kr.	Stations.	Trains. 1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
				Stuttgart dep.	4 45	10 15	1 50	5 40	7 30	...	...
				Cannstatt arr.	4 51	10 22	1 57	5 46	7 37	...	...
				" dep.	4 55	10 27	2 2	5 49	7 43	...	...
				Waiblingen dep.	5 17	10 53	2 28	6 5	8 7	...	...
				Schorndorf (Buffet)	5 51	11 30	3 7	6 47	8 41	...	...
				Lorch	6 15	12 0	3 35	6 46	9 8	...	...
				Gmund (Buffet)	6 32	12 20	3 58	7 0	9 27	...	...
				Unterbobingen	6 50	12 43	4 17	7 39	10 25	...	...
				Aalen (Buffet) 191 arr.	7 30	1 18	4 55	7 39	10 40	...	...
				" dep.	7 43	1 35	5 20	9 35	...	...	...
				Heidenheim arr.	8 20	2 40	6 20	9 55	...	...	...
				Aalen dep.	7 35	1 39	5 0	7 43	...	...	...
				Goldshofe	7 46	1 50	5 22	7 57	...	...	...
				Nordlingen Stut. Time. ar.	9 12	3 18	6 35	8 51	...	...	...

Dist.	Fares. 1 cl. fl. kr.	2 cl. fl. kr.	3 cl. fl. kr.	Stations.	Trains. 3 cl. 1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
				Nordlingen Stut. Time. d.	...	12 55	...	...	...	...	...
				Goldshofe	...	7 6	...	...	...	...	...
				Wasseralfingen	...	7 10	...	...	...	...	...
				Aalen arr.	...	7 50	...	...	...	...	...
				" dep.	12 15	4 5	6 56	...	...	...	...
				Heidenheim dep.	12 45	4 40	7 30	...	...	...	...
				Unterbobingen	1 18	5 25	8 5	8 54	...	...	...
				Gmund (Buffet)	1 50	5 58	8 47	9 34	...	...	...
				Lorch	2 9	6 17	9 22	9 57	...	...	...
				Schorndorf (Buffet)	2 23	6 31	9 44	10 11	...	...	...
				Cannstatt	2 51	7 0	10 28	10 46	...	...	...
				Stuttgart arr.	3 37	7 40	11 27	11 27	...	...	...
				" dep.	3 55	8 0	11 45	11 45	...	...	...

Dist.	Fares. 1 cl. fl. kr.	2 cl. fl. kr.	3 cl. fl. kr.	Stations.	Trains. 3 cl. 1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
				Stuttgart dep.	...	4 45	10 15	1 50	5 40	7 30	...
				Cannstatt arr.	...	4 51	10 22	1 57	5 46	7 37	...
				" dep.	...	4 55	10 27	2 2	5 49	7 43	...
				Waiblingen dep.	...	5 17	10 53	2 28	6 5	8 7	...
				Schorndorf (Buffet)	...	5 51	11 30	3 7	6 47	8 41	...
				Lorch	...	6 15	12 0	3 35	6 46	9 8	...
				Gmund (Buffet)	...	6 32	12 20	3 58	7 0	9 27	...
				Unterbobingen	...	6 50	12 43	4 17	7 39	10 25	...
				Aalen (Buffet) 191 arr.	...	7 30	1 18	4 55	7 39	10 40	...
				" dep.	...	7 43	1 35	5 20	9 35	...	...
				Heidenheim arr.	...	8 20	2 40	6 20	9 55	...	...
				Aalen dep.	...	7 35	1 39	5 0	7 43	...	...
				Goldshofe	...	7 46	1 50	5 22	7 57	...	...
				Nordlingen Stut. Time. ar.	...	9 12	3 18	6 35	8 51	...	...

Dist.	Fares. 1 cl. fl. kr.	2 cl. fl. kr.	3 cl. fl. kr.	Stations.	Trains. 1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
				Nordlingen Stut. Time. d.	...	...	...	...	3 55	...	...
				Goldshofe	...	...	...	...	5 56	...	...
				Wasseralfingen	...	...	...	...	7 6	...	...
				Aalen arr.	...	...	...	...	7 10	...	...
				" dep.	...	...	...	...	7 50	...	...
				Heidenheim dep.	...	...	...	...	8 20	...	...
				Unterbobingen	...	...	...	...	8 47	1 50	5 38
				Gmund (Buffet)	...	...	...	...	9 22	2 9	6 17
				Lorch	...	...	...	...	9 44	2 23	6 31
				Schorndorf (Buffet)	...	...	...	...	10 28	2 51	7 0
				Cannstatt	...	...	...	...	11 27	3 37	7 40
				Stuttgart arr.	...	...	...	...	11 45	3 55	8 0

Dist.	Fares. 1 cl. fl. kr.	2 cl. fl. kr.	3 cl. fl. kr.	Stations.	Trains. 3 cl. 1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
				Stuttgart dep.	...	4 45	10 15	1 50	5 40	7 30	...
				Cannstatt arr.	...	4 51	10 22	1 57	5 46	7 37	...
				" dep.	...	4 55	10 27	2 2	5 49	7 43	...
				Waiblingen dep.	...	5 17	10 53	2 28	6 5	8 7	...
				Schorndorf (Buffet)	...	5 51	11 30	3 7	6 47	8 41	...
				Lorch	...	6 15	12 0	3 35	6 46	9 8	...
				Gmund (Buffet)	...	6 32	12 20	3 58	7 0	9 27	...
				Unterbobingen	...	6 50	12 43	4 17	7 39	10 25	...
				Aalen (Buffet) 191 arr.	...	7 30	1 18	4 55	7 39	10 40	...
				" dep.	...	7 43	1 35	5 20	9 35	...	...
				Heidenheim arr.	...	8 20	2 40	6 20	9 55	...	...
				Aalen dep.	...	7 35	1 39	5 0	7 43	...	...
				Goldshofe	...	7 46	1 50	5 22	7 57	...	...
				Nordlingen Stut. Time. ar.	...	9 12	3 18	6 35	8 51	...	...

Dist.	Fares. 1 cl. fl. kr.	2 cl. fl. kr.	3 cl. fl. kr.	Stations.	Trains. 3 cl. 1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
				Nordlingen Stut. Time. d.	...	12 55	...	...	...	...	...
				Goldshofe	...	7 6	...	...	...	...	...
				Wasseralfingen	...	7 10	...	...	...	...	...
				Aalen arr.	...	7 50	...	...	...	...	...
				" dep.	12 15	4 5	6 56	...	...	...	...
				Heidenheim dep.	12 45	4 40	7 30	...	...	...	...
				Unterbobingen	1 18	5 25	8 5	8 54	...	...	...
				Gmund (Buffet)	1 50	5 58	8 47	9 34	...	...	...
				Lorch	2 9	6 17	9 22	9 57	...	...	...
				Schorndorf (Buffet)	2 23	6 31	9 44	10 11	...	...	...
				Cannstatt	2 51	7 0	10 28	10 46	...	...	...
				Stuttgart arr.	3 37	7 40	11 27	11 27	...	...	...
				" dep.	3 55	8 0	11 45	11 45	...	...	...

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BRUCHSAL AND FRIEDRICHSHAFEN.—Königlich Württembergisch Staats-Eisenbahnen.

Mls.	1st	2nd	3rd	STATIONS.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	g.kr.	a.kr.	g.kr.		a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	p.m.	p. m.				p. m.			p. m.
—	—	—	—	**Bruchsal** Carls.thne.....	12 30	...	...	5 35	6 12	11 4	...	1 50	...	...	...	...	...	...	5 48
9½	0 36	0 24	0 18	**Bretten**	12 53	...	...	6 14	8 49	11 32	...	2 10	...	...	...	...	...	...	6 16
16½	1 2	0 49	0 36	**Maulbronn**	...	...	...	6 41	9 14	11 51	...	...	...	...	...	...	...	...	6 40
19½	1 15	0 51	0 36	**Mühlacker** (*Buffet*) 137	1 23	...	...	7 5	9 40	12 10	...	2 33	...	...	...	3 38	...	...	6 57
...	...	...	...	**Vaihingen** Gersheim.....	...	...	...	7 30	10 5	...	...	2 48	...	...	...	3 50	...	...	7 21
36	2 19	1 27	1 0	**Bietigheim** (*Buff.*).....	1 54	...	...	5 35	8 2	10 40	12 44	12 47	3 3	...	...	4 20	p.m.	...	7 55
39½	2 39	1 43	1 9	**Ludwigsburg**	2 12	...	...	6 0	8 29	11 8	...	1 1	3 28	...	...	4 57	6 30	...	8 19
...	...	...	...	**Feuerbach**.....	...	...	...	6 22	8 43	11 33	...	1 27	...	p.m.	p.m.	5 23	6 52	...	8 43
45	3 6	2 0	1 21	**Stuttgart** 190, 191 (*Buff.*)	2 45	5 20	6 45	9 20	12 0	1 45	1 35	3 55	2 25	4 55	6 40	8	5 10	12	9 15
51½	3 19	2 8	1 34	**Cannstatt**	2 54	5 31	6 55	9 27	12 13	...	1 43	4 4	2 43	5 6	6 49	8	5 16	10	9 25
56½	3 38	2 18	1 53	**Esslingen**.....	3 11	5 52	...	9 56	12 37	2 2	...	4 19	2 55	5 26	7 20	8	5 41	10	9 48
63	4 0	2 33	1 42	**Plochingen** (*Buff.*) 190 ...	...	6 20	...	10 22	1 10	...	...	4 34	3 7	...	7 44	...	6 57	11	5
73½	4 45	3 3	2 3	**Goppingen**	3 49	7 1	...	11 1	1 45	2 44	...	5 9	...	...	8 21	...	...	...	...
80½	5 6	3 15	2 19	**Sussen**	...	7 26	...	11 24	2 23	...	...	5 14	...	...	8 53	...	...	...	...
87½	5 32	3 33	2 34	**Geislingen**	4 33	7 53	...	11 53	4 20	3 13	...	5 37	...	...	9 22	...	...	...	...
107½	6 51	4 34	3 57	**Ulm** (*Buff.*) (193, 194)...	5 20	9 20	...	1 25	6 8	4 0	...	6 56	...	...	10 28	...	...	...	...
114½	7 18	4 43	3 13	**Erbach**	5 37	9 43	...	1 47	...	4 26	...	7 11	...	...	...	...	...	...	...
...	...	...	...	**Laupheim**.....	5 56	10 7	...	2 11	...	5 16	...	7 34	...	...	...	...	...	...	...
130½	8 24	5 27	3 43	**Biberach**	6 25	10 44	...	2 49	...	...	...	8 8	...	...	...	...	...	...	...
138½	8 54	5 45	3 54	**Essendorf** (Waldsee).....	6 48	11 11	...	3 16	...	5 44	...	8 33	...	...	...	...	...	...	...
143½	9 12	5 57	4 3	**Schussenried**	7 2	11 28	...	3 33	...	5 56	...	8 49	...	...	...	...	...	...	...
146½	9 24	6 6	4 9	**Aulendorf** (*Buffet*) 192 ...	7 15	11 45	...	3 49	...	6 5	...	9 5	...	...	...	...	...	...	...
160½	10 18	6 38	4 33	**Ravensburg**	7 57	12 27	...	4 31	...	...	...	9 50	...	...	...	...	...	...	...
172½	11 6	7 15	4 54	**Friedrichshafen** Stat.	8 30	1 0	...	5 5	...	...	...	10 10	...	...	...	...	...	...	...
...	...	...	...	,, (Harbour)	8 35	1 5	...	5 10	...	...	...	10 25	...	...	...	...	...	...	...
					a.m.	p.m.		p.m.				p.m.							

Extra Trains—Carmatal to Plochingen 16.5 a.m.

BLUDENZ to LINDAU.—Vorarlberger Bahn.—(Austrian Railways.)

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—3	1—3	1—3	Stations.	1—3	1—3	1—3	1—3
Dis.	gl kr	gl. kr	gl. kr		a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
—	—	—	—	**Bludenz** dep	6 37	9 53	12 37	5 47	LINDAU arr	4 15	...	...	5 2
1,4	0 49	0 36	0 21	Nenzing	7 0	10 12	12 59	6 7	**Lindau** ...dep	5 7	8 47	1 12	7 2
2,8	0 84	0 70	0 42	**Feldkirch**	7 45	10 36	1 23	6 31	**Loohau**	5 37	9 2	1 42	7 24
4,4	1 38	1 10	0 66	**Götzis**	8 2	10 53	1 40	6 48	**Bregens**	5 44	9 11	1 59	7 30
6,1	1 88	1 53	0 92	**Dornbirn**	8 55	11 27	2 36	7 21	**Lauterach**	5 57	9 23	2 12	7 47
7,1	2 13	1 78	1 7	**Lautrach**	9 28	11 37	3 1	7 49	**Dornbirn**	6 23	9 46	2 34	8 4
7,8	2 31	1 93	1 16	**Bregens**..... arr	9 38	11 47	3 15	8 1	**Götzis**	6 53	10 11	3 2	8 30
8,1	2 43	2 3	1 23	**Loohau** ...arr	9 44	11 54	3 22	8 8	**Feldkirch**	7 22	10 35	3 26	8 54
9,0	2 70	2 25	1 35	**Lindau** ...arr	9 57	12 7	3 43	8 23	**Nenzing**	8 3	11 7	4 1	9 22
				LINDAU dp	10 15	...	...	...	**Bludenz** arr	8 27	11 27	4 23	9 43

ROTTWEIL and VILLINGEN.

1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—2	1—3	1—3	Stations.	1—3	1—3	1—3	1—3
gl kr	gl. kr	gl. kr		a. m.	a. m.	p. m.	p. m.		a. m.	a. m.	p. m.	p. m.
—	—	—	**Rottweil**dep.	8 10	11 45	4 25	7 0	**Villingen**.....dep.	6 50	10 0	1 20	5 40
0 18	0 12	0 9	Deissligen.....	8 28	12 6	4 41	7 18	**Marbach**	6 58	...	1 28	5 48
0 29	0 20	0 13	**Trossingen**	8 46	12 21	4 51	7 30	**Schwenningen**	7 14	10 29	1 44	6 0
0 44	0 29	0 20	**Schwenningen**	8 58	12 42	5 5	7 46	**Trossingen**	7 27	10 45	1 57	6 10
0 58	0 39	0 26	**Marbach**	9 10	12 55	...	8 0	**Deissligen**	7 38	10 58	2 9	6 21
1 6	0 44	0 29	**Villingen** ..... arr	9 18	1 0	5 20	8 11	**Rottweil** 190 arr	7 50	11 10	2 20	6 30

PFORZHEIM CALW AND HORB.

Stations.	1—3	3 Cl.	1—3	1—3	1—3	1—3	Stations.	1, 3	1—3	3 Cl.	1—3	1—3
	a. m.	a. m	a.m.	p. m.	p.m.	p.m.		a.m.	a. m.	p.m.	p. m.	p. m.
Pforzheim dep.	...	...	6 35	1 35	3 15	9 15	**Horb** .....dep.	6 18	9 57	3 12	4 40	9 36
Brötzingen.....	...	...	6 41	1 41	3 43	9 21	**Hochdorf**	6 41	10 24	3 52	...	8 57
Weissenstein	...	...	6 47	1 47	...	9 27	**Gündringen**	6 49	10 34	4 7	...	9 7
Liebenzell	...	...	7 10	2 11	3 43	9 55	**Nagold** .....arr.	6 57	10 44	1 20	5 12	9 17
Hirsau	...	...	7 20	2 22	...	10 6	,, ...dep.	6 59	10 43	4 36	5 14	9 32
Calw.....arr.	...	...	7 25	2 28	3 57	10 12	**Wildberg**	7 13	11 5	...	...	9 41
.....dep.	...	9 36	7 31	2 33	4 4	10 20	**Teinach**	7 23	11 16	4 0	...	9 51
Teinach	...	9 49	7 39	2 41	4 12	10 27	**Calw** .....arr.	7 28	11 21	4 10	...	9 56
Wildberg.....	...	10 17	7 55	2 57	4 32	10 40	.....dep.	7 35	11 29	...	5 50	10 14
Nagold .....arr.	...	10 45	8 16	3 10	4 40	11 0	Hirsau	7 42	11 35	...	...	10 21
.....dep	5 5	11 10	8 21	3 21	5 4	...	Liebenzell	7 51	11 44	...	6 2	10 30
Gündringen	5 22	11 27	8 38	3 37	...	...	Weissenstein	8 18	12 9	...	...	10 51
Hochdorf.....	5 34	11 56	8 50	3 49	...	...	Brötzingen	8 25	12 15	...	...	10 58
Horb .....arr.	5 55	12 25	9 10	4 10	5 15	...	**Pforzheim** ...arr.	8 30	12 20	...	6 27	11 4

TUBINGEN AND BECHINGEN—Neckar Eisenbahn.

G.M.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3.	1, 2, 3.	1, 2, 3.	G.M.	1 cl	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
	krs.	krs.	krs.		a.m.	p.m.	p.m.		krs.	krs.	krs.		a.m.	a. m.	p.m
—	—	—	—	**Tubingen**.....dep	8 19	3 15	7 0	—	—	—	—	**Hechingen** .....dep	6 30	9 35	4 35
1,0	20	14	9	Dusslingen	9 6	3 35	7 21	1,1	20	14	9	Mössingen	6 54	10 12	4 53
2,2	40	27	18	Mössingen	9 26	3 56	7 43	2,2	40	27	18	Dusslingen	7 12	10 32	5 7
3,3	60	40	27	**Hechingen** 190...arr	9 40	4 15	8 5	3,3	60	40	27	**Tubingen** 190.....arr	7 25	10 46	—

FRIEDRICHSHAFEN AND BRUCHSAL.

1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1—3	1, 2, 3	1, 2, 3	1, 2, 3
a.kr.	a.kr.	a.kr.	(Harbour)	p.m.				a.m.			a.m.	p.m.	p.m.
—	—	—	Friedrichshafen ...dep.	10 50	...	...	...	...	...		9 50	1 50	7 5
			,, (Stat.) ... ,,	11 0	...	...	...	5 25	...		10 3	2 0	7 10
1 48	1 12	0 72	Ravensburg	11 34	...	...	...	6 6	...		10 39	2 40	7 52
1 48	1 9	0 45	Amtzell (Bad'n) ...	...	...	...	...	7 9	...		11 40	3 40	8 57
1 24	1 16	0 81	Schussenried	12 38	...	...	...	7 21	...		11 51	3 52	9 8
3 12	1 30	1 0	Essendorf (Waldsee) ...	...	...	...	...	7 37	...		12 7	4 9	9 25
2 42	1 48	1 12	Biberach	1 5	...	...	...	8 4	...		12 35	4 37	9 53
			Laupheim	1 26	...	...	...	8 24	...		1 6	5 11	10 24
3 66	2 33	1 66	Erbach	1—3	...	a.m.	...	8 58	a.m.		1 39	5 34	10 48
4 15	2 61	1 87	Ulm (Bad'n) 102	2 25	...	5 56	...	9 25	10 0	...	2 5	6 20	11 5
5 33	3 42	2 39	Geislingen	3 32	...	7 8	...	10 19	11 21	...	3 24	7 40	...
6 6	4 6	2 63	Susen	...	...	7 39	...	10 33	11 43	...	3 44	8 1	1—3
6 21	4 12	2 81	Goppingen	3 47	a.m.	7 49	a.m.	10 43	12 3	...	4 3	8 20	p.m.
7 6	4 62	3 12	Plochingen (Bad'n) 100	4 10	6 16	8 35	9 20	...	12 50	...	4 43	9 2	7 35
7 39	5 27	3 21	Esslingen	4 24	6 38	8 58	9 42	11 20	1 12	...	5 5	9 22	7 56
7 54	5 12	3 39	Cannstatt	4 39	7 6	9 26	9 57	11 34	1 40	nig't	5 33	9 47	8 27
8 9	6 15	3 33	Stuttgart (Bad'n) 100, 101	5 0	7 32	9 50	10 7	12 0	2 5	12 0	6 25	10 10	9 36
			Feuerbach		7 46	10 11			2 19		6 39	10 22	
8 39	5 33	3 45	Ludwigsburg	5 33	8 11	10 30	11 43	12 34	2 46	12 33	7 9	10 49	
9 54	6 48	3 84	Bietigheim (Bad'n) ...	5 56	8 35	10 58	12 10	12 54	3 16	12 53	7 36	11 5	
			Vaihingen Serhelm ...	6 32	9 1	11 24		13 28	3 44	1 15	8 2		
9 51	6 36	4 16	Muhlacker (Bad'n) ...	6 15	9 35	11 45	...	1 30	4 15	1 39	8 30	...	
10 9	6 55	4 34	Maulbronn	6 38	9 50	...	...	...	4 30	...	8 43	...	
10 36	6 51	4 36	Bretten	7 0	10 10	...	...	1 44	4 49	2 9	8 57	...	
11 6	7 15	4 54	Bruchsal (Bad'n) 123, 127	7 30	10 40	...	...	2 6	5 17	2 30	9 30	...	
			,, (Carls. time) ... ,,	a.m.	a.m.	...	...	p.m.	p.m.	a.m.	p.m.	...	

Stations.	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Bayreuth ...dep	4 0	11 5	3 15	5 20	7 10	
Neuenmarkt ...arr	4 50	11 55	4 5	6 10	8 0	

NEUENMARKT AND BAYREUTH.

PFORZHEIM AND WILDBAD.

Stations.	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	noon	p.m.	p.m.
STUTTGART	5 0	7 35	9 50	12 0	2 5	6 35
CARLSRUHE	11 50	7 50	10 55	1 45	5 5	7 55
Pforzheim ...dep	6 45	9 57	12 20	3 10	7 0	9 25
Birkenfeld	7 3	10 9	...	3 32	7 12	9 36
Neuenbürg	7 23	10 31	12 54	3 53	7 26	9 50
Höfen	7 46	10 57	12 47	4 43	7 44	10 7
Calmbach	7 56	10 44	1 5	3 55	7 52	10 15
Wildbad ...arr	8 5	10 50	1 10	4 0	8 0	10 22

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Wildbad ...dep.	5 0	8 20	11 10	2 10	5 38	8 20
Calmbach	5 13	8 26	11 15	2 16	5 36	8 26
Höfen	5 26	8 31	11 19	2 21	5 41	8 31
Neuenbürg	5 46	8 43	11 28	2 33	5 43	8 46
Birkenfeld	5 57	8 51	...	2 36	5 53	8 54
Pforzheim	6 10	9 0	11 30	2 45	6 5	9 5
CARLSRUHE	7 15	11 0	1 30	...	6 10	10 20
STUTTGART	9 0	11 40	1 15	3 55	6 15	2 20

ULM TO MEMMINGEN AND KEMPTEN.

1 cl.	2 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 cl.	2 cl.	1 cl	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
a.kr.	a.kr.		a.m.	a.m.	p.m.	p.m.	p.m.	a.kr.	a.kr.	a.kr.		a.m.	a.m.	p.m.	p.m.
—	—	Ulm .....dep.	5 15	9 50	1 25	6 30	—	—	—	—	Kempten 105 dep.	5 25	10 20	2 0	7 10
0 6	0 6	Neu Ulm	5 33	10 0	2 1	6 48	...	...	0 18	0 12	Hausing	5 43	10 42	2 19	7 27
0 36	0 18	Senden	5 50	10 30	2 30	7 6	...	0 36	0 24	0 18	Dietmannsried	6 14	10 54	2 31	7 37
0 30	0 24	Vohringen	6 0	10 40	2 57	7 20	...	0 54	0 36	0 24	Gronenbach	6 19	11 19	2 51	7 54
0 42	0 30	Illertissen	6 12	10 50	3 27	7 33	1 30	1 0	0 42	...	Memmingen	6 40	12 20	3 30	8 30
1 21	0 36	Altenstadt	6 25	11 14	3 49	7 47	...	1 30	0 45	0 30	Heimertingen	7 20	12 39	3 45	8 44
1 1	0 42	Kellmund	6 35	11 24	4 12	7 57	48	1 12	0 48	...	Fellheim	7 33	12 56	3 54	8 53
1 18	0 48	Fellheim	6 54	11 37	4 37	8 10	6	1 24	0 57	...	Kellmund	7 54	1 22	4 8	9 6
1 18	0 54	Heimertingen	7 5	11 48	4 50	8 18	2 15	1 33	1 0	...	Altenstadt	8 4	1 37	4 19	9 16
1 1	1 0	Memmingen	7 15	12 20	5 45	8 50	2 33	1 42	1 9	...	Illertissen	8 18	2 3	4 34	9 31
1 66	1 12	Gronenbach	7 37	12 45	6 10	9 26	...	1 54	1 18	...	Vohringen	8 31	2 26	4 49	9 47
1 36	1 24	Dietmannsried	7 52	1 2	6 27	9 52	3 9	2 6	1 24	...	Senden	8 43	2 38	5 1	10 0
2 12	1 30	Hausing	8 2	1 13	6 38	10 5	3 27	2 18	1 33	...	Neu Ulm	9 0	3 14	5 25	10 25
2 36	1 36	Kempten 105, 108 ...arr.	8 15	1 30	6 55	10 25	3 36	2 24	1 36	...	Ulm 102, 103 ...arr.	9 10	3 20	5 30	10 30

STUTTGART, ZUFFENHAUSEN, AND CALW.

1 cl.	2 cl.	3 cl.	3 cl.	Stations.	1—3	1—3	1—3	1—3	1—3	Stations.	1—3	1—3	1—3	1—3
—	—	—	—		a.m.	a.m.	p.m.	p.m.			p.m.	a.m.	p.m.	p.m.
0 12	0 8	0 6	0 5	Stuttgart ..... dep.	7 48	11 0	3 36	8 20	...	PFORZHEIM .....dep	9 15	6 40	2 10	5 5
				Feuerbach .....dep.	...	11 13	3 44	8 32	...	HORB ..... ,,	8 25	6 38	1 30	4 45
				BRUCHSAL ..... ,,	6 14	8 12	1 30	5 42	...	NAGOLD ..... ,,	9 22	7 28	3 21	5 37
0 18	0 12	0 8	0 8	Zuffenhausen ...dep	8 3	11 35	3 53	8 40	...	Calw ..... dep	7 33	9 50	4 25	8 15
0 27	0 17	0 12	0 12	Korntheil ..... ,,	8 11	11 46	4 4	8 48	...	Weild d. Stadt	8 16	10 56	5 18	9 8
0 33	0 22	0 16	0 16	Dusingen ..... ,,	8 18	11 59	4 13	8 55	...	Renningen	8 24	11 11	5 29	9 20
0 42	0 28	0 23	0 23	Leonberg ..... ,,	8 32	12 25	4 31	9 9	...	Leonberg	8 34	11 28	5 41	9 30
0 51	0 34	0 29	0 29	Renningen ..... ,,	8 43	12 42	4 57	9 21	...	Dusingen	8 44	11 42	6 2	9 40
1 18	0 52	0 38	0 38	Weild d. Stadt ..... ,,	8 52	1 5	5 6	9 53	...	Korntheil	8 50	11 58	6 8	9 46
2 14	1 19	1 9	1 0	Calw ..... arr	9 32	2 0	5 57	10 14	...	Zuffenhausen ...arr	8 55	11 58	6 15	9 51
				NAGOLD ..... ,,	10 47	3 35	7 0	11 0	...	BRUCHSAL ..... ,,	7 54	12 11	6 48	10 30
				HORB ..... ,,	12 25	4 15	7 55	...	...	Feuerbach ..... ,,	9 2	12 18	6 17	9 58
				PFORZHEIM ..... ,,	12 20	...	7 10	11 0	...	Stuttgart ...arr	9 8	12 23	6 23	10 4

ULM, HERBERTINGEN, SCHEER, and SIGMARINGEN.

Stations.	1,2,3	2 & 3	1,2,3		1,2,3	1,2,3		Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1	2	1	2
	a.m.	a.m.	a.m.		p.m.	p.m.			a.m.	a.m.	p.m.	p.m.	p.m.				p.m.
Ulm ..... dep	5 20	7 5	9 30	...	2 10	7 0	...	Sigmaringen ..... dep	5 10	9 30	1 30	...	...				6 4
Herrlingen	5 40	7 37	...	...	2 30	7 21	...	Scheer	5 23	9 43	1 54	...	...				6 5
Blaubeuren ..... arr	5 55	7 59	9 53	...	2 46	7 37	...	Mengen ..... arr	5 39	9 59	1 55	...	...		p.m.		6 5
,, ... dep	5 57	8 15	9 55	...	2 50	7 43	...	,, ... dep	5 34	10 9	2 8	2 0	2 30		7		
Schelklingen	6 10	8 36	...	...	3	7 55	...	Herbertingen ..... arr	5 44	10 19	2 19	2 6	2 44		7 1		
Ehingen	6 23	9 22	10 21	...	3 29	8 27	...	Herbertingen ..... dep	5 48	10 26	...	2 11	3 0		7 1		
Munderkingen	6 39	10	6 10	36	3 56	8 51	...	Ertingen	5 59	10 36	...	...	3 18		7 2		
Zwiefaltendorf	7 28	11	8	...	4 22	9 19	...	Riedlingen ..... arr	6 6	10 45	...	2 24	3 32		7 3		
Riedlingen ..... arr	7 43	11 23	11	3	4 36	9 34	...	,, ... dep	6 12	10 50	...	2 27	3 45		7 4		
,, ... dep	7 47	11 45	11	7	4 40	9 39	...	Zwiefaltendorf	6 29	11 8	...	...	4 70		8		
Ertingen	7 59	12 5	...	...	4 51	9 51	...	Munderkingen	6 47	11 24	...	2 54	5 16		6 3		
Herbertingen ... arr	8 8	12 18	11	20	5 0	10 0	...	Ehingen ..... arr	7 25	11 49	...	3 8	5 54		9		
Herbertingen ... dep	8 18	12 20	11	23	5 6	7 10	9	Schelklingen	7 55	12 26	...	...	7 1		9 3		
Mengen	8 28	12 45	11	30	12 54	5 17	10 19	Blaubeuren	8	5 12	36	...	3 20	7	15	9	4
,, ... dep	8 33	...	...	...	12 57	5 27	10 23	,, ... dep	8	6 12	39	...	3 32	7	27	9	4
Scheer ..... arr	8 40	...	...	1	4	5 42	10 32	Herrlingen	8	24	12 54	...	...	8	5	9	5
Sigmaringen	8 55	...	...	1	15	6	0 10 45	Ulm ..... arr	8	40	1 10	...	3 55	9	30	10	1

PLOCHINGEN to KIRCHHEIM.

1 cl.	2 cl.	3 cl.	Stations.	1—3	1—2	1—3	1,2,3	Stations.	1—3	1—3	1—3	1—3		
kr.	kr.	kr.		a.m.	a.m.	p.m.	p.m.		a.m.	noon	p.m.	p.m.		
—	—	—	Plochingen dep	8 42	12 56	4 55	...	Kirchheim dep	7 45	12 0	3 55	6 56	...	...
17	11	8	Unterboihingen	9 22	1 9	5 11	9 30	Unterboihingen	8 6	12 16	4 11	7 8	...	...
23	22	15	Kirchheim, 195	9 36	1 23	5 25	9 34	Plochingen arr	8 16	12 29	4 22	...	...	...

MUNICH and SIMBACH.*

Stations.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1 & 2	1	2	Stations.	1,2,3	1,2,3	2 & 3	1 & 2	1,2,3	1,2,3	1 & 2	1 & 2	1 & 2
			a.m.	a.m.			p.m.	p.m.			a.m.		a.m.	a.m.			p.m.		
Paris ..... dp	...	...	8 25	...	...	...	6 25	...	...	Vienna dep	6 50	...	...	9 15	...	...	...	...	...
Avricourt ,,	...	...	9 26	...	...	...	7 19	...	...	Linz ..... ,,	11 31	...	...	4 4	...	...	8 24	...	...
Strassburg ,,	...	...	9 0	...	...	...	8 47	7 50	...										
Carlsruhe ,,	...	...	5 30	5 50	9 55	1 20	4 15	6 25	...	Simbach dep	2 50	...	6 0	9 0	...	...	4 45	...	...
Stuttgart ..... dep	...	...	3 45	...	5 20	9 20	1 38	3 55	...	Landshut	...	...	4 22	9 25	...	...	5 8	...	...
Ulm ..... dep	...	...	5 30	5 50	9 55	1 20	4 15	6 25	...	Neumarkt	3 24	...	4 44	10 14	...	...	5 36	...	...
Neu Ulm	...	...	5 45	6 0	10 14	1 41	4 29	6 51	...	Mühldorf	3 44	...	5 7	10 40	...	...	6 0	...	...
Burgau	...	...	...	7 29	11 34	3 41	...	8 1	...	Ampfing	...	...	5 20	11 13	...	...	6 14	...	...
Augsburg arr	...	a.m.	7 25	9 0	1 5	5 50	6 10	9 20	...	Schwindegg	...	...	5 47	11 48	...	...	6 36	...	...
,, dep	...	6 0	7 40	9 20	1 40	...	6 20	9 30	...	Dorfen	...	...	5 58	12 16	...	...	6 53	...	...
Nanhofen	...	7 0	...	10 39	2 40	...	...	10 30	...	Hörlkofen	...	...	6 30	1 2	...	...	7 26	...	...
Olching	...	7 22	...	10 43	3 3	...	...	10 58	...	Schwaben	...	...	6 48	1 26	...	...	7 43	...	...
Pasing	...	7 47	...	11 7	3 26	...	...	11 17	...	Haldhausen	...	...	7 26	2 22	...	...	8 23	...	...
Munich ...arr	a.m.	8 0	8 50	11 20	3 40	...	7 30	11 30	...	Thalkirchen	...	...	7 36	2 46	...	...	9 31	...	...
,, ...dep	5 0	...	a.m.	11 50	6 45	...	8 45	...	...	Munich ...arr	5 36	a.m.	7 45	3 0	p.m.	8 40	p.m.	...	...
Thalkirchen ...	5 10	...	...	12 5	6 56	...	...	...	...	,, ...dep	6 12	6 30	11 0	4 0	6 15	...	11 0	...	...
Haldhausen	5 22	...	...	12 20	7 8	...	9 0	...	...	Pasing	...	6 45	11 15	4 15	6 30	...	...	...	...
Schwaben	6 2	...	...	1 25	7 48	...	...	...	...	Olching	...	7 7	11 37	4 37	6 52	...	...	...	...
Hörlkofen	6 15	...	...	1 46	8 1	...	...	...	...	Nanhofen	...	7 31	12 1	5 1	9 16	9 3	...	...	a.m.
Dorfen	6 51	...	...	2 38	8 36	...	...	...	...	Augsburg arr	7 23	8 20	1 0	6 20	10 15	a.m.	12 10	2 6	2 54
Schwindegg	7 3	...	...	2 50	8 47	...	...	...	...	,, dep	7 35	8 30	1 40	6 40	...	12 15	12 30	2 26	...
Ampfing	7 25	...	...	3 28	9 9	...	...	...	...	Burgau	...	10 58	3 28	8 16	...	...	6 46	...	...
Mühldorf	7 39	...	...	3 56	9 24	...	10 38	...	...	Neu Ulm	9 17	12 20	5 0	9 13	...	...	8 44	4 2	...
Neumarkt	8 2	...	...	4 32	9 47	...	10 56	...	...	Ulm ..... arr	9 29	12 33	5 5	9 46	...	...	8 56	4 5	...
Markt	8 24	...	...	5 8	10 9	...	...	...	...	Stuttgart ... ,,	11 40	5 40	9 55	...	...	...	1 46	4 45	...
Simbach ...arr	8 45	...	...	5 40	10 30	...	11 30	...	...	Carlsruhe ,,	2 15	10 26	...	...	...	...	6 5	7 15	...
Linz ... arr	4 50	...	...	11 2	...	...	4 7	...	...	Strassburg ,,	5 5	...	...	...	...	...	11 0	10 5	...
Vienna ,,	...	...	...	6 0	...	...	8 40	...	...	Avricourt ,,	7 40	...	...	...	...	...	...	12 21	...
										Paris ..... ,,	6 20	...	...	...	...	...	...	9 10	...

* Western to Augsburg, 7.30 p.m.

SCHWEINFURT and MEININGEN.

Mls.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1—3	1—3	1—3	1—3	Stations.	1—3	1—3	1—3	1—3
Dis.	gl. kr	gl. kr	gl. kr	gl. kr		a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
—	—	—	—	—	Schweinfurt ..... dep	6 10	11 35	6 40	3 35	Meiningen ..... dep	5 0	10 30	6 35	...
1½	0 9	0 7	0 6	0 6	Oberndorf	6 17	11 46	6 47	3 42	Rentwertshausen	5 25	11 30	7 0	...
6½	0 38	0 30	0 18	0 18	Oberwern	6 29	12 3	6 59	3 54	Mellerichstadt	5 47	12 5	7 22	...
8	0 47	0 35	0 16	0 16	Poppenhausen	6 37	12 18	7 7	4 2	Unaleben	5 57	12 24	7 32	...
10½	0 49	0 34	0 21	0 21	Ebenhausen ..... arr	6 44	12 32	7 13	4 9	Heustren	6 14	12 44	7 48	...
...	...	...	...	...	,, ... dep	6 46	12 34	7 15	Rhön-bahn	Neustadt	6 22	12 47	7 54	...
14½	1 5	0 44	0 28	0 28	Rottershausen	6 58	12 59	7 26	to Fulda	Niederlander	6 37	12 59	7 58	...
20	1 31	1 0	0 39	0 39	Münnerstadt	7 20	1 12	7 49	5 p.m.	Münnerstadt	6 49	1 17	8 12	...
23½	1 47	1 13	0 46	0 46	Niederlander	7 30	1 26	7 59	5 p.m.	Rottershausen	6 57	1 30	8 22	...
28½	1 59	1 19	0 51	0 51	Neustadt	7 41	1 40	8 11	5 p.m.	Ebenhausen ..... arr	7	1 42	8 40	...
29½	2 10	1 26	0 56	0 56	Heustren	8 45	2 2	7 17	...	,, ... dep	7 6	2 13	8 45	10 41
30½	2 19	1 31	1 0	1 0	Unaleben	7 56	2 12	8 27	...	Poppenhausen	7 16	2 22	8 55	10 50
34½	2 34	1 44	1 7	1 7	Mellerichstadt	8 10	2 25	8 43	...	Oberwern	7 24	2 43	8 58	10 57

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HEILBRONN, JAGSTFELD, and OSTERBURKEN.

No.	Stations.	1—3	1—3	1—3	1—3	1—3	1—3	Stations.	1—3	1—3	1—3	1—3	1—3	1—3
		p.m.	a.m.	a.m.	a.m.	p.m.	p.m.		a.m.		a.m.	p.m.	p.m.	p.m.
	Bietigheim .....dep.	12 55	5 44	8 40	10 30	3 18	7 46	Osterburken ... dep.	5 9	...	9 10	3 45	...	8 42
0,9	Bonigheim .....arr	1 6	5 56	8 51	11 1	3 29	7 59	Sennfeld	5 13	...	9 24	4 2	...	8 54
	.....dep.	1 9	6 0	8 54	11 4	3 32	8 2	Mockmuhl	5 27	...	10 5	4 22	...	9 8
1 6	Kirchheim 1st ... ,,	1 17	6 10	9 4	11 13	3 41	8 11	Sigingen	5 40	...	10 21	4 39	...	9 20
2,3	Lauffen .....arr.	1 35	6 19	9 19	11 21	3 49	8 19	Untergriesheim	5 58	...	10 56	5 1	...	9 35
	.....dep.	1 38	6 20	9 14	11 23	3 52	8 21	Jagstfeld .....arr.	6 6	a.m.	11 4	5 9	p.m.	9 42
2,1	Nordheim ..... ,,	1 39	6 22	9 26	11 24	4 4	8 31	.....dep.	6 11	8 35	11 22	5 32	2 45	9 49
4,0	Heilbronn 191...arr.	1 59	6 43	9 37	11 46	4 14	8 43	Neckarsulm	6 25	8 47	11 33	5 45	2 6	10 2
	For HALL .....dep	a.m.	7 15	...	12 10	4 45	9 0	Heilbronn 191...arr.	6 35	8 56	11 39	5 53	2 15	10 10
—	Heilbronn .....dep.	5 9	7 20	9 48	12 25	4 57	9 14	For HALL .....dep.	6 54	...	12 10	9 0	p.m.	a.m.
4,7	Neckarsulm	5 29	7 42	9 58	12 42	5 47	9 34	Heilbronn .....dep.	6 42	9 13	11 45	6 25	1 50	6 25
—	Jagstfeld.....arr.	5 39	8 7	10 9	12 56	5 59	9 47	Nordheim	6 56	9 28	...	6 39	2 3	6 38
	.....dep.	5 55	...	10 29	...	6 9	9 57	Lauffen	7 6	9 38	12 6	6 49	2 13	6 52
—	Untergriesheim	6 24	...	10 52	...	6 18	9 27	.....arr.	7 8	9 42	12 9	6 52	2 16	7 2
—	Sigingen	5 53	...	10 55	...	6 37	9 58	.....dep.	7 18	9 53	...	7 2	2 27	7 11
—	M.-ckmuhl	6 9	...	11 21	...	6 53	10 16	Kirchheim 1st	7 27	10 2	12 15	7 11	2 36	7 13
9 6	Sennfeld	6 27	...	11 44	...	6 11	10 36	Bonigheim .....arr.	7 30	10 6	12 17	7 13	2 39	7 26
9 6	Osterburken .....arr	6 42	...	12 3	...	6 27	10 53	.....dep.	7 45	10 22	12 27	7 29	2 55	7 2-

Extra.—Heilbronn to Bietigheim 4 30 p.m.

MERGENTHEIM and CRAILSHEIM.

Ger. Kls.	1 Cl. g.kr.	2 Cl. g.kr.	3 Cl. g.kr.	Stations.	1—3 a.m.	1, 2, 3 a.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	Ger. Mls.	Stations.	1—3 a.m.	1—3 a.m.	1—3 p.m.	1—3 p.m.
—	—	—	—	Mergentheim...dep	8 12	11 30	4 15	8 20	—	Crailsheim .....dep	5 55	11 40	4 20	9 20
0,7	0 13	0 9	0 6	Martelsheim	8 26	11 50	4 29	8 35	0,7	Sattaldorf.....	6 15	11 55	4 32	9 31
1,8	0 24	0 23	0 16	Landenbach.....	8 50	12 11	4 51	8 58	1,9	Roth am See	6 44	12 26	5 04	9 52
4,8	1 12	0 48	0 33	Schrosberg	7 37	12 24	5 37	9 46	4,8	Schrosberg	7 16	1 15	5 32	10 24
6,8	1 46	1 12	0 48	Roth am See	10	6 1	24	6 6	10	20	6,0	Landenbach.....	7 37	1 56	6 2	10 58
7,2	2 10	1 27	0 58	Sattaldorf.....	10	26	2 35	6 26	10	41	7,2	Martelsheim	7 53	2 29	6 30	11 11
7,9	2 23	1 36	1 4	Crailsheim 191 arr	10	35	2 45	6 35	10	50	7,9	Mergentheim ...arr	7 57	2 40	6 30	11 20

STOCKHEIM AND HOCHSTADT.

1 cl. g.kr.	2 cl. g.kr.	3 cl. g.kr.	Stations.	1—3 a.m.	1—3 a.m.	1—3 p.m.	Stations.	1—3 a.m.	1—3 a.m.	1—3 p.m.
0	0	—	Stockheim dp	3 0	11 10	7 30	Hochstadt dep.	6 50	1 50	9 50
1 6	12	4	Kronach	3 25	11 45	8 10	Redwitz	7 8	2 5	10 8
2 7	1 8	1 2	Kips	3 42	12 2	8 24	Oberlangenstadt	7 20	2 20	10 20
—	1 8	1 6	Oberlangenstadt	3 47	12 15	8 40	Kips	7 36	2 36	10 36
—	1 20	1 21	Redwitz	3 56	12 26	8 55	Kronach	8 0	3 0	11 0
3 4	1 25	1 24	Hochstadt arr	4 10	12 45	9 10	Stockheim	8 25	3 25	11 25

HOLZKIRCHEN to ROSENHEIM.

Stations.	1, 2, 3 a.m.	1, 2, 3 a.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	Stations.	1, 2, 3 a.m.	1, 2, 3 a.m.	1, 2, 3 p.m.	1, 2, 3 p.m.
Munich .....dep.	5 30	11 25	2 35	7 35	Rosenheimd	5 5	11 0	2 25	7 10
Holzkirchen arr.	6 40	12 35	3 50	8 44	Kolbermoor ...	5 18	11 13	4 30	7 23
,, dep.	6 50	12 45	4 10	9 0	Aibling	5 28	11 22	4 45	7 33
Westerham	7 10	1 5	4 30	9 20	Heufeld	5 35	11 30	4 57	7 40
Bruckmuhle	7 24	1 2	4 54	9 44	Bruckmuhle ...	5 43	11 38	5 9	7 48
Heufeld	7 42	1 37	5 2	9 52	Westerham.....	5 59	11 54	5 14	8 4
Aibling	7 54	1 49	5 9	9 59	Holz- ...) arr.	6 30	12 25	5 38	8 35
Kolbermoor	7 58	1 53	3 18	10 8	kirchen) dep	6 40	12 35	5 50	8 45
Rosenheim ...arr.	8 10	2 5	5 3	10 20	Munich ...arr.	7 50	1 40	...	9 55

Steinach and Rothenburg.

Stations.	1, 2, 3 a.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.
Steinach ...dep	6 18	4 15	8 30	0 0
Hartershofen	6 30	4 30	8 45	10 15
Rothenburg a	6 45	4 45	9 0	10 30

Stations.	1, 2, 3 a.m.	1, 2, 3 a.m.	1, 2, 3 p.m.	1, 2, 3 p.m.
Rothenburgdp	4 15	10 50	2 15	7 40
Hartershofen	4 29	11 7	2 32	7 57
Steinach ...arr	4 45	11 30	2 40	8 10

Immenstadt and Sonthofen.

Stations.	1, 2, 3 a.m.	1, 2, 3 a.m.	1, 2, 3 p.m.	1, 2, 3 p.m.
Immenstadt	7 40	12 36	4 0	8 10
Blaichach	7 54	1 9	4 14	8 24
Sonthofen ...	8 5	1 20	4 26	8 35

Stations.	1, 2, 3 a.m.	1, 2, 3 a.m.	1, 2, 3 p.m.	1, 2, 3 p.m.
Sonthofen ...	6 35	11 55	1 50	7 15
Blaichach	6 49	12 9	2 4	7 29
Immenstadt	7 0	12 20	2 15	7 40

REGENSBURG, INGOLSTADT, and DONAUWORTH.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dists.	g.kr.	g.kr.	g.kr.		a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
—	—	—	—	Passau .....dep	...	12 45	...	9 30	Donauworth .....dep	7 30	...	12 10	5 35
—	—	—	—	Schwandorf .....dep	...	5 25	10 25	3 40	Rain	7 58	...	12 43	6 14
					a.m.	a.m.	p.m.	p.m.	Unterhausen.....	8 19	...	1 23	6 37
—	—	—	—	Regensburg.....dep	...	7 0	12 10	5 0	Rohrenfeld	8 51	...	2 1	7 1
11½	0 55	0 37	0 23	Abbach	...	7 35	12 52	5 34	Ingolstadt .....arr	9 30	...	2 40	7 25
20	1 31	1 6	0 30	Thaldorf	...	7 59	1 22	5 46	Munich .....dep	...	6 50	...	6 30
28½	2 19	1 26	0 56	Neustadt	...	8 22	2 0	6 19	Treuchtling ... ,,	5 30	9 15	...	6 25
37½	2 48	1 55	1 12	Vohburg	...	8 54	2 35	6 55	Ingolstadt .....arr	6 40	11 10	...	8 30
46½	3 29	2 19	1 30	Ingolstadt .....arr	...	9 18	3 5	7 20	Vohburg.....	7 6	11 38	...	8 56
				Treuchtling ... ,,	...	11 30	5 0	9 38	Neustadt.....	7 34	12 8	...	9 24
				Munich .....dep	...	1 34	6 45	9 36	Thaldorf	8 1	12 37	...	9 50
				Ingolstadt.....dep	8 0	...	11 50	8 40	Abbach	8 25	1 3	...	10 13
				Rohrenfeld	8 31	...	11 56	9 5	Regensburg ..... arr	8 56	1 40	...	10 45
				Unterhausen.....	8 3	...	12 53	9 29		a.m.	p.m.		p.m.
				Rain	6 20	...	1 30	9 52	Schwandorf ..... ,,	10 49	4 1	...	1 51
				Donauworth ..... arr	6 50	...	2 0	10 10	Passau	4 45	...	...	...

Mann Boudoir Sleeping Cars on this Railway

ASCHAFFENBURG and TREUCHTLINGEN.

Stations.	1 & 2	1 & 2	3 & 2	3 & 1	1 & 2	3 & 2	3 & 1	1 & 2	Ex.	Ex.	1, 2, 3	3 & 2
					night			night				
Cologne ..... dep.	5 0	...	...	...	12 9	...	...	12 9	6 0	9 0	7 20	9 30
Mayence ..... "	9 10	...	...	...	5 59	...	...	5 59	10 22	1 5	1 40	4 10
Frankfort M. ... "	9 55	...	...	...	6 56	...	...	6 56	11 10	1 35	2 40	5 30
	p.m.		a.m.	a.m.		p.m.	a.m.		p.m.	p.m.	p.m.	p.m.
Aschaffenburg dp.	11 30	...	2 15	6 10	...	...	10 30	12 25	3 9	4 25	7 20	
Lesfach	...	...	2 48	...	...	...	10 51	...	...	4 44	7 49	
Heigenbrucken	...	...	4 14	...	...	...	11 11	...	...	5 2	7	
Partenstein	...	...	4 58	...	...	...	11 35	...	...	5 35	8 30	
Lohr	12 16	...	5 25	9 5	...	...	11 48	1 19	3 54	5 36	8 48	
Gemunden	12 34	...	6 10	9 23	...	...	12 15	1 37	4 12	6 5	9 10	
Wernfeld	...	...	6 20	...	...	...	12 24	...	...	6 13	9 18	
Carlstadt	...	...	6 53	9 40	...	...	12 45	1 55	4 30	6 31	9 36	
Retzbach	...	...	7 15	...	...	...	12 59	...	...	6 45	9 50	
Thungersheim	...	...	7 26	...	...	...	1 7	...	...	6 52	9 57	
Veitshochheim	...	...	7 41	...	...	...	1 18	...	...	7 3	10 8	
Wurzburg ..... arr.	1 20	a.m.	8 5	10 10	...	...	1 30	2 25	5 0	7 15	10 20	
(166) dep.	1 50	5 36	11 05	...	1 40	...	...	2 50	...	7 45	4 0	
Haidingsfeld	...	5 58	11 18	...	2 2	...	...	3 10	...	8 5	4 20	
Winterhausen	...	6 21	11 33	...	2 24	...	...	...	...	8 24	4 38	
Gossmannsdorf	...	6 31	11 30	...	2 32	...	...	...	...	8 34	4 44	
Ochsenfurt	...	6 50	11 49	...	2 50	...	...	3 18	...	8 48	4 54	
Marktbreit	2 28	7 25	12 5	...	3	...	...	3 27	...	9 16	5 59	
Hernbergtheim	...	8 6	12 36	...	4 33	...	...	...	...	10 48	5 20	
Uffenheim	...	8 34	12 40	...	4 54	...	...	3 50	...	10 10	5 24	
Ermetshofen	...	8 55	12 52	...	5 11	...	...	...	...	11 27	5 47	
Steinach	...	9 30	1 10	...	5 40	...	...	4 9	...	10 54	6 5	
Burgbernheim	...	9 44	1 18	...	5 51	...	...	...	...	11 4	6 14	
Oberdachstetten	...	10 15	1 25	...	6 16	...	...	...	...	11 26	6 31	
Rosenbach	...	10 24	1 47	...	6 34	...	...	...	...	11 44	6 48	
Lehrberg	...	10 50	1 59	...	6 49	...	...	...	...	11 59	6 53	
Ansbach ..... arr.	3 48	11 10	2 12	...	7 10	...	...	4 48	...	12 19	7 7	
" ..... dep.	3 50	11 40	2 17	...	7 45	...	...	4 50	...	12 40	7 12	
Winterschneidbach	...	12 13	2 34	...	8 10	...	...	...	...	1 5	7 30	
Triesdorf	...	12 33	2 47	...	8 28	...	...	...	...	1 24	7 44	
Altenmuhr	...	12 54	3 37	...	8 46	...	...	...	...	1 43	7 55	
Gunzenhausen arr	4 32	1 10	3 6	...	9	...	...	5 25	...	1 58	8 5	
dep.	4 30	1 50	3 16	...	10 20	...	...	5 30	...	2 10	8 15	
Windsfeld	...	2 14	3 39	...	10 41	...	...	...	...	2 31	8 31	
Berolsheim	...	2 26	3 46	...	11 1	...	...	...	...	2 50	8 45	
Wettelsheim	...	3 56	3 54	...	11 14	...	...	...	...	3 2	8 53	
Treuchtlingen arr	5 0	3 0	4 0	...	11 24	...	...	6 0	...	3 12	9 0	
dep	5 30	...	4 15	...	4 10	...	...	6 15	...	4 10	9 15	
Munich 197 ... "	8 30	...	6 40	...	9 10	...	...	9 15	...	9 10	9 34	

† 2 & 3 Class.

MUNICH to SCHLIERSEE.

	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.
Munich ..... dep.	5 50	11 25	2 25	7 20
Holzkirchen	7 0	1 0	4 30	9 0
Miesbach	7 44	1 44	5 14	9 44
Schliersee ..... arr.	8 0	2 0	5 30	10 0

SCHLIERSEE and BODENSCHWINGE.

	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.
Schliersee ..... dep.	5 30	11 20	3 15	7 45
Miesbach	5 44	11 35	3 30	8 0
Holzkirchen	6 30	12 20	4 15	8 45
Munich ..... arr.	7 50	1 40	5 20	10 15

OBERAMMERGAU and EGEM.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.
Oberammergau ..... dep.	6 0	12 30	6 30	...
Murnau	6 18	12 47	6 47	...
Seheuren ..... arr.	6 40	1 10	7 50	...

SCHWABEN and ERDING.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.	p.m.
Erding ..... dep.	7 0	1 30	6 0	...
Vuhnuen	7 18	1 47	6 17	...
Schwaben ..... arr.	7 40	2 10	6 40	...

HOF, BAMBERG, NURNBERG, and MUNICH.

1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	Ex.	1, 2, 3	Ex.	1, 2, 3	3 & 2	1, 2, 3	1 & 2
g.l.	kr.	g.l.	kr.		a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
			BERLIN ..... dep.	...	7 30	11 0	9 11	2 30	6 30	10 30	10 30
			Hof ..... dep.	...	4 20	4 45	10 40	11 45	3 0	6 20	10 20
8 27	6 18	4 12	Oberkotzau 196 ...	...	4 32	5 2	10 54	12 3	3 47	6 30	10 32
0 23	0 21	0 15	Schwarzenbach	...	4 49	5 15	11 3	12 16	4 7	6 51	...
1 57	1 18	0 54	Markt-Schorgast ...	...	5 30	6 35	11 55	1 38	5 55	8 4	11 32
2 15	1 30	1 0	Neuenmarkt 196 ...	...	5 53	7 0	12 17	2 32	7 30	8 30	11 50
3 43	1 48	1 24	Culmbach	...	6 6	7 39	12 36	2 58	3 13	8 56	...
3 56	2 24	1 36	Rechenstadt	...	6 36	8 11	1 4	3 37	4 26	9 28	...
4 0	2 39	1 48	Lichtenfels ... arr	...	6 49	8 26	1 18	3 51	4 45	9 58	12 44
...	...	...	dep.	...	7 35	8 38	1 30	4 1	5 10	10 5	12 51
5 15	3 30	2 21	Bamberg ..... arr.	a.m.	...	9 35	2 5	5 6	6 46	11 6	1 38
...	...	...	196 dep.	4 45	7 50	10 20	2 35	5 30	...	11 35	1 45
6 18	4 9	2 48	Forchheim	5 39	8 44	11 17	3 8	6 16	...	12 24	...
6 33	4 21	2 54	Baiersdorf	5 53	8 58	11 31	...	6 34	...	12 38	...
6 51	4 33	3 2	Erlangen	6 6	9 20	11 49	3 31	6 51	...	12 55	2 41
7 30	5 0	3 21	Furth	6 21	9 34	12 6	3 46	7 19	...	1 12	2 50
...	...	...	Kreus	6 34	9 49	12 19	3 53	7 35	...	1 35	3 2
7 39	5 6	3 34	Nurnberg ..... arr.	6 45	10 0	12 30	4 0	7 36	p.m.	1 35	3 10
...	...	...	..... dep.	7 10	...	1 40	4 15	8 0	5 10	2 0	3 20
8 15	5 30	3 43	Schwabach	7 37	...	2 7	4 36	8 28	5 47	2 27	...
8 42	5 48	3 54	Roth	7 55	...	2 25	4 51	8 48	6 15	2 45	...
9 24	6 18	4 12	Pleinfeld ..... arr	8 25	...	2 55	5 15	9 20	7 0	3 15	4 15
...	...	...	dep.	8 30	...	3 20	5 25	...	7 20	3 18	4 20
...	...	...	Treuchtlingen ar	9 2	...	3 55	5 45	...	8 10	4 0	4 55
...	...	...	dep.	9 15	...	4 15	6 15	...	8 55	4 10	5 20
...	...	...	Ingolstadt ..... arr	10 55	...	6 56	7 25	...	11 20	5 54	6 31
...	...	...	dep.	11 4	...	6 8	7 35	...	11 45	6 50	6 35
17 3	11 21	7 36	Munich ..... arr.	1 25	...	8 40	9 15	...	...	9 10	8 20

Mann Boudoir Sleeping Cars on this Railway.

TREUCHTLINGEN and ASCHAFFENBURG.

	1,2,3 Cl.	1 & 2	2,3 & 3	1 & 2	1, 2, 3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2
	a.m.		p.m.	a.m.		a.m.		p.m.	p.m.	
Munich ..... dep.	7 0	...	5	6 10	...	6 50	...	12 30	6 50	...
Treuchtlingen ..... "	11 9	...	11 9	5	...	11 20	...	4 56	9 10	...
" ..... dep.	12 0	...	4 18	9 30	...	11 50	...	5 16	9 56	5 30
Treuchtheim	12 18	...	4 35	...	...	11 54	...	5 18	...	...
Pleinfeld	12 25	...	4 49	...	...	12 7	...	5 27	...	...
Windsfeld	12 45	...	5 8	...	...	12 21	...	5 41	...	...
Ansbach ..... arr.	1 8	...	5 30	9 46	...	12 35	p.m.	5 55	10 21	...
" ..... dep.	1 26	...	5 50	10 0	...	12 45	2 26	6 10	10 36	6 35
Ansbach	1 40	...	6 6	...	...	12 58	2 1	6 22	...	...
Triesdorf	1 56	...	6 25	...	...	1 6	3 23	6 34	...	...
Wintersdorf-Leidach	2 15	...	6 46	...	...	1 19	3 44	6 48	...	...
Leidach	2 40	...	8 25	10 35	...	1 45	5 0	7 15	11 3	7 35
Ellingen	3 10	...	8 46	...	...	2 0	5 22	7 30	...	...
Rosenbach	3 31	...	9 2	...	...	2 10	5 34	7 40	...	...
Pappenheim-Treuchtlingen	4 10	...	9 24	...	...	2 22	6 2	7 52	...	...
Treuchtlingen	4 32	...	10 46	...	...	2 49	6 27	8 10	...	...
Gunzenhausen	4 57	...	10 1	11 24	...	3 32	6 47	8 22	...	...
Absberg	5 17	...	10 39	...	...	3 7	7 11	8 36	...	...
Georgensgmünd	5 35	...	10 56	11 42	...	3 20	7 33	8 46	...	...
Hilpoltstein	5 54	...	11 18	...	...	3 41	7 55	9 1	...	...
Roth	6 35	...	12 15	12 0	...	4 5	8 45	9 23	12 3	...
Hilpoltstein	6 55	...	12 34	12 16	...	4 17	9 5	9 34	...	...
Allersberg	7 7	...	11 45	...	...	4 27	9 16	9 43	...	...
Lauf	7 16	...	12 56	...	...	4 34	9 27	9 50	...	...
Neuhaus	7 39	...	1 20	12 37	...	4 49	9 51	10 5	...	...
Nuremberg 135 ..... arr.	7 55	...	1 35	12 45	...	5 0	10	10 16	1 10	...
	1 & 2	a.m.	p.m.	p.m.	p.m.	p.m.				
Nuremberg ..... dep.	8 10	11 0	2 0	1 35	5 20	6 30	...	4 45	1 35	...
Fürth-Hochstadt	8 24	...	2 28	...	...	6 45	...	4 58	...	...
Langenzenn	8 34	...	2 49	...	...	6 56	...	5 8	...	...
Cadolzburg	8 41	...	2 58	...	...	7 6	...	5 17	...	...
Zirndorf	8 56	11 33	3 14	2 7	5 53	7 20	...	5 33	...	...
Fürth	9 13	...	3 40	...	...	7 44	...	5 48	...	...
Fürth	9 29	11 53	3 58	2 28	6 13	7 58	...	6 0	2 12	...
Fürth	9 53	12 10	4 51	2 45	6 30	8 19	...	6 24	6 24	...
Fürth	10 6	...	5 16	...	...	8 31	...	6 36	2 45	...
Erlangen	10 33	...	6 3	...	...	8 57	...	7 2	...	...
Erlangen	10 48	...	6 24	...	...	9 12	...	7 17	...	...
Aschaffenburg 196 ..... arr.	11 8	1 0	6 48	3 35	7 20	9 30	...	7 35	3 35	...
Frankfort-on-Main ..... arr.	12 28	1 55	...	4 40	8 15	10 51	...	9 38	5 26	...
Bayence ..... "	1 40	2 27	...	5 20	10 19	...	...	10 9	6 9	...
Cologne ..... "	9 30	7 15	...	10 0	5 25	...	...	5 15	11 25	...
		p.m.		p.m.	a.m.	a.m.			a.m.	

MUNICH to PRESSNITZ.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—3	1—3
Dist.	gl. kr.	gl. kr.	gl. kr.		a.m.	a.m.	p.m.
				Munich ..... dep.	6 45	10 30	4 30
9		0 23	0 16	0 11	Pasing	7 0	10 46	4 56
17		0 38	0 26	0 20	Planegg	7 18	11 4	5 14
17½		0 40	0 27	0 21	Gauting	7 22	11 8	5 18
				Starnberg ..... dep.	7 50	11 35	5 50
				Pasing ..... arr.	8 11	11 53	6 11
				Pasing ..... dep.	8 11	11 53	6 11
				Tutzing ..... arr.	8 43	12 25	6 43
				Tutzing ..... dep.	8 43	12 25	6 43
				Seehaupt	9	1	7
				Benried	9 19	1 36	7 19
				Penzberg ..... arr.	9 30	1 47	7 30
				Penzberg ..... dep.	9 30	2 0	8 40
				Tutzing ..... dep.	8 43	12 25	6 43
				Tutzing ..... arr.	9 19	1 36	7 19
				Tutzing ..... dep.	9 24	1 42	7 24
				Weilheim ..... arr.	9 55	2 13	7 55
				Weilheim ..... dep.	10	2 15	8 0
				Peissenberg ..... arr.	10 49	2 54	8 39
				Peissenberg ..... dep.	10 49	3 0	8 39
				Hohenpeissenberg	11 15	3 26	9 5
				Steinebach	11 27	3 38	9 17
				Schongau	11 45	3 56	9 35
				Altenstadt	12 3	4 14	9 53
				Rosshaupten	12 15	4 26	10 5
				Füssen ..... arr.	12 30	4 41	10 20

Extra Trains.—From Munich, 2.30, 7.35, a.m.; 1.10, 2.0, 5.0, 6.35, 7.55 a.m. From Peissenberg, 6.53, 10.10, 11.35 p.m. From Starnberg, 2.44, 4.20, 8.0, 9.25 a.m.

MUNICH, NUREMBERG, BAMBERG, and HOF.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3 Cl. Ex.	1,2,3	1,2,3	2 & 3	2,3	1,2,3	1,2,3	1,2,3	2 & 3	p.m.
Dist.	gl. kr.	gl. kr.	gl. kr.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
				Munich	...	6	6 10	6 50	12 30	...	6 50	7 5	...	
				Ingolstadt ..... arr.	...	7 50	9 25	3 3	3	...	8 26	9 32	...	
				" ..... dep.	...	7 55	9 35	3 5	3 14	8 31	8 31	9 37	...	
				Treuchtlingen ..... arr.	...	9	11 39	4 56	5 44	9 40	11 19	...	...	
				" ..... dep.	...	9 15	11 30	5 20	6 30	10 0	11 30	...	...	
7 28	1 39	2 24		Pleinfeld ..... arr.	...	9 40	12 0	5 58	7 25	10 25	12 5	...	...	
				..... dep.	5 20	9 50	12 10	6 20	7 45	10 35	12 25	...	...	
9 27	5 22	3 42		Roth	5 51	10 14	12 41	6 54	8 45	...	12 57	...	...	
9 41	5 51	4 34		Schwabach	6 11	10 28	1 0	7 13	9 18	...	1 17	...	...	
9 54	6 15	4 13		Nuremberg ..... arr.	6 46	10 47	1 25	7 40	10 0	11 27	1 45	...	...	
				..... dep.	7 30	10 55	2 40	8 5	...	11 35	2 15	5 12	...	
9 58	6 27	4 21		Fürth	7 30	10 58	2 40	8 5	...	11 38	2 15	5 15	...	
9 58	6 34	4 18		Kreuzung bei Fürth	7 41	11 3	2 55	8 16	...	11 48	2 28	5 26	...	
10 19	6 48	4 33		Erlangen	8 12	11 24	3 50	8 46	...	12 4	2 58	6 12	...	
10 30	7 0	4 42		Baiersdorf	8 32	...	4 14	9 6	...	...	3 18	6 31	...	
10 47	7 12	4 49		Forchheim	8 44	11 44	4 38	9 21	...	...	3 32	6 45	...	
11 48	7 51	5 15		Bamberg ..... arr.	9 25	12 15	5 40	10 0	p.m.	...	12 57	7	5	
				..... dep.	9 35	12 40	5 15	...	6 25	1 10	5 10	...	...	
13 6	8 42	5 51		Lichtenfels ..... arr.	10 35	1 20	6 15	...	8 4	1 56	6 10	...	...	
				" (269) ..... dep.	10 45	1 25	6 25	...	8 25	2 1	6 20	...	...	
13 27	8 57	6 0		Hochstadt	11 1	1 38	6 46	...	9 40	...	6 40	...	...	
14 18	9 30	6 31		Kulmbach	11 49	2 7	7 34	...	11 5	...	7 22	...	...	
14 46	9 51	6 36		Neuenmarkt 193	12 30	2 24	8 15	...	4 15	3 5	7 53	...	...	
15 6	10 3	6 45		Markt-Schorgast	1 1	2 48	8 42	...	4 50	3 25	8 19	...	...	
15 33	11 6	7 21		Schwarzenbach	2 20	3 39	9 57	...	6 45	...	9 35	...	...	
	11 6	7 34		Oberkotzau 196	2 33	3 48	10 31	...	7 11	4 22	9 48	...	...	
17 3	11 31	7 36		Hof 197, 199 arr.	2 50	4 0	10 42	...	7 36	4 51	10 5	...	...	
				Dresden ..... "	...	10 6	8 35	...	...	10 47	7 26	...	...	
				Leipzig ..... "	10 20	9 11	8 40	...	...	8 26	4 25	...	...	
				Berlin ..... "	...	12 15	7 45	...	...	10 40	9 0	...	...	

Nürnberg and Schwabach.

Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—3	1—3	1—3	1—3
gl. kr.	gl. kr.	gl. kr.		a.m.	a.m.	p.m.	p.m.	p.m.
			Nürnberg ..... dep.	4 50	6 20	1 35	10 15	8 10
0 27	0 18	0 12	Ebenhausen	5 14	7	1 57	10 41	8 43
0 36	0 24	0 18	Poppenlauer	5 21	7 16	2 12	10 49	8 49
0 45	0 30	0 20	Schwabach ..... arr.	5 30	7 25	2 20	10 58	8 58
			Schwabach ..... dep.	5 40	7 42	2 50	11 5	9 15
0 10	0 7	0 5	Wernsbach	5 46	7 48	2 56	...	...
0 18	0 12	0 8	Wassermungenau	5 52	7 54	3 2	...	...
0 28	0 19	0 13	Frankfurt ..... arr.	6	8	3 10	...	...

Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—3	1—3	1—3	1—3
gl. kr.	gl. kr.	gl. kr.		a.m.	a.m.	p.m.	p.m.	p.m.
			Frankfurt d.	10	6 15	8 0	...	...
			Wurzburg	5 20	9 45	1 40	...	...
			Bamberg ..... arr.	4 30	9 53	1 30	...	...
			Bamberg ..... dep.	6 30	10 31	3 35	6 40	9 35
3 16	2 12	1 30	Schwabenfurt	6 50	10 51	3 55	7 0	9 55
3 16	2 12	1 30	Poppenlauer	6 57	10 58	4 2	7 7	10 2
3 25	2 18	1 34	Ebenhausen	7 3	11 4	4 8	7 13	10 8
3 34	2 24	1 38	Neustadt	7 10	11 11	4 15	7 20	10 15
3 43	2 30	1 42	Meiningen ..... arr.	7 19	11 20	4 24	7 29	10 24
3 43	2 30	1 42	Meiningen ..... dep.	7 30	11 30	4 35	7 40	10 35
4 2	2 42	1 48	Eisfeld	7 49	11 49	4 54	7 59	10 54
4 11	2 48	1 54	Sonneberg	7 58	11 58	5 3	8 8	11 3
4 19	2 54	1 58	Steinach	8 6	12 6	5 11	8 16	11 11
4 27	3 0	2 2	Lichtenfels ..... arr.	8 14	12 14	5 19	8 24	11 19
4 27	3 0	2 2	Lichtenfels ..... dep.	8 25	12 25	5 30	8 35	11 30
4 36	3 6	2 6	Kronach	8 34	12 34	5 38	8 44	11 38
4 45	3 12	2 10	Teuschnitz	8 43	12 43	5 47	8 53	11 47
4 54	3 18	2 14	Probstzella	8 52	12 52	5 56	9 2	11 56
5 3	3 24	2 18	Lehesten	9 1	1 1	6 5	9 11	12 5
5 12	3 30	2 22	Ludwigstadt	9 10	1 10	6 14	9 20	12 14
5 21	3 36	2 26	Lauenhain	9 19	1 19	6 23	9 29	12 23
5 30	3 42	2 30	Steinbach	9 28	1 28	6 32	9 38	12 32
5 39	3 48	2 34	Lichtenfels ..... arr.	9 36	1 36	6 40	9 46	12 40
5 39	3 48	2 34	Lichtenfels ..... dep.	9 45	1 45	6 50	9 55	12 50
5 48	3 54	2 38	Hochstadt	9 54	1 54	6 59	10 4	12 59
5 57	4 0	2 42	Kulmbach	10 3	2 3	7 8	10 13	1 8
6 6	4 6	2 46	Neuenmarkt 193	10 12	2 12	7 17	10 22	1 17
6 15	4 12	2 50	Markt-Schorgast	10 21	2 21	7 26	10 31	1 26
6 36	4 26	3 0	Schwarzenbach	10 41	2 41	7 46	10 51	1 46
6 36	4 26	3 0	Oberkotzau 196	10 41	2 41	7 46	10 51	1 46
6 45	4 32	3 4	Hof 197, 199 arr.	10 50	2 50	7 55	11 0	1 55
6 45	4 32	3 4	Hof ..... dep.	11 0	3 0	8 5	11 10	2 5
6 54	4 38	3 8	Gattendorf	11 9	3 9	8 14	11 19	2 14
7 3	4 44	3 12	Plauen	11 18	3 18	8 23	11 28	2 23
7 12	4 50	3 16	Reichenbach	11 27	3 27	8 32	11 37	2 32
7 21	4 56	3 20	Zwickau	11 36	3 36	8 41	11 46	2 41
7 30	5 2	3 24	Werdau	11 45	3 45	8 50	11 55	2 50
7 39	5 8	3 28	Crimmitschau	11 54	3 54	8 59	12 4	2 59
7 48	5 14	3 32	Meerane	12 3	4 3	9 8	12 13	3 8
7 57	5 20	3 36	Glauchau	12 12	4 12	9 17	12 22	3 17
8 6	5 26	3 40	Rochlitz	12 21	4 21	9 26	12 31	3 26
8 15	5 32	3 44	Geithain	12 30	4 30	9 35	12 40	3 35
8 24	5 38	3 48	Borna	12 39	4 39	9 44	12 49	3 44
8 33	5 44	3 52	Leipzig ..... arr.	12 48	4 48	9 53	12 58	3 53
8 33	5 44	3 52	Leipzig ..... dep.	1 0	5 0	10 5	1 10	4 5
8 42	5 50	3 56	Wurzen	1 9	5 9	10 14	1 19	4 14
8 51	5 56	4 0	Oschatz	1 18	5 18	10 23	1 28	4 23
9 0	6 2	4 4	Strehla	1 27	5 27	10 32	1 37	4 32
9 9	6 8	4 8	Riesa	1 36	5 36	10 41	1 46	4 41
9 18	6 14	4 12	Lommatzsch	1 45	5 45	10 50	1 55	4 50
9 27	6 20	4 16	Meissen	1 54	5 54	10 59	2 4	4 59
9 36	6 26	4 20	Coswig	2 3	6 3	11 8	2 13	5 8
9 45	6 32	4 24	Dresden ..... arr.	2 12	6 12	11 17	2 22	5 17
9 45	6 32	4 24	Dresden ..... dep.	2 20	6 20	11 25	2 30	5 25
9 54	6 38	4 28	Pirna	2 29	6 29	11 34	2 39	5 34
10 3	6 44	4 32	Lohmen	2 38	6 38	11 43	2 48	5 43
10 12	6 50	4 36	Neustadt	2 47	6 47	11 52	2 57	5 52
10 21	6 56	4 40	Schandau	2 56	6 56	12 1	3 6	6 1
10 30	7 2	4 44	Herrnskretschen	3 5	7 5	12 10	3 15	6 10
10 39	7 8	4 48	Bodenbach	3 14	7 14	12 19	3 24	6 19
10 48	7 14	4 52	Tetschen	3 23	7 23	12 28	3 33	6 28
10 57	7 20	4 56	Aussig	3 32	7 32	12 37	3 42	6 37
11 6	7 26	5 0	Lobositz	3 41	7 41	12 46	3 51	6 46
11 15	7 32	5 4	Leitmeritz	3 50	7 50	12 55	4 0	6 55
11 24	7 38	5 8	Lovosic	3 59	7 59	1 4	4 9	7 4
11 33	7 44	5 12	Bohmisch-Leipa	4 8	8 8	1 13	4 18	7 13
11 42	7 50	5 16	Niemes	4 17	8 17	1 22	4 27	7 22
11 51	7 56	5 20	Kamnitz	4 26	8 26	1 31	4 36	7 31
12 0	8 2	5 24	Zwickau	4 35	8 35	1 40	4 45	7 40
12 9	8 8	5 28	Reichenberg ..... arr.	4 44	8 44	1 49	4 54	7 49
12 9	8 8	5 28	Reichenberg ..... dep.	5	9	2	5 10	8 5
12 18	8 14	5 32	Turnau	5 9	9 9	2 11	5 19	8 14
12 27	8 20	5 36	Munchengratz	5 18	9 18	2 20	5 28	8 23
12 36	8 26	5 40	Jungbunzlau	5 27	9 27	2 29	5 37	8 32
12 45	8 32	5 44	Turnau	5 36	9 36	2 38	5 46	8 41
12 54	8 38	5 48	Kralup	5 45	9 45	2 47	5 55	8 50
13 3	8 44	5 52	Prag ..... arr.	5 54	9 54	2 56	6 4	8 59
13 3	8 44	5 52	Prag ..... dep.	6	10	3	6 10	9 5
13 12	8 50	5 56	Kolin	6 9	10 9	3 9	6 19	9 14
13 21	8 56	6 0	Pardubitz	6 18	10 18	3 18	6 28	9 23
13 30	9 2	6 4	Chrudim	6 27	10 27	3 27	6 37	9 32
13 39	9 8	6 8	Czaslau	6 36	10 36	3 36	6 46	9 41
13 48	9 14	6 12	Kuttenberg	6 45	10 45	3 45	6 55	9 50
13 57	9 20	6 16	Kolin	6 54	10 54	3 54	7 4	9 59
14 6	9 26	6 20	Nimburg	7 3	11 3	4 3	7 13	10 8
14 15	9 32	6 24	Lissa	7 12	11 12	4 12	7 22	10 17
14 24	9 38	6 28	Brandeis	7 21	11 21	4 21	7 31	10 26
14 33	9 44	6 32	Neratowitz	7 30	11 30	4 30	7 40	10 35
14 42	9 50	6 36	Alt-Bunzlau	7 39	11 39	4 39	7 49	10 44
14 51	9 56	6 40	Turnau	7 48	11 48	4 48	7 58	10 53
15 0	10 2	6 44	Munchengratz	7 57	11 57	4 57	8 7	11 2
15 9	10 8	6 48	Turnau	8 6	12 6	5 6	8 16	11 11
15 18	10 14	6 52	Reichenberg ..... arr.	8 15	12 15	5 15	8 25	11 20
15 18	10 14	6 52	Reichenberg ..... dep.	8 25	12 25	5 30	8 35	11 30
15 27	10 20	6 56	Gabel	8 34	12 34	5 39	8 44	11 39
15 36	10 26	7 0	Niemes	8 43	12 43	5 48	8 53	11 48
15 45	10 32	7 4	Bohmisch-Leipa	8 52	12 52	5 57	9 2	11 57
15 54	10 38	7 8	Lovosic	9 1	1 1	6 6	9 11	12 6
16 3	10 44	7 12	Leitmeritz	9 10	1 10	6 15	9 20	12 15
16 12	10 50	7 16	Lobositz	9 19	1 19	6 24	9 29	12 24
16 21	10 56	7 20	Aussig	9 28	1 28	6 33	9 38	12 33
16 30	11 2	7 24	Tetschen	9 37	1 37	6 42	9 47	12 42
16 39	11 8	7 28	Bodenbach	9 46	1 46	6 51	9 56	12 51
16 48	11 14	7 32	Herrnskretschen	9 55	1 55	7 0	10 5	1 0
16 57	11 20	7 36	Schandau	10 4	2 4	7 9	10 14	1 9
17 6	11 26	7 40	Neustadt	10 13	2 13	7 18	10 23	1 18
17 15	11 32	7 44	Lohmen	10 22	2 22	7 27	10 32	1 27
17 24	11 38	7 48	Pirna	10 31	2 31	7 36	10 41	1 36
17 33	11 44	7 52	Dresden ..... arr.	10 40	2 40	7 45	10 50	1 45
17 33	11 44	7 52	Dresden ..... dep.	10 50	2 50	7 55	11 0	1 55
17 42	11 50	7 56	Coswig	10 59	2 59	8 4	11 9	2 4
17 51	11 56	8 0	Meissen	11 8	3 8	8 13	11 18	2 13
18 0	12 2	8 4	Lommatzsch	11 17	3 17	8 22	11 27	2 22
18 9	12 8	8 8	Riesa	11 26	3 26	8 31	11 36	2 31
18 18	12 14	8 12	Strehla	11 35	3 35	8 40	11 45	2 40
18 27	12 20	8 16	Oschatz	11 44	3 44	8 49	11 54	2 49
18 36	12 26	8 20	Wurzen	11 53	3 53	8 58	12 3	2 58
18 45	12 32	8 24	Leipzig ..... arr.	12 2	4 2	9 7	12 12	3 7
18 45	12 32	8 24	Leipzig ..... dep.	12 20	4 20	9 25	12 30	3 25
18 54	12 38	8 28	Borna	12 29	4 29	9 34	12 39	3 34
19 3	12 44	8 32	Geithain	12 38	4 38	9 43	12 48	3 43
19 12	12 50	8 36	Rochlitz	12 47	4 47	9 52	12 57	3 52
19 21	12 56	8 40	Glauchau	12 56	4 56	10 1	1 6	4 1
19 30	1 2	8 44	Crimmitschau	1 5	5 5	10 10	1 15	4 10
19 39	1 8	8 48	Meerane	1 14	5 14	10 19	1 24	4 19
19 48	1 14	8 52	Werdau	1 23	5 23	10 28	1 33	4 28
19 57	1 20	8 56	Zwickau	1 32	5 32	10 37	1 42	4 37
20 6	1 26	9 0	Reichenbach	1 41	5 41	10 46	1 51	4 46
20 15	1 32	9 4	Plauen	1 50	5 50	10 55	2 0	4 55
20 24	1 38	9 8	Gattendorf	1 59	5 59	11 4	2 9	5 4
20 33	1 44	9 12	Hof ..... arr.	2 8	6 8	11 13	2 18	5 13
20 33	1 44	9 12	Hof 197, 199 dep.	2 50	4 0	10 42	...	7 36
20 42	1 50	9 16	Oberkotzau 196	3	4 10	10 52	...	7 46
20 51	1 56	9 20	Schwarzenbach	3 17	4 27	11 9	...	8 3
21 18	2 12	9 30	Neuenmarkt 193	3 33	4 43	11 25	...	8 19
21 46	2 30	9 44	Kulmbach	3 51	5 1	11 43	...	8 37
22 35	3 0	10 15	Hochstadt	4 30	5 40	12 22	...	9 16
22 49	3 9	10 24	Lichtenfels ..... arr.	4 39	5 49	12 31	...	9 25
22 49	3 9	10 24	Lichtenfels ..... dep.	4 45	5 55	12 37	...	9 31
23 8	3 21	10 36	Steinach	5 4	6 14	12 56	...	9 50
23 16	3 27	10 40	Wallenfels	5 12	6 22	1 4	...	9 58
23 24	3 33	10 44	Probstzella	5 20	6 30	1 12	...	10 6
23 32	3 39	10 48	Teuschnitz	5 28	6 38	1 20	...	10 14
23 40	3 45	10 52	Kronach	5 36	6 46	1 28	...	10 22
23 48	3 51	10 56	Kronach	5 44	6 54	1 36	...	10 30
23 56	3 57	11 0	Kronach	5 52	7 2	1 44	...	10 38
24 4	4 3	11 4	Kronach	6 0	7 10	1 52	...	10 46
24 12	4 9	11 8	Kronach	6 8	7 18	2 0	...	10 54
24 20	4 15	11 12	Kronach	6 16	7 26	2 8	...	11 2
24 28	4 21	11 16	Kronach	6 24	7 34	2 16	...	11 10
24 36	4 27	11 20	Kronach	6 32	7 42	2 24	...	11 18
24 44	4 33	11 24	Kronach	6 40	7 50	2 32	...	11 26
24 52	4 39	11 28	Kronach	6 48	7 58	2 40	...	11 34
25 0	4 45	11 32	Kronach .....

ASCHAFFENBURG, WÜRZBURG, AND HOF.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1 & 2	2 & 3	1,2,3	1 & 2	1,2,3				
Dia.	gl.kr	glkr.	gl.kr		a.m.			nght	nght	a.m.				
				Cologne .....dep.	5 0	...		12 2 12	2	7 20	...	...	...	...
				Mayence ..... ,,	5 10	...		5 55	8 10	1 40	...	...	...	...
				Frankfurt ... arr.	9 50	...		6 45	8 12	2 40	...	...	...	...
					p.m.	a. m.	a. m.	a. m.	a. m.	p. m.	...	...	...	...
				Aschaffenburg dp.	11 20	3 15	8 10	10 30	4 25	...	...	...	...	...
				HEIDELBERG	...	...	4 5	...	...					
56½	4 12	2 48	1 49	**Wurzburg** ..... arr.	4 40	8 35	10 25	1 40	7 50	...	...	...	...	...
62	4 35	3 2	1 58	Rottendorf	4 55	9 0	10 36	1 57	8 7	...	...	...	...	...
66½	5 1	3 20	2 8	Seligenstadt	5 11	9 26	...	2 15	8 25	...	...	...	...	...
73½	5 43	3 48	2 26	Weigolshausen	5 38	10 9	...	2 41	8 51	...	...	...	...	...
84	6 18	4 12	2 41	**Schweinfurt** ....arr.	6 0	11 30	11 21	3 5	9 5	...	...	...	...	...
...	...	...	...	,, ...dep.	5 10	11 40	11 26	3 25	9 10	...	...	...	...	...
87	6 32	4 21	2 48	Schonungen.....	6 19	11 55	...	3 34	9 19	...	...	...	...	...
97½	7 21	4 53	3 8	Haszfurt	6 53	12 42	11 54	3 44	9 53	...	...	...	...	...
102	7 41	5 5	3 16	Zeil.....	7 4	1 0	...	4 19	10 6	...	...	...	...	...
105½	7 56	5 17	3 23	Ebelsbach.....	7 14	1 17	1—3	4 29	10 16	2 & 3	3 cl.	...	...	...
118	8 52	5 54	3 48	**Bamberg** .....arr.	7 45	2 10	12 30	5 0	10 50	p.m.	p.m.	...	...	...
...	...	...	...	,, 196 ...dep.	9 35	...	12 40	5 15	1 10	6 25	11 0	3 cl.	...	...
138	10 23	6 53	4 25	**Lichtenfels**.....arr.	6 10	10 35	...	1 20	6 15	1 56	8 4	12 30	p.m.	...
164	12 21	8 10	5 15	**Neuenmarkt**....arr.	7 48	12 15	...	2 22	8 0	3 0	11 40	...	6 0	...
199	14 56	9 55	6 22	**Hof 187, 196** ....arr.	10 5	2 50	...	4 0	10 48	4 34	7 36	...	9 30	...
...	...	...	...	**Dresden** ..... arr.	7 25	...	...	10 5	11 35	11 40	a.m.	...	p.m.	...
...	...	...	...	**Leipzig** ..... ,,	4 20	10 20	...	8 7	8 24	8 38	...	...	...	...
...	25 16	17 41	12 50	**Berlin** ..... ,,	9 5	...	...	12 15	2 35	12 40	...	...	...	...
...	33 19	23 41	17 11											

ASCHAFFENBURG and WURZBURG to NURNBURG.

Mls.	1st	2nd	3rd	Stations.	1,2,3	2 & 3	1,2,3	2 & 3	1 & 2	1,2,3				
Dig.					p.m.		a. m.	a. m.	p.m.	p.m.				
...	—	—	—	FRANKFORT...dep.	9 55	...	6 45	8 10	1 35	2 40	...	...	...	...
...	...	...	...	**Aschaffenburg** dep.	11 20	...	8 10	10 30	3 0	4 25	...	...	...	...
					a. m.	a. m.		p. m.						
...	3 42	2 27	1 39	**Würzburg**	3 10	4 40	10 20	1 45	5 10	7 35	...	...	...	...
...	0 18	0 12	0 9	Rottendorf	3 41	5 15	10 38	2 18	5 21	7 51	...	...	...	...
...	0 36	0 24	0 18	Dettelbach	3 41	5 34	10 49	2 37	...	8 3	...	...	...	...
...	0 54	0 36	0 24	**Kitzingen**	3 57	6 5	11 6	3 16	5 41	8 22	...	...	...	...
...	1 12	0 48	0 33	Mainbernheim	4 12	6 22	11 15	3 35	...	8 32	...	...	...	...
...	1 21	0 54	0 36	Iphofen	4 21	6 35	11 25	3 34	...	8 41	...	...	...	...
...	1 30	1 0	0 42	Mkt. Einersheim	4 28	6 44	11 28	4 56	...	8 48	...	...	...	...
...	1 57	1 18	0 54	Mkt. Bibart	4 48	7 20	11 47	5 16	6 10	9 8	...	...	...	...
...	2 15	1 30	1 0	Langenfeld	5 0	7 40	11 58	5 26	...	9 20	...	...	...	...
...	2 33	1 42	1 9	**Neustadt**	5 18	8 0	12 9	5 50	6 32	9 40	...	...	...	...
...	2 51	1 54	1 18	Emskirchen	5 35	8 15	12 14	5 55	...	9 58	...	...	...	...
...	3 36	2 24	1 36	Burgfarnbach.....	6 15	10 15	1 7	7 50	7 12	10 41	...	...	...	...
...	3 54	2 36	1 45	**Furth** ..... arr.	6 20	10 26	1 12	8 1	7 14	10 46	...	...	...	...
...	...	...	...	**196** .....dep.	6 35	10 41	1 25	8 15	7 25	11 1	...	...	...	...
...	4 12	2 48	1 54	**Nürnbg 196,203** a	6 0	...	...	...	8 40	...	...	...	...	...
...	...	...	...	VIENNA .....arr										

HOF-PLEINFELD, AUGSBURG, and LINDAU.

Eng	Fares.			Stations.	2 & 3	1,2,3	1,2,3	1,2,3	1,2,3	2 & 3	1 & 2	1,2,3	2 & 3
Mls	1st	2nd	3rd		a. m.	a. m.	p. m.	a. m.	p. m.	p. m.	p. m.	p.m.	
Dis.	fl.kr.	fl.kr.	fl.kr.	**Berlin** .....dep.	...	8 30	2 0	...	7 30	...	11 0	11 15	...
...	...	...	...	**Leipzig** ..... ,,	...	12 24	6 4	...	12 4	...	6 34	4 40	...
...	...	...	...	**Dresden**..... ,,	...	9 9	3 59	...	8 45	...	4 26	4 24	...
...	...	...	...	**Hof** .....dep.	...	6 20	10 20	...	4 45	...	10 40	11 45	...
...	...	...	...	**Bamberg**	...	11 35	1 45	4 45	10 30	...	2 35	5 30	...
...	...	...	...	**Nürnberg**	...	2 0	3 20	7 10	1 40	...	4 15	8 0	...
...	...	...	...	**Pleinfeld**	...	3 25	4 20	9 0	3 5	...	5 35	9 30	...
...	...	...	...	**Gunzenhausen**.....	...	3 55	4 45	9 48	3 40	...	6 8	10 25	...
...	...	...	...	Wassertrudingen.....	...	4 34	5 4	10 10	4 6	...	6 27	10 56	...
...	...	...	...	Oettingen	...	4 55	5 19	10 28	4 28	...	6 43	11 20	...
...	...	...	...	**Nordlingen** .....arr.	...	5 20	5 35	10 50	4 50	...	6 58	11 45	...
...	...	...	...	,, 191 .....dep.	...	6 5	5 40	11 4	5 0	...	7 7	...	...
...	...	...	...	**Donauworth**	...	8 53	7 12	1 4	7 15	...	8 40	...	...
...	—	—	—	**Augsburg** .....arr.	...	7 27	6 18	11 52	6 0	...	7 45	...	...
...	...	...	...	,, ...dep.	2 0	9 15	7 27	2 10	...	7 35	9 40	...	...
...	...	...	...	Boblingen	2 38	9 37	...	2 35	...	8 11	10 9	...	...
...	...	...	...	Schwabmuchen	3 14	10 2	7 56	3 2	...	8 49	9 47	...	...
...	...	...	...	Buchloe.....	4 0	10 30	8 17	3 35	...	9 35	10 30	...	...
...	...	...	...	**Kempten** .....arr.	8 20	1 25	10 4	6 43	...	...	12 58	...	...
...	...	...	...	**Lindau** ..... ,,	2 38	4 35	12 20	10 20	...	...	4 15	...	...
...	...	...	...	**Chur** .....arr.	...	10 15	6 30	...	...	...	2 7	...	...
...	...	...	...	**Zurich** ..... ,,	...	10 12	4 16	...	...	...	9 13	...	...
...	...	...	...	**Berne** ..... ,,	...	...	8 25	...	...	...	2 0	...	...

BUCHLOE and LANDSBERG.

G.M.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3		1,2,3	1,2,3	1,2,3		
Dis.	gl.kr	gl.kr	gl.kr		a.m.	a.m.	a.m.	p.m.		a.m.	a.m.	p.m.		
...	...	...	...	KEMPTEN .....dep	1 55	8 55	2 0	...	**Landsberg** ..... dep	6 0	10 20	3 10	...	
...	...	...	...		8 45	11 50	4 50	...	Haufering	6 17	10 37	3 27	...	
...	...	...	...	**Buchloe**	9 7	12 2	5 2	...	Igling	6 30	10 50	3 40	...	
...	...	...	...	Igling	9 22	12 17	5 17	...	**Buchloe**	6 50	11 10	4 0	...	
1.5	0 37	0 16	0 12	Haufering	9 33	12 40	5 40	...	KEMPTEN ..... arr	...	10 1	1 50	...	
2.5	0 45	0 20	0 21	**Landsberg** ..... arr	...	...	...	...						

HOF, WURZBURG, and ASCHAFFENBURG.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 2	1,2,3	2 & 3	1 & 2	1,2,3			
Dis.					a.m.	p.m.	p.m.	p.m.	p.m.			
—	—	—	—	Berlin ....dep	8 30	7 30	...	11 0	11 0	...	...	...
—	—	—	—	Leipzig ..... ,,	12 24	12 4	...	6 34	4 44	...	...	...
—	—	—	—	Dresden..... ,,	9 19	8 54	...	4 24	4 24	...	...	...
—	—	—	—	**Hof** ..... dep	6 20	4 20	...	10 40	11 45	...	...	...
35	2 15	1 30	1 0	**Neuenmarkt**..... ,,	8 30	5 59	...	12 17	2 25	...	...	...
62½	3 40	2 39	1 48	**Lichtenfels** ..... ,,	10 5	6 54	...	1 20	4 0	...	...	...
89¼	5 15	3 30	2 21	**Bamberg** .....arr.	11 5	9 35	...	2 5	5 4	...	...	...
—	—	—	—	,, 190....dep.	4 25	9 50	12 30	2 40	7 50	...	...	...
93½	0 51	0 33	0 21	Ebelsbach ..... ,,	4 57	10 21	1 19	2 46	8 22	...	...	...
97¾	1 3	0 42	0 27	Zeil..... ,,	5 7	10 31	1 32	2 58	8 32	...	...	...
108	1 21	0 54	0 36	Hassfurt ..... ,,	5 22	10 46	1 54	3 0	8 47	...	...	...
114½	2 0	1 21	0 54	Schonungen ..... ,,	5 52	11 13	2 38	3 19	9 17	...	...	...
124½	2 12	1 27	0 57	**Schweinfurt**...arr.	6 0	11 40	2 51	3 25	9 25	...	...	...
—	—	—	—	,, ...dep.	6 20	11 42	3 10	3 35	9 39	...	...	...
132	2 48	1 51	1 15	Weigloshausen ..... ,,	6 44	12 4	4 23	3 54	10 6	...	...	...
139½	3 24	2 15	1 30	Seligenstadt ..... ,,	7 11	12 31	5 2	4 14	10 26	...	...	...
154	3 45	2 30	1 39	Rottendorf ..... ,,	7 31	12 50	5 33	4 28	10 46	...	...	...
163	4 3	2 42	1 48	**Wurzburg 197**.arr.	7 45	1 14	5 52	4 40	11 0	...	...	...
189	7 30	4 57	3 18	**Aschaffenburg** ar.	11	3 55	9 30	7 20	3 55	...	...	...
—	—	—	—	Frankfurt ...arr	12 24	4 40	10 51	8 11	4 36	...	...	...
—	—	—	—	Mayence ..... ,,	1 34	5 20	...	10 8	6 9	...	...	...
—	—	—	—	Cologne..... ,,	9 30	10 0	...	5 25	11 15	...	...	...

NÜRNBURG to WURZBURG & ASCHAFFENBURG.

Mls.	1st	2nd	3rd	Stations.	1,2,3	2 & 3	1 & 2	2 & 3	1,2,3	1,2,3		
Dis.	fl kr	fl kr	fl kr		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		
—	—	—	—	Vienna .....dep.	...	...	6 50	...	...	9 10	...	...
—	...	...	...	**Nürnberg**..... ,,	4 30	6 50	8 25	1 45	4 5	9 4	...	...
—	0 12	0 9		**Furth** .....arr.	4 40	7 15	8 35	2 0	4 29	8 55	...	...
—	...	...	...	,, 190 .... dep.	4 50	7 35	8 38	2 5	4 39	9 15	...	...
—	0 36	0 24	0 18	Burgfarrnbach ..... ,,	5 8	7 51	...	2 15	4 56	9 25	...	...
—	1 21	0 54	0 36	Emskirchen..... ,,	5 34	8 47	...	2 47	5 55	9 58	...	...
—	1 39	1 9	0 45	**Neustadt** ..... ,,	5 49	9 35	9 23	3 7	6 32	10 20	...	...
—	1 57	1 18	0 54	Langenfeld ..... ,,	6 7	9 57	...	3 20	6 53	10 33	...	...
—	2 15	1 30	1 0	Mkt. Bibart ..... ,,	6 20	10 19	9 43	3 33	7 16	10 45	...	...
—	2 42	1 48	1 12	Mkt. Elsersheim ..... ,,	6 41	10 53	...	3 55	7 48	10 58	...	...
—	2 51	1 54	1 18	Iphofen ..... ,,	6 46	11 2	...	4 0	7 55	11 11	...	...
—	3 0	2 0	1 21	Mainbernheim ..... ,,	6 54	11 18	...	4 5	8	11 19	...	...
—	3 18	2 12	1 30	**Kitzingen** ..... ,,	7	7 11 32	10 14	4 19	8 31	11 31	...	...
—	3 36	2 24	1 36	Dettelbach ..... ,,	7 23	12 0	...	4 36	8 57	11 47	...	...
—	3 54	2 36	1 45	Rottendorf ..... ,,	7 33	12 27	10 35	4 46	9 17	11 57	...	...
—	4 12	2 48	1 54	**Würzburg** ..... ,,	7 46	12 53	10 45	5 0	9 36	12 10	...	...
—	7 48	5 12	3 30	**Aschaffenburg**.....	11 8	3 35	1 0	7 20	...	3 35	...	...
—	—	—	—	Frankfort ...arr.	12 28	4 40	2 0	8 11	...	6 9	...	...

LINDAU, AUGSBURG, PLEINFELD, and HOF.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1 & 2	2 & 3	1,2,3	1 & 2	2 & 3	2 & 3
Dis.	fl kr.	fl kr.	fl kr.			p.m.			a.m.	a.m.	
—	—	—	—	**Bern** .....dep	...	1 40	...	...	...	6 30	...
—	—	—	—	**Zurich** ..... ,,	...	6 10	...	...	5 0	10 2	...
—	—	—	—	**Chur** ..... ,,	...	12 55	...	...	a.m.	8 15	p.m.
—	—	—	—	**Lindau** ..... ,,	...	11 5	...	...	5 0	10 15	2 0
—	—	—	—	**Kempten** ..... ,,	...	2 12	a.m.	...	8 22	1 35	4 30
—	—	—	—	Buchloe ..... ,,	...	4 55	5 10	...	11 0	4 0	6 10
—	—	—	—	Schwabmuschen ..... ,,	...	5 17	6 2	...	11 34	4 35	6 32
—	—	—	—	Bobingen..... ,,	...	...	6 33	...	11 57	4 57	...
—	—	—	—	**Augsburg** .....arr	...	5 45	7 0	a.m.	12 20	5 20	7 0
—	—	—	—	,, (200).....d.p	...	6 20	...	7 35	1 20	7 35	7 15
—	—	—	—	**Donauwerth**..... ,,	...	7 13	...	8 55	2 40	9 0	8 10
—	—	—	—	**Nordlingen** .....arr	a.m.	7 50	...	9 50	3 35	9 55	8 45
—	—	—	—	,, ...dep	2 50	8 0	...	10 5	4 0	10 10	9 0
—	—	—	—	Oettingen..... ,,	3 17	8 21	...	10 31	4 26	10 36	9 17
—	—	—	—	Wassertrudingen ..... ,,	3 38	8 39	...	10 52	4 47	10 59	9 32
—	—	—	—	**Gunzenhausen** .....dep	4 40	9 5	...	11 25	5 30	11 40	10 0
—	—	—	—	**Pleinfeld** .....arr	5 10	9 30	...	11 55	5 58	12 10	10 25
—	—	—	—	**Nurnberg** ..... ,,	6 40	10 47	...	1 25	7 40	1 46	11 27
—	—	—	—	**Bamberg** ..... ,,	9 25	12 15	...	4 40	10 0	4 7	12 57
—	—	—	—	**Hof** ..... ,,	2 50	4 0	...	10 48	...	10 5	4 34
—	—	—	—	**Dresden** ..... ,,	...	10 6	...	8 37	...	7 26	10 47
—	—	—	—	**Leipzig** ..... ,,	...	8 11	...	3 49	...	4 25	8 46
—	—	—	—	**Berlin**..... ,,	...	12 15	...	7 45	...	9 0	12 40

MUNICH and LINDAU.

G.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	th. s.	th. s.	th. s.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Munich** .....dep	5 40	7 0	8 35	1 45	3 0	8 45	1 40	2 0	10 5
—	0 18	0 9		Pasing ..... ,,	5 57	...	8 52	1 59	3 20	8 21	...	...	...
1.5	0 27	0 18	0 12	Buchloe ..... ,,	6 25	...	9 20	2 28	3 50	8 53	2 54	3 50	5 18
3.0	0 54	0 36	0 24	Buchloe	6 30	7 50	...	...	...	...	2 59	3 55	5 23
4.5	1 21	0 54	0 36	Grafrath	6 55	8 15	...	...	...	...	3 24	4 20	5 48
6.0	1 39	1 6	0 43	Türkenfeld	7 10	8 30	...	...	...	...	3 39	4 35	6 3
7.5	2 15	1 30	1 0	Kaufering	7 40	9 0	...	...	...	...	4 9	5 5	6 33
8.5	2 51	1 54	1 18	Igling.....	8 0	9 20	...	...	...	...	4 29	5 25	6 53
9.5	3 9	2 0	1 30	Buchloe	8 15	9 35	...	...	...	...	4 44	5 40	7 8
9.5	3 9	2 0	1 30	**Lindau** ..... ,,	8 40	9 50	...	...	...	...	5 0	6 0	7 30

MUNICH and LINDAU.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Lindau.....dep	5 0	10 15	1 40	2 0	10 5	...	...	...
—— .....dep	10 50	3 30	10 10	6 20	4 55	...	...	...
Buchloe ..... ,,	—	—	—	—	—	—	—	—
Igling	11 14	4 13	...	...	5 18	...	...	...
Kaufering	11 34	4 33	...	6 55	5 38	...	...	7 50
Türkenfeld	11 44	4 21	...	...	5 51	...	...	7 50
Grafrath	11 57	4 35	...	...	6 6	...	...	8 5
Bruck	12 15	5 10	...	...	6 25	7 40	7 50	8 24
Aubing	12 35	5 30	...	...	6 47	8 7	8 9	8 46
Pasing	12 43	5 38	...	...	6 56	8 21	8 56	9 0
Munich ..... arr	12 55	5 50	...	7 40	7 10	8 35	9 49	9 15

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ULM, AUGSBURG, MUNICH, and SALZBURG.—Royal Bavarian State Railway.

Fares. 1st class	Fares. 2nd class	Fares. 3rd class	Stations.	Trains. 2 & 3 class	1,2,3 Ex.	1 & 2 Ex.	1,2,3 class	2 & 3 class	1,2,3 class	1 & 2 class
fl. kr.	fl. kr.	fl. kr.			a.m.	a.m.	a.m.			
—	—	—	PARIS ..... dep.	...	...	8 25	...	...	...	
...	...	...	AVRICOURT	...	...	6 25	...	...	...	
...	...	...	STRASSBOURG	...	...	9 0	...	...	...	
...	...	...	CARLSRUHE	...	...	11 50	...	...	a.m.	
...	...	...	STUTTGARDT	...	...	2 45	...	...	5 20	
...	...	...	Ulm ..... dep	...	...	5 20	5 50	...	9 55	
...	...	...	**Augsburg 194, 198a**	...	...	7 25	9 0	...	1 5	
3 27	2 18	1 33	,, ... dep.	...	...	7 40	9 20	...	1 40	
...	...	...	**Munich** ..... arr.	...	...	8 50	11 20	...	3 40	
5 57	3 57	2 39	,, ‡ ..... dep.	...	6 0	9 10	11 45	...	6 33	
...	...	...	Haidhausen	...	6 10	...	12 0	...	6 33	
...	...	...	Zorneding	...	6 22	...	12 42	...	7 4	
...	...	...	Kirchseeon	...	6 56	...	12 55	...	7 17	
...	...	...	Assling	...	7 21	...	1 19	...	7 40	
2 57	1 57	1 18	**Rosenheim 200** arr	a.m.	8 10	10 25	1 55	p.m.	8 15	
...	...	...	..... dep.	2 30	8 30	11 5	5 20	4 5	8 45	
3 36	2 24	1 36	Endorf ,, ...	3 17	8 46	11 30	2 59	4 24	9 21	
3 54	2 26	1 45	Prien	3 41	9 17	11 42	3 17	5 2	9 38	
4 30	3 0	2 0	Uebersee	4 24	9 55	12 1	3 46	5 34	10 6	
4 48	3 12	2 9	Bergen	4 45	10 19	...	4 3	5 56	10 23	
5 6	3 24	2 18	**Traunstein**	5 12	11 27	12 28	4 30	7 18	10 40	
5 51	3 51	2 36	Teisendorf	5 56	11 56	...	4 59	8 27	11 12	
6 18	4 12	2 48	Freilassing	6 20	12 33	1 7	5 20	9 15	11 38	
6 36	4 24	2 57	**Salzburg 200, 201a**	6 45	12 50	1 25	5 30	10 25	11 45	
...	...	...	LINZ	11 40	...	5 13	11	2 p.m.	4 7	
...	...	...	**Vienna** ..... arr	7 20	...	9 50	8 0	...	8 40	

N.B.—Luggage examined at Salzburg.

SALZBURG, MUNICH, AUGSBURG, and ULM.

1st class	2nd class	3rd class	Stations.	1 & 2	1,2,3	2 & 3	1,2,3	1 & 2	1,2,3
fl. kr.	fl. kr.	fl. kr.			a.m.	a.m.	p.m.	p.m.	a.m.
—	—	—	**Vienna** ..... dep	...	...	...	9 10	...	8 50
...	...	...	LINZ	...	...	6 4	...	1 45	5 25
...	...	...	**Salzburg** ..... dep.	2 45	4 0	9 30	2 0	5 45	9 15
...	...	...	Freilassing	3 20	4 32	9 53	2 23	5 59	9 34
...	...	...	Teisendorf	3 21	4 56	10 16	2 30	...	9 10
...	...	...	**Traunstein**	3 58	5 58	11 0	3 48	7 7	10 0
...	...	...	Bergen	4 10	6 16	11 13	4 16	...	10 20
...	...	...	Ueberseo	4 28	6 43	11 30	4 31	7 26	10 41
...	...	...	Prien	4 49	7 22	12 0	4 58	7 26	11 28
...	...	...	Endorf	5 4	7 48	12 15	5 27	7 46	11 43
...	...	...	**Rosenheim** ..... arr.	p.m.	8 30	8 15	12 33	6 3	8 0
...	...	...	,, **200** ..... dep.	5 5	5 45	...	1 26	6 45	8 20
...	...	...	Ostermunchen	...	6 10	...	1 52	8 16	...
...	...	...	Kirchseeon	...	6 50	...	2 31	8 25	...
...	...	...	Zorneding	...	7 0	...	2 40	9 3	...
...	...	...	Haidhausen	...	7 38	...	2 54	9 11	9 38
...	...	...	**Munich** ..... arr.	6 30	7 56	...	3 35	9 20	9 40
...	...	...	,, ... dep.	...	11 0	...	4 30	...	11 0
...	...	...	,, ...	...	11 5	...	4 30	...	12 10
...	...	...	**Augsburg** ..... arr.	...	1 45	...	6 45	...	12 15
...	...	...	,, ... dep.	...	5 5	...	9 40	...	2 5
...	...	...	**Ulm 198, 198, 194**	...	9 56	...	p.m.	...	4 45
...	...	...	STUTTGARDT	...	...	...	...	a.m.	7 15
...	...	...	CARLSRUHE	...	...	...	...	a.m.	10 5
...	...	...	STRASSBURG	...	...	...	...	a.m.	12 21
...	...	...	AVRICOURT	...	...	...	...	p.m.	9 10
...	...	...	PARIS	...	...	...	...	...	p.m.

ROSENHEIM TO KUFSTEIN.

Stations.	1 & 2	1,2,3	1,2,3	1,2,3	2 & 3	1,2,3	1,2,3
	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	
Salzburg ..... dep.	2 45	4 0	...	9 35	...	5 45	...
Munich ..... dep.	...	6 0	9 10	11 45	2 35	5 55	...
Rosenheim 200 d.	5 35	8 40	10 30	2 36	5 40	8 10	...
Brannenburg	5 57	9 13	...	3 10	6 25	8 33	...
Oberaudorf	6 16	9 43	...	3 48	7 3	8 53	...
Kiefersfelden	6 28	9 56	...	3 21	7 19	9 3	...
Kufstein ..... arr.	6 35	10 10	11 10	3 30	7 30	9 10	...
Innsbruck ...arr.	9 8	...	1 8	8 17	...	11 39	...
Botzen ..... arr.	4 5	...	6 34	...	...	6 36	...
Verona ..... arr.	4 33	...	10 49	...	...	11 45	...

Stations.	1 & 2	1 & 2	1 & 2	1,2,3	1,2,3	1,2,3
	p.m.	p.m.	a.m.	a.m.	p.m.	a.m.
Verona ..... dep.	...	...	6 30	6 45	...	...
Botzen ..... dep	...	12 14	8 45	5 15	...	...
Innsbruck	...	...	2 38	12 24	6 29	...
Kufstein ..... dep.	3 20	6 16	9 56	4 20	8 12	7 19
Kiefersfelden	3 31	6 29	9 53	...	8 47	7 17
Oberaudorf	4 26	6 44	10 3	...	8 56	7 27
Brannenburg	4 16	7 19	10 28	...	9 24	7 55
Rosenheim 200a	4 50	7 55	10 50	6 0	7 0	8 10
Munich ..... arr.	7 55	...	1 45	6 30	9 30	9 45
Salzburg ..... arr.	12 50	1 15	...	...	...	11 30

NB. Boudoir Sleeping Cars on this Railway.

LINZ and GAISBACH.

G.M.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3			Stations.	1,2,3	1,2,3	1,2,3
Dist.	gl. kr.	gl. kr.	gl. kr.	gl. kr.		a.m.	p.m.	p.m.				a.m.	a.m.	p.m.
	—	—	—	—	Linz.....dep.	5 0	1 15	9 50	...	...	BUDWEIS .....dep	2 30	5 40	6 0
53	0 37	0 28	0 19		Steyregg ..... ,,	5 18	1 34	10 8	...	...	Gaisbach .....dep	6 37	11 32	9 45
53	0 76	0 53	0 35		St. Georgen a. d. Gus	5 37	1 53	10 26	...	...	Lungitz ..... ,,	6 53	11 58	10 3
53	0 92	0 70	0 46		Lungitz ..... ,,	5 56	2 11	10 42	...	...	St. Georgen a. d. Gus	7 4	12 15	10 26
53	1 20	0 97	0 65		Gaisbach .....arr	6 25	2 41	11 6	...	...	Steyregg ..... ,,	7 26	12 36	10 44
	—	—	—	—	BUDWEIS ..... ,,	11 2	9 10	2 6	...	...	Linz .....arr.	7 40	12 50	10 58

SALZBURG-WELS and VIENNA.—Kaiserin Elisabeth Bahn.

Dist.	Ordinary. 1 Cl.	2 Cl.	3 Cl.	Express 2 Cl.	Stations.	Trains. 1—2.	3—4.	1—3.	2—3.	1 & 2	1—3
	gl. kr.	gl. kr.	gl. kr.	gl. kr.		p.m.				a.m.	a.m.
	—	—	—	—	PARIS.....dep.	12 18	...	...	...	8 25	...
	—	—	—	—	STRASSBURG ... ,,	...	...	...	...	6 58	...
	—	—	—	—	STUTTGART ... ,,	...	...	...	...	2 45	...
	—	—	—	—	MUNICH ..... ,,	6 10	...	...	...	9 35	11 45
	—	—	—	—	VERONA ..... ,,	4 42	...	...	...	6 20	6 20
	—	—	—	—	INNSBRUCK.....arr	2 20	...	...	...	7 5	7 5
						p.m.	a.m.	a.m.	a.m.	p.m.	p.m.
	—	—	—	—	Salzburg .....dep.	12 18	...	...	7 11	9 0	1 59
12	1 54	1 0	0 32	1 73	1 30	Strasswalchen	12 58	...	...	8 21	10 33
22	2 92	1 62	1 0	2 50	1 96	Frankenmarkt	1 28	...	4 16	8 56	11 23
31	3 46	1 89	1 26	3 2	2 27	Redl	1 44	...	4 47	9 16	11 50
36	3 76	2 36	1 53	3 67	2 75	Vöcklabruck	2 3	...	5 33	9 41	12 36
43	4 32	2 70	1 80	4 32	3 37	Schwanenstadt	2 20	...	6 7	10 2	1 13
53	5 16	3 11	2 7	4 97	3 73	Lambach ..... arr.	2 38	...	6 48	10 25	1 49
						GMUNDEN .....arr	7 45	...	...	12 15	6 15
	—	—	—	—	—	GMUNDEN .....dep.	...	a.m.	...	8 30	12 30
	—	—	—	—	—	Lambach .....dep.	5 45	2 25	8 10	12 32	2 30
63	6 62	3 51	2 34	5 62	4 21	Wels (810) .....arr.	6 6	2 58	7 36	10 54	3 5
						SIMBACH ..... ,,	8 45	8 46	3 46	...	8 21
	—	—	—	—	—	PASSAU ..... ,,	8 40	8 40	3 34	...	8 50
	—	—	—	—	—	LINZ ..... ,,	4 56	4 46	9 16	11 42	4 51
94	10 96	11 21	7 47	17 93	12 46	VIENNA ..... arr	8 50	8 39	7 30	7 30	...

VIENNA, WELS, and SALZBURG.

Dist.	Ordinary. 1 Cl.	2 Cl.	3 Cl.	Express 1 Cl.	2 Cl.	Stations.	Trains. 1—3	1,2,3	1 & 2	2 & 3	1 & 2	1—3
	gl. kr.	gl. kr.	gl. kr.	gl. kr.	gl. kr.		p.m.	a.m.	a.m.	a.m.	p.m.	p.m.
	—	—	—	—	—	VIENNA .....dep	...	7 10	9 10	11 10	6 55	9 26
	9 9	6 75	4 50	10 80	8 10	LINZ..... ,,	8 1	2 31	2 9	6 11	1 19	4 6
	—	—	—	—	—	PASSAU ..... ,,	4 8	9 25	9 38	6 50	6 50	12 3
	—	—	—	—	—	SIMBACH ..... ,,	2 28	9 35	9 41	6 45	6 45	12 26
	—	—	—	—	—	Wels.....dep.	9 25	3 23	39	12 12	12 7	5 5
	—	—	—	—	—	Lambach .....arr	10 2	3 86	2 56	12 49	12 34	5 28
	8 10	5 40	12 96	9 72		GMUNDEN ..... ,,	12 15	6 15	...	...	...	7 30
	9 18	6 12	17 60	11 2		.....dep	8 30	12 30	12 30	...	6 55	...
	—	—	—	—	—	Lambach	10 26	4 16	3 6	...	12 26	5 38
	—	—	—	—	—	Schwanenstadt	11 7	4 29	3 22	...	12 41	5 59
	8 31	5 67	12 61	10 21		Vöcklabruck	12 0	5 1	3 39	...	12 54	6 24
	8 91	5 94	14 20	10 60		Redl	12 48	5 24	3 55	...	1 11	6 49
	9 28	6 21	14 98	11 18		Frankenmarkt	1 35	5 48	4 12	...	1 27	7 16
	9 50	6 39	15 50	11 80		Strasswalchen	2 48	6 24	4 39	...	1 54	7 52
	10 13	6 75	16 20	12 15		Salzburg (890) arr.	3 56	7 15	5 16	...	2 32	8 50
	11 21	7 47	17 93	13 45		INNSBRUCK..... ,,	...	p.m.	12 2	...	9	2
						VERONA ..... ,,	...	...	11 45	...	10 10	...
						MUNICH ..... ,,	...	...	10 0	...	7 55	9 15
						STUTTGART..... ,,	...	...	4 43	...	...	...
						STRASSBURG ... ,,	...	...	10 3	...	...	...
						PARIS ..... ,,	...	...	9 10	...	...	...

KUFSTEIN and HERMANNSTADT.

Stations.	1—2	1—3
	p.m.	p.m.
Hermannstadt .....dep	3 40	4 36
Vienna (Salzburg)	6 10	4 36
Ladimos	6 39	7 25
Nagy-Szlyk (Marktsch) ...	7 5	7 51
Kis-Kapus	7 39	8 25
Kronstadt ..... arr.	8 45	9 31

KIS-KAPUS and HERMANNSTADT.

Stations.	1—2	1—3
	p.m.	p.m.
KRONSTADT ..... dep.	7 30	4 40
Kis-Kapus	8 31	5 41
Nagy-Szlyk (Marktsch) ...	9 10	6 10
Ladimos	9 40	6 40
Vienna (Salzburg)	10 7	7 7
Hermannstadt ..... arr	10 45	7 45

G.M.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1—3	1—3	1—3		Stations.	1—3	1—	1—3
Dist.	gl. kr.	gl. kr.	gl. kr.	gl. kr.		a.m.	p.m.	p.m.				a.m.	p.m.
	—	—	—	—	VIENNA .....dep	8 10	2 15	6 5	...	From VIENNA.....arr.	a.m.	11 15	3 59
	—	—	—	—	GRAMMAT-NEUSTEDL a	7 51	7 6	7 2	..	W. Neustadt .....dep.	5 30	12 5	4 35
0	0 27	0 18			Grammat-Neusiedl ,,	8 45	3 35	7 15	...	Ebenfurth	6 4	12 51	5 8
4	0 98	0 48	0 45		Mitterndorf-Mosebrunn ...	9 13	3 53	7 30	...	Pottendorf-Landegg.....	6 30	1 20	5 35
8	1 33	0 81	0 54		Pottendorf-Landegg	10 6	4 53	8 8	...	Mitterndorf-Mosebrunn ...	7 7	2 0	6 7
11	1 62	1 22	0 81		Ebenfurth	10 16	5 8	8 18	...	Grammat-Neusiedl a.	7 22	2 15	6 20
	—	—	—	—	W. Neustadt.....arr.	10 58	5 50	8 50	...	VIENNA ..... ,,	7 57	3 30	7 18
	—	—	—	—	For VIENNA .....dep	12 50	6 0	9 0	...				

N.B.—Luggage examined at Salzburg.

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ULM, AUGSBURG, MUNICH, and SALZBURG.—Royal Bavarian State Railway.

Fares. 1st class	Fares. 2nd class	Fares. 3rd class	Stations.	Trains. 2 & 3 class	1,2,3 class	1 & 2 Ex.	1,2,3 class	2 & 3 class	1,2,3 class	1 & 2 class
fl. kr.	fl. kr.	fl. kr.			a.m.	a.m.	a.m.			
—	—	—	PARIS ..... dep.	...	...	8 25	...	...	...	
...	...	...	AVRICOURT	...	...	6 25	...	...	...	
...	...	...	STRASSBOURG	...	...	9 0	...	...	...	
...	...	...	CARLSRUHE	...	...	11 50	...	...	a.m.	
...	...	...	STUTTGARDT	...	...	2 45	...	...	5 30	
...	...	...	Ulm ..... dep	...	...	5 30	5 50	...	9 55	
...	...	...	Augsburg 194, 198a	...	...	7 25	9 0	...	1 5	
3 27	2 15	1 33	,, ... dep.	...	...	7 40	9 20	...	1 40	
...	...	...	Munich ..... arr.	...	...	8 50	11 20	...	3 40	
5 57	3 57	2 39	,, ‡ ..... dep.	...	6 0	9 10	11 45	...	6 10	
...	...	...	Haidhausen	...	6 10	...	12 8	...	6 32	
...	...	...	Zorneding	...	6 32	...	12 29	...	7 4	
...	...	...	Kirchseeon	...	6 56	...	12 55	...	7 17	
...	...	...	Aasling	...	7 21	...	1 19	...	7 40	
2 57	1 57	1 18	Rosenheim 200a arr	a.m.	8 10	10 23	1 55	p.m.	8 15	
...	...	...	..... dep.	2 30	8 30	11 5	5 30	4 5	8 45	
3 36	2 24	1 36	Endorf	3 17	8 46	11 30	2 59	4 24	9 21	
3 54	2 26	1 45	Prien	3 41	9 17	11 42	3 17	5 2	9 38	
4 30	3 0	2 0	Ueberseo	4 24	9 58	12 1	3 46	5 34	10 6	
4 48	3 12	2 9	Bergen	4 45	10 19	...	4 3	5 56	10 23	
b 6	3 24	2 18	Traunstein	5 12	11 27	12 28	4 20	7 16	10 40	
5 51	3 51	2 36	Teisendorf	5 56	11 56	...	4 52	8 27	11 12	
6 18	4 12	2 48	Freilassing	6 29	12 33	1 7	5 20	9 15	11 38	
6 36	4 24	2 57	Salzburg 200, 201a	6 45	12 50	1 25	5 30	10 25	11 48	
...	...	...	LINZ	11 49		5 13	11 2	p.m.	4 7	
...	...	...	Vienna ..... arr	7 20	...	9 50	6 0		8 40	

N.B.—Luggage examined at Salzburg.

SALZBURG, MUNICH, AUGSBURG, and ULM.

1st class	2nd class	3rd class	Stations.	1 & 2	1,2,3	2 & 3	1,2,3	1,2,3	1 & 2	1,2,3
fl. kr.	fl. kr.	fl. kr.			a.m.	a.m.	p.m.	p.m.	a.m.	p.m.
—	—	—	Vienna ..... dep	...	...	...	9 10	...	8 50	...
...	...	...	LINZ	...	...	...	4 4	...	1 45	7 38
...	...	...	Salzburg ..... dep.	2 45	4 0	9 35	2 0	5 45	8 15	
...	...	...	Freilassing	3 39	4 22	9 52	2 22	5 59	8 34	
...	...	...	Teisendorf	3 33	4 56	10 12	2 30	...	9 10	
...	...	...	Traunstein	3 58	5 54	11 0	3 48	7 7	10 0	
...	...	...	Bergen	4 10	6 16	11 13	4 10	...	10 20	
...	...	...	Ueberseo	4 28	6 43	11 30	4 31	7 26	10 41	
...	...	...	Prien	4 49	7 22	12 0	4 58	7 56	11 26	
...	...	...	Endorf	5 4	7 46	12 15	5 27	7 46	11 43	
...	...	...	Rosenheim ..... arr.	p.m.	8 30	8 15	12 33	6 3	8 0	12 30
...	...	...	,, 200 ..... dep.	5 5	5 45	...	1 26	6 45	8 20	mig't
...	...	...	Ostermunchen	...	6 10	...	1 52	8 16	...	...
...	...	...	Kirchseeon	...	6 50	...	2 31	8 25	...	...
...	...	...	Zorneding	...	7 0	...	2 40	9 3	...	...
...	...	...	Haidhausen	...	7 38	...	2 54	9 11	9 28	...
...	...	...	Munich ..... arr.	6 20	7 56	...	3 35	9 20	9 40	...
...	...	...	,, ... dep.	...	11 0	...	4 20	...	11 0	...
...	...	...	Augsburg ..... arr.	...	1 0	...	6 30	...	12 10	...
...	...	...	,, ... dep.	...	1 45	...	6 45	...	12 15	...
...	...	...	Ulm 198, 200, 194	...	3 5	...	9 40	...	2 5	...
...	...	...	STUTTGARDT	...	9 55	...	p.m.	...	4 45	...
...	...	...	CARLSRUHE	...	...	...	...	a.m.	7 15	...
...	...	...	STRASSBURG	...	...	...	...	a.m.	10 5	...
...	...	...	AVRICOURT	...	...	...	...	a.m.	12 21	...
...	...	...	PARIS	...	...	...	...	p.m.	9 20	...
									p.m.	

LANDSHUT to MUNICH.

Mi.	1 d.	2 d.	3 d.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.					a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.
				Landshut ..... dep.	4 45	7 50	9 35	3 5	5 10	7 30	9 40	10 50	...	...
				Kufering	5 10	8 15	10 0	3 30	7 25	7 45	9 55	11 6	...	...
				Munich ..... arr.	7 10	...	11 45	5 30	9 20	9 40	11 30	1 30	...	...

MUNICH to LANDSHUT.

Mi.	1 d.	2 d.	3 d.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.					a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
				Munich ..... dep.	4 30	7 30	9 0	10 0	11 30	2 30	4 30	6 0	7 30	9 0	10 30	12 0
				Kufering ..... dep.	6 20	9	10 50	11 45	1 15	4 15	6 10	7 45	9 15	10 45	12 15	1 45
				Landshut ..... arr.	6 53	9 33	11 23	12 18	1 48	4 48	6 43	8 18	9 48	11 18	12 48	2 18

ROSENHEIM TO KUFSTEIN.

Stations.	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	2 & 3	
	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	
Salzburg ..... dep.	2 45	4 0	...	...	9 35	...	5 45
Munich ..... dep.	...	6 0	9 10	11 45	3 35	5 55	...
Rosenheim 200d	5 35	8 40	10 30	2 36	5 45	8 10	...
Brannenburg	5 57	9 13	...	3 10	6 25	8 33	...
Oberandorf	6 16	9 43	...	3 48	7 3	8 53	...
Kiefersfelden	6 28	9 56	...	3 57	7 10	9 3	...
Kufstein ..... arr.	6 35	10 10	11 10	4 30	7 30	9 10	...
Innsbruck	9	31	...	1	31	11 30	...

Stations.	1 & 2	1 & 2	1 & 2	1,2,3	1,2,3	1,2,3
	p.m.	p.m.	p.m.	a.m.	p.m.	a.m.
Verona ..... dep.	...	...	6 30	6 45	...	...
Botzen ..... dep	...	...	12 14	6 35	5 15	...
Innsbruck	...	7	4	2 33	12 32	4 29
Kufstein ..... dep.	3 20	6 15	9 35	4 20	3 22	7 10
Kiefersfelden	3 31	6 29	9 52	...	3 41	7 17
Oberaudorf	4 32	6 48	10 7	...	3 57	7 27
Brannenburg	4 16	7 19	10 33	...	4 16	7 44
Rosenheim 200a	4 50	7 50	10 50	6 0	4 30	8 10

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LINZ and GMUNDEN.

Dist.	1 Cl. gl.	kr.	2 Cl. gl.	kr.	3 Cl. gl.	kr.	Stations.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.			Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.		
							Linz.....dep.	5 0	1 15	9 50	...	...	Budweis .....dep	2 30	5 40	6 9	...	...
0,0	0 27	0 28	0 19	Steyeregg				5 18	1 34	10 8	...	...	Gmünden .....dep	6 37	11 32	9 45	...	...
1,5	0 70	0 53	0 35	St. Georgen a. d. Gus				5 37	1 53	10 26	...	...	Lungitz	6 53	11 58	10 8	...	...
2,5	0 92	0 70	0 46	Lungitz				5 56	2 11	10 42	...	...	St. Georgen a. d. Gus	7 4	12 15	10 26	...	...
4,5	1 29	0 97	0 65	Gaisbach .....arr				6 25	2 41	11 6	...	...	Steyeregg	7 26	12 36	10 44	...	...
							Budweis .....,,	11 23	9 10	2 6	...	...	Linz .....arr	7 40	12 50	10 58	...	...

SALZBURG-WELS and VIENNA.—Kaiserin Elisabeth Bahn.

Dist.	Ordinary. 1 Cl. gl.	kr.	2 Cl. gl.	kr.	3 Cl. gl.	kr.	Express 1 Cl. gl.	kr.	2 Cl. gl.	kr.	3 Cl. gl.	kr.	Stations.	Trains. 1—2 p.m.	3—1, 1—3	2—3, 1 & 2 a.m.	1—3 a.m.	1—3 p.m.
													PARIS.....dep.				9 25	...
													STRASSBURG ... ,,	...	...	...	8 58	...
													STUTTGART ... ,,	...	...	...	2 45	...
													MUNICH ..... ,,	6 10	...	...	9 35	11 45
													VERONA ..... ,,	4 42	...	...	6 10	6 20
													INNSBRUCK.....arr	2 20	...	...	7 5	7 5
														p.m.	a.m.	a.m.	a.m.	p.m.
	1 44	1 8	0 72	1	72	1 20							Salzburg .....dep.	2 16	...	...	7 11	6 20
	2 28	1 62	1	6	2 50	1 91							Strasswalchen	1 28	...	...	6 21	10 33
	2 88	1 89	1	88	3	2	2	2	2	2	2	2	Frankenmarkt	...	...	4 16	5 55	11 23
	3 69	2 30	1	53	3	67	2	75	2	75	2	75	Redl	1 44	...	4 47	9 14	11 50
	4 38	2 70	1	80	4	32	3	57	3	57	3	57	Vöcklabruck	2 3	...	5 23	9 41	12 26
	4 53	3 11	2	7	4	97	3	73	3	73	3	73	Schwanenstadt	2 20	...	6 7	10 2	1 13
													Lambach .....arr.	2 38	...	6 46	10 26	1 49
													GMUNDEN .....arr	7 45	...	...	12 15	6 15
													GMUNDEN .....dep.	...	a.m.	...	6 30	12 30
													Lambach .....dep.	2 45	2 25	7 3	10 32	2 30
	4 68	3 51	2	34	5	62	4	21					Wels (810).....arr.	3 6	2 58	7 24	10 54	3 5
													SIMBACH ..... ,,	6 45	3 46	3 46	...	8 31
													PASSAU ..... ,,	8 40	5 40	3 34	...	8 50
													LINZ ..... ,,	4 56	4 46	9 16	11 42	4 51
	14 94	11 21	7	47	17	93	13	46					VIENNA ..... arr	8 50	5 30	7 30	7 30	...

Dist.	1—4 p.m.	1—4 p.m.	1—4 a.m.	1—4 p.m.	Stations.	1—4 p.m.	1—4 a.m.	1—4 a.m.	1—4 p.m.
	7 30	3 40	4 36	4 36	Kronstadt .....dep.	5 45	3 40	4 36	4 36
	8 45	4 55	5 51	5 51	Kis-Kapus ..... ,,	6 15	4 4	5 10	5 10
	9 30	5 40	6 36	6 36	Nagy-Selyk (Markbach) ...	6 38	4 28	5 33	5 33
	10 0	6 10	7 6	7 6	Vinkau (Salzburg)	7 15	5 3	6 8	6 8
	10 40	6 50	7 46	7 46	Hermannstadt .....arr	7 55	5 38	6 48	6 48

KIS-KAPUS and HERMANNSTADT.

VIENNA, WELS, and SALZBURG.

Dist.	Ordinary. 1 Cl. gl.	kr.	2 Cl. gl.	kr.	3 Cl. gl.	kr.	Express 1 Cl. gl.	kr.	2 Cl. gl.	kr.	Stations.	Trains. 1—3 p.m.	1,2,3 a.m.	1 & 2 a.m.	2 & 3 a.m.	1 & 2 p.m.	1—3 p.m.
	9 6	6 78	4 50				10 80	6 10			VIENNA .....dep	...	7 10	9 10	11 10	6 55	9 25
											LINZ ..... ,,	6 1	2 31	2 5	10 26	11 19	4 6
											PASSAU ..... ,,	4 8	9 25	9 38	6 50	6 50	12 3
											SIMBACH ..... ,,	3 26	9 35	9 41	6 45	6 45	12 26
											Wels.....dep	9 25	3 33	30, 12	12	7	8 5
	15 59	8 18	5 46		12 26	9 72					Lambach .....arr	10 2	3 58	2 56, 12	40	12 34	5 28
	16 24	9 18	6 18		17 69	11 2					GMUNDEN ..... ,,	12 18	6 15	...	...	...	7 30
											,, ...dep	9 30	12 30	12 30	...	...	...
	11 36	5 51	5 67		13 61	10 21					Lambach ..... ,,	10 26	4 16	3 6	...	12 30	5 58
	12 08	6 91	5 94		14 28	10 69					Schwanenstadt ..... ,,	11 7	4 29	3 22	...	12 41	6 39
	12 28	9 82	6 21		14 66	11 18					Vöcklabruck ..... ,,	12 0	5 1	3 39	...	12 56	6 24
	12 52	9 59	6 39		15 24	11 50					Redl ..... ,,	12 48	5 24	3 55	...	1 11	6 49
	13 20	10 13	6 75		16 26	12 15					Frankenmarkt ..... ,,	1 35	5 48	4 12	...	1 27	7 16
	14 94	11 21	7 47		17 93	13 45					Strasswalchen ..... ,,	2 48	6 24	4 39	...	1 54	7 52
											Salzburg (SOU) arr.	3 56	7 15	5 16	...	2 32	8 50
											INNSBRUCK..... ,,	...	p.m.	12 2	...	9 9	8 2
											VERONA ..... ,,	...	...	11 46	...	10 10	...
											MUNICH ..... ,,	...	...	10 0	...	7 55	8 15
											STUTTGART..... ,,	...	...	6 43	...	...	...
											STRASSBURG ... ,,	...	...	10 3	...	...	...
											PARIS ..... ,,	...	...	9 10	...	...	...

N.B.—Luggage examined at Salzburg.

W. NEUSTADT and GRAMMAT-NEUSTEDL.

Dist.	1 Cl. gl.	kr.	2 Cl. gl.	kr.	3 Cl. gl.	kr.	Stations.	1—3 a.m.	1—3 p.m.	1—3 p.m.		Stations.	1—3 a.m.	1— a.m.	1—3 p.m.	
							VIENNA .....dep	9 10	2 15	6 5	...	From VIENNA .....dep.	9 10	11 15	3 50	...
							GRAMMAT-NEUSTEDL a	7 51	7 6	7 2	...	W. Neustadt .....dep.	5 30	12 5	4 35	...
	0 26	0 27	0 18				Grammat-Neustedl ,,	7 45	3 35	7 15	...	Ebenfurth	6 4	12 51	5 8	...
	0 52	0 53	0 35				Mitterndorf-Moosbrunn ,,	9 13	3 53	7 30	...	Pottendorf-Landegg	6 30	1 20	5 35	...
	1 6	0 81	0 54				Pottendorf-Landegg	10 6	4 33	8 6	...	Mitterndorf-Moosbrunn	7 7	2 0	6 7	...
	1 62	1 22	0 81				Ebenfurth	10 19	5 8	8 19	...	Grammat-Neustedl a.	7 22	2 15	6 20	...
							W. Neustadt ..... arr.	10 54	5 50	8 50	...	VIENNA ..... ,,	7 57	3 30	7 18	...
							For VIENNA .....dep	12 50	6 0	9 0	...					

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MUNICH, REGENSBURG, SCHWANDORF, EGER, and their Branches.

Mls.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dia.	gl.kr	gl.kr	gl.kr	gl.kr		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	—	VERONA .....dep	—	—	—	—	6 20	—	4 42	—	—	—	—	—	—
—	—	—	—	—	SALZBURG ... „	—	—	—	—	9 35	—	—	—	—	—	—	—	—
—	—	—	—	—	INNSBRUCK... „	—	—	—	—	7 4	—	2 28	—	—	—	—	—	—
—	—	—	—	—	Munich.....dep	—	—	5 15	7 25	10 15	4 15	8 0	7 30	—	—	—	—	—
5½	0 24	0 15	0 9		Feldmoching.....	—	—	5 30	—	10 31	4 31	8 24	—	—	—	—	—	—
8½	0 33	0 21	0 15		Schleissheim	—	—	5 38	—	10 40	4 40	8 33	—	—	—	—	—	—
11½	0 45	0 30	0 21		Lohhof	—	—	5 47	—	10 49	4 49	8 54	—	—	—	—	—	—
21½	1 27	0 57	0 39		Freising.....	—	—	6 16	—	11 18	5 19	9 47	6 30	—	—	—	—	—
32½	2 9	1 34	0 57		Moosburg	—	—	6 47	—	11 47	5 48	10 33	8 44	—	—	—	—	—
45½	2 57	1 57	1 18		**Landshut**.....arr	—	a.m.	7 18	8 54	12 18	6 19	11 22	9 12	—	—	—	—	—
—	—	—	—	—	„ .....dep	—	8 45	7 36	9 2	12 26	6 28	—	9 20	—	—	—	—	—
86½	3 45	2 30	1 39		Ergoldsbach.....	—	9 47	8 2	—	1 3	7 5	—	—	—	—	—	—	—
61	3 54	2 36	1 45		**Neufahrn** ..... arr	—	4 0	8 10	9 31	1 10	7 13	—	9 51	—	—	—	—	—
—	—	—	—	—	„ .....dep	—	4 40	8 16	9 33	1 17	7 40	—	9 53	—	—	—	—	—
73½	4 30	3 0	2 0		Eggmuhl.....	—	5 38	8 44	—	1 43	8 8	—	—	—	—	—	—	—
79½	4 57	3 19	2 12		Köfering	—	6 25	9 9	—	2 8	8 34	—	—	—	—	—	—	—
84½	5 15	3 30	2 21		**Obertraubling**a	—	6 40	9 18	—	2 17	8 44	—	10 31	—	—	—	—	—
—	—	—	—	—	„ .....dep	—	6 48	9 19	—	2 18	8 45	—	10 32	—	—	—	—	—
87½	5 33	3 42	2 30		**Regensburg** arr	a.m.	7 8	9 32	10 20	2 31	8 58	—	10 44	—	—	—	—	—
—	—	—	—	—	„ .....dep	3 30	—	9 40	10 28	2 4	9 10	—	10 53	—	—	—	—	—
90½	—	—	—	—	Walhallastrasse ...	3 39	—	9 49	—	2 40	9 20	—	—	—	—	—	—	—
100	6 9	4 6	2 45		Regenstauf	3 56	—	10 6	—	3 9	9 43	—	—	—	—	—	—	—
102	6 27	4 18	2 54		Ponholz	4 11	—	10 21	—	3 24	9 58	—	—	—	—	—	—	—
107½	6 36	4 24	2 57		Haidhof	4 19	—	10 29	11 1	3 33	10 6	2 & 3	11 31	—	—	—	—	—
114	7 18	4 48	3 13		**Schwandorf** arr	4 53	—	11 5	11 28	4 27	—	9 15	12 0	—	—	—	—	—
—	—	—	—	—	„ .....dep	4 53	—	11 7	—	4 35	—	9 28	—	—	—	—	—	—
116½	7 30	5 0	3 21		**Irrenlohe** ...arr	5 0	—	11 47	—	4 35	—	9 33	—	—	—	—	—	—
—	—	—	—	—	„ .....dep	5 2	—	11 53	—	4 39	—	9 33	—	—	—	—	—	—
124	7 57	5 18	3 33		Nabburg	5 23	—	12 24	—	5 1	—	10 22	12 22	—	—	—	—	—
128½	—	—	—	—	Pfreimt	5 31	—	12 37	—	5 9	—	10 36	—	—	—	—	—	—
133½	8 24	5 36	3 45		Wernberg	5 44	2 & 3	12 56	—	5 22	—	11 4	—	—	—	—	—	—
143	9 0	6 0	4 0		**Weiden** .....arr	6 14	a.m.	1 41	12 21	5 53	—	12 0	12 59	—	—	—	—	—
—	—	—	—	—	„ .....dep	6 18	6 39	2	12 25	6 0	—	—	1 5	—	—	—	—	—
149½	9 18	6 12	4 9		Neustadt	6 30	6 57	2 22	12 34	6 13	—	—	—	—	—	—	—	—
159½	—	—	—	—	Windisch Eschenb	6 46	9 23	2 45	—	6 29	—	—	—	—	—	—	—	—
159½	9 54	6 36	4 24		Reuth	7 1	9 47	3 4	—	6 45	—	—	—	—	—	—	—	—
163	10 21	6 54	4 36		**Wiesau**	7 18	10 23	3 29	—	7 3	—	—	—	—	—	—	—	—
169½	10 39	7 6	4 45		Mitterteich	7 30	11 30	3 46	1 17	7 14	—	—	1 57	—	—	—	—	—
—	—	—	—	—	Waldsassan	7 46	11 55	4 0	—	7 29	—	—	—	—	—	—	—	—
176	11 24	7 36	5 6		**Eger** .....arr	8 6	12 33	4 30	1 45	7 48	—	—	2 25	—	—	—	—	—
—	—	—	—	—	LEIPZIG ..... „	4 20	—	—	8 7	3 45	—	—	8 38	—	—	—	—	—
—	—	—	—	—	DRESDEN ..... „	7 25	—	—	10 5	8 25	—	—	11 40	—	—	—	—	—
—	—	—	—	—	BERLIN.....	9 5	—	—	12 15	7 45	—	—	12 40	—	—	—	—	—

Dis.	1 Cl. gl.kr	2 Cl. gl.kr	3 Cl. gl.kr	3 Cl. gl.kr	Stations.	1,2,3 p.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
—	—	—	—	—	BERLIN .....dep	2 0	—	7 30	—	11 15	—	—	—
—	—	—	—	—	DRESDEN..... „	3 0	—	8 56	—	4 25	—	6 0	—
—	—	—	—	—	LEIPZIG ..... „	6 0	—	11 40	—	6 30	—	9 5	—
—	—	—	—	—	Eger .....dep	11 45	—	6 50	—	1 10	11 30	5 45	—
—	—	—	—	—	Waldsassen	p.m.	—	7 12	—	11 57	6 4	—	—
1,65	—	—	—	—	Mitterteich.....	12 14	—	7 38	—	1 40	12 16	6 18	—
2,80	0 48	0 30	0 23		Wiesau	—	—	7 41	—	12 39	6 29	—	—
3,85	1 3	0 42	0 30		Reuth	—	—	7 59	—	12 55	6 46	—	—
4,95	1 30	1 0	0 42		Windisch Eschenb	—	—	8 13	—	1 14	7 0	—	—
6, 0	—	—	—	—	Neustadt	—	—	8 29	—	1 37	7 15	—	—
7,15	2 15	1 30	1 0		**Weiden** .....arr	1 5	—	8 50	—	2 30	7 30	—	—
8, 5	2 24	1 36	1 6		„ .....dep	1 10	3 20	8 44	—	2 34	7 45	—	—
10,40	3 9	2 6	1 34		Wernberg	—	3 58	9 30	—	—	8 28	—	—
11,30	—	—	—	—	Pfreimt	1 46	4 20	9 39	—	—	8 43	—	—
11,85	3 36	2 34	1 38		Nabburg	—	4 57	9 59	—	—	9 4	—	—
13,35	4 3	2 49	1 48		**Irrenlohe** ...arr	—	5 7	10 3	—	—	9 20	—	—
—	4 12	2 54	1 54		„ .....dep	2 7	5 20	10 10	—	3 29	4 36	8 48	—
—	—	—	—	—	**Schwandorf** arr	2 15	5 25	10 30	—	3 39	4 55	8 56	—
16, 8	4 48	3 12	2 9		„ .....dep	2 37	5 58	11 0	—	4 1	5 22	9 22	—
16,50	—	—	—	—	Haidhof	—	6 1	11 8	—	—	5 30	9 30	—
17,70	5 24	3 36	2 24		Ponholz	—	6 17	11 22	—	—	5 45	9 45	—
19,15	5 15	3 30	2 31		Regenstauf	—	6 34	11 39	2 & 3	—	6 3	10 6	—
19,80	6 0	4 0	2 42		Walhallastrasse ...	—	6 45	11 47	p.m.	4 37	6 10	10 14	—
—	—	—	—	—	**Regensburg** arr	3 13	6 55	11 55	2 31	4 45	6 18	—	—
23,90	6 18	4 12	2 48		„ .....dep	3 22	6 53	11 55	2 31	—	6 31	—	—
21,50	—	—	—	—	Obertraubling a	—	7 6	12 9	3 55	—	6 43	—	—
22,10	6 27	4 18	2 51		„ .....dep	—	7 8	12 9	3 4	—	6 32	—	—
25 30	7 3	4 43	3 9		Köfering	—	7 19	12 19	3 31	—	6 43	—	—
26,45	7 30	5 0	3 21		Eggmuhl.....	—	7 44	12 43	4 23	—	7 9	—	—
—	—	—	—	—	**Neufahrn** ...dep	4 12	8 9	1 7	5 15	5 36	7 36	—	—
—	—	—	—	—	„ .....dep	4 14	8 17	1 14	6 35	5 39	7 44	—	—
27, 0	7 31	5 6	3 24		Ergoldsbach	—	—	8 36	1 23	7 3	—	7 53	2 & 3
30,10	8 33	5 42	3 46		**Landshut** .....arr	4 45	9 1	1 56	8 0	6 11	8 27	a.m.	—
—	—	—	—	—	„ .....dep	4 58	9 10	2 7	—	6 20	8 36	4 10	—
33,85	9 18	6 12	4 9		Moosburg	5 21	9 46	2 41	—	6 47	9 8	5 33	—
45,10	10 3	6 42	4 30		Freising	5 46	10 16	3 10	—	7 0	9 38	6 30	—
37,45	10 39	7 6	4 45		Lohhof	—	10 48	3 38	—	7 31	10 6	7 23	—
38,10	10 57	7 18	4 54		Schleissheim	—	10 58	3 48	—	—	10 15	7 49	—
38,65	11 6	7 24	4 57		Feldmoching	—	11 6	3 56	—	—	10 23	7 54	—
39,95	11 24	7 36	5 6		**Munich** .....arr	6 30	11 20	4 10	—	7 56	10 38	8 15	—
—	—	—	—	—	INNSBRUCK ... „	1 4	8 1	11 9	—	—	—	1 4	—
—	—	—	—	—	SALZBURG ... „	1 55	5 30	11 45	—	—	—	1 25	—
—	—	—	—	—	VERONA ..... „	10 49	—	11 45	—	—	—	10 4	—

NOSSEN and FREIBERG.—(saxon Railways.)

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4	1—4	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4	1—4
Dia.	m.pf	m.pf	m.pf		a.m.	a.m.	p.m.	p.m.	m.pf	m.pf	m.pf		a.m.	a.m.	p.m.	p.m.
—	—	—	—	LEIPZIG ...dep	—	7 30	12 20	5 10	—	—	—	CHEMNITZ dep	5 30	11 45	1 25	4 35
—	—	—	—	MUSSEN ... „	—	8 10	3 10	5 50	—	—	—	THARANDT „	6 35	12 30	3 30	—
—	—	—	—		a.m.	a.m.	p.m.	p.m.	—	—	—		a.m.	p.m.	p.m.	p.m.
—	—	—	—	Nossen .....dep	6 50	10 43	4 0	8 5	—	—	—	Freiberg.....dep	7 50	2 25	5 30	6 40
4½	9	6½	4½	Gr. Voigtsberg	7 26	11 7	4 36	8 35	0 90	0 65	0 45	Gr. Manitzma	8 0	2 44	5 40	7 5
8½	11	8½	5½	Gr. Schirma	7 46	11 16	4 56	8 55	1 10	0 80	0 55	Gr Voigt berg	8 8	2 52	5 49	7 18
15	20	14½	10	**Freiberg** .....arr	8 15	11 40	5 47	9 32	2 0	1 45	1 0	**Nossen** .....arr	8 37	3 19	6 17	7 45
—	—	—	—	THARANDT ... „	11 5	2 15	6 50	—	—	—	—	MEISSEN ... „	11 5	4 30	8 50	8 50

NUREMBERG & FURTH.—Railway Eisenbahn.—From Nuremberg to Furth, (4 Kilometres) every hour from 7 a.m. to 9 p.m., and at 10 p.m. from Furth to Nuremberg, from 6 a.m. to 8 p.m., and at 10, 0 p.m., in 10 to 15 minutes. FARES: 1st cl. 20 pfg.; 2nd class, 30 pfg.; 3rd class, 20 pfg.

Mls.	Cl.	Cl.	Cl.	Cl.	Stations.	a.m.	a.m.	a.m.	p.m.	night	a.m.	a.m.	Dist.	Stations.	p.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Dist.	gl'kr	gl'kr	gl'kr	gl'kr																		
...	...	...	...	...	COLOGNE ....dep	...	...	...	11 45	...	9 0	...	...	VIENNA ...dep	6 55	...	...	...	...	9 25	...	...
—	—	—	—	—	MAYENCE	...	...	...	6 40	...	5 45	...	13	Passau .....dep	9 30	...	...	4 40	a	9 30	4 0	6 15
—	—	—	—	—	Nürnberg ...dep	9 15	...	...	7 10	...	2 0	5 30	7 85	Vilshofen	3 2	...	...	8 20	...	10 18	4 42	7 40
18	0 13	0 9	0 6	...	Dutzendteich	9 34	...	...	7 21	...	2 11	5 44	...	Pielnting	...	...	...	8 33	...	10 28	4 55	8 2
7	0 37	0 25	0 15	Fracht	Fracht	10 1	...	...	7 38	...	2 28	6 8	...	Osterhofen	...	...	...	8 48	...	10 40	5 11	8 35
22	1 42	1 9	0 44	Neumarkt	Neumarkt	11 12	3 0	...	8 26	...	3 19	7 9	8 44	Langenisarhofen	...	...	...	8 58	...	10 51	5 23	8 55
32	2 13	1 36	0 56	Deining	...	...	3 28	...	8 44	...	3 38	7 32	...	Plattling .....arr	3 38	...	...	9 10	...	11 4	5 35	9 17
35	2 41	1 47	1 9	Senbersdorf	...	...	4 0	...	9 3	...	4 0	7 56	...	...	3 40	...	...	9 16	...	11 12	5 48	9 45
39	3 1	1 59	1 17	Farsberg	...	...	4 23	...	9 16	...	4 16	8 13	...	Strasskirchen	...	...	...	9 40	...	11 36	6 0	10 33
45	3 30	2 20	1 30	Beratshausen	...	...	5 0	...	9 43	...	4 41	8 40	9 31	Straubling ...arr	4 12	...	...	7 0	...	11 57	6 36	11 10
49	3 48	2 31	1 38	Laaber	...	...	5 20	...	9 50	...	4 57	8 57	...	... dep	4 16	5 0	...	7 20	9 50	12 10	6 50	...
54	4 7	2 45	1 45	Eichhofen	...	...	5 42	...	10 13	...	5 19	9 14	...	Radesdorf	...	...	5 38	...	7 39	10 32	12 30	7 10
58	4 16	2 50	1 49	Ettershausen	...	...	5 58	...	10 23	...	5 32	9 25	...	Stuchling	...	...	5 54	...	7 57	10 47	12 45	7 28
61	4 33	3 1	1 56	Prufening	...	...	6 15	...	10 37	...	5 45	9 40	...	Moosham	...	...	6 20	...	8 15	11 4	1 0	7 44
69½	4 44	3 9	2 1	Regensburg arr	m.	...	6 30	a.m.	10 45	...	5 45	9 50	10 11	Oberstraubling	...	...	7 10	...	8 35	11 30	1 24	8 4
...	...	...	...	... dep	3	9	...	9 15	12 30	3 0	6 35	...	10 10	Regensburg arr	5 10	7 32	...	8 50	11 43	1 48	8 18	8 28
67	5 7	3 23	2 12	Oberstraubling	3 20	...	...	9 32	12 46	3 31	6 50	...	10 33	... dep	5 20	...	6 0	9 40	...	2 45	...	9 15
72½	5 36	3 41	2 22	Moosham	3 45	...	...	9 52	1 6	4 12	7 9	...	...	Prufening	...	...	6 13	9 50	...	2 55	...	9 38
77½	5 54	3 55	2 31	Stuchling	4 10	...	...	10 10	1 31	4 52	7 30	...	...	Ettershausen	...	...	6 32	10 4	...	3 9	...	10 0
81½	6 11	4 5	2 38	Radesdorf	4 20	...	...	10 24	1 46	5 16	7 45	...	...	Eichhofen	...	...	6 44	10 14	...	3 19	...	10 16
87½	6 39	4 25	2 50	Straubing ...arr	4 55	...	...	10 40	2 3	5 46	8 3	...	10 38	Laaber	...	...	7 2	10 36	...	3 35	...	10 38
...	...	...	...	... dep	5 40	...	...	10 50	2 27	...	8 46	...	11 17	Beratshausen	6 5	...	7 25	10 44	...	3 53	...	11 5
96	7 13	4 47	3 4	Strasskirchen	6 9	...	...	10 12	2 49	...	9 8	...	...	Farsberg	...	...	7 45	11 7	...	4 18	...	11 41
103½	7 49	5 12	3 20	Plattling .....arr	6 41	...	...	11 34	3 11	...	9 30	...	11 47	Senbersdorf	...	2 & 3	8 14	11 30	...	4 33	...	12 39
...	...	...	...	... dep	6 55	...	...	11 42	3 16	...	9 38	...	11 49	Deining	...	p.m.	8 43	11 39	...	4 54	...	12 39
109½	8 10	5 26	3 29	Langenisarhofen...	7 14	...	...	11 57	3 31	...	9 53	...	...	Neumarkt	7 2	4 15	9 16	11 59	...	5 17	...	1 5
113½	8 38	5 36	3 37	Osterhofen	7 29	...	...	12 10	3 44	...	10 6	...	...	Fracht	...	5 37	10 1	12 45	...	6 0	...	...
118	8 52	5 54	3 48	Pielnting	7 42	...	...	12 23	3 57	...	10 19	...	...	Dutzendteich[1099	...	5 58	10 36	1	...	6 23	...	...
131½	9 13	6 6	3 55	Vilshofen	7 59	...	...	12 41	4 15	...	10 35	...	12 26	Nürnberg[1132 a	7 55	6 10	10 46	1 10	...	6 37	...	...
135½	10 11	6 46	4 21	Passau (210) arr	9 0	...	...	1 30	4 52	...	11 13	...	12 55	MAYENCE ...arr	2 30	...	...	...	10 10	8 40	...	...
...	...	...	...	VIENNA ...arr	10	0	p.m.	6 10	a.m.	a.m.	8 56	...	...	COLOGNE ...dep	7 15	p.m.	...	...	5 25	a.m.	1 5	a.m.

Mls.	Cl.	Cl.	Cl.	Stations.	a.m.	a.m.	p.m	p.m.	p.m.	Mls.	Cl.	Cl.	Cl.	Stations.	a.m.	p	...	...	6 48	p
Dis.	m.pf	m.pf	m.pf							Dis.	m.pf	m.pf	m.pf							
—	—	—	—	BERLIN .....dep	6 30	12 0	3 45	5 15	6 12	—	—	—	—	VIENNA per Br. dep	1 48	,,	...	...	9 6	,,
—	11 40	8 60	6 20	RÜDERAU .....arr	9 55	3 31	6 15	8 47	11 12	—	—	—	—	PRAGUE ..... ,,	10 33	...	...	...	7 52	...
—	...	...	...	Rüderau .....dep	10 5	3 40	...	8 58	11 25	—	—	—	—	VIENNA ..... ,,	2 15	...	9 8	...	...	...
—	12 0	9 10	6 50	Riesa .....arr	10 15	3 50	...	9 8	11 35	—	—	—	—	BODENBACH ... ,,	9 30	...	...	12 20	3 15	...
—	...	...	...	CHEMNITZ ...	1 15	5 55	...	11 45	...	—	—	—	—	DRESDEN .....arr	3 55	...	9 50	2 30	5 46	...
—	...	...	...	Rüderau .....dep	10 4	3 45	6 5	9 0	11 18	—	—	—	—			a.m.	a.m.	p.m.	p.m.	p.m.
—	1 50	1 15	0 75	Priestewitz .....arr	10 29	4 10	6 25	9 26	11 39	—	—	—	—	Dresden ..... dep	4 20	6 30	10 20	2 15	6 30	
—	2 0	1 45	1 0	Grossenhain ...arr	9 4	5 10	6 48	10 0	11 50	54	0 80	0 60	0 40	Kötzschenbroda ... ,,	...	6 47	...	3 28	6 45	
—	—	—	—	POSEN .....dep	...	5 2	10 39	...	...	—	—	—	—	MEISSEN .....dep	...	5 45	...	2 10	6 35	
—	—	—	—	COTTBUS ..... ,,	7 15	1 0	4 15	...	7 15	84	1 10	0 85	0 55	Coswig	...	6 52	...	3 36	6 50	
—	1 93	1 25	Ex.	Priestewitz .....dep	11 12	4 12	6 25	9 28	11 40	212	2 90	2 15	1 45	Priestewitz .....arr	4 54	7 18	...	4 3	7 20	
—	2 90	2 20	1 45	Coswig	11 35	4 35	...	9 50	...	—	—	—	—	Grossenhain ...arr	...	7 32	11 22	...	7 40	
—	3 60	2 70	1 80	MEISSEN .....arr	11 55	4 50	...	11 45	...	—	—	—	—	COTTBUS ..... ,,	...	9 50	2 10	...	10 0	
—	3 30	2 45	1 65	Kötzschenbroda	...	4 45	...	10 0	...	—	—	—	—	POSEN ..... ,,	...	5 55	10 55	...	...	
—	3 90	2 90	1 95	Dresden ..... arr	12 0	5 0	7 0	10 15	12 15	184	...	...	...	Grossenhain ...dep	...	7 0	9 40	3 0	7 5	
—	4 90	3 25	2 45	DRESDEN .....dep	12 30	6 50	7 25	10 55	12 50	224	3 90	2 95	1 95	Priestewitz .....dep	...	7 18	10 58	4 8	7 22	
—	Fro	m Ber	lin	BODENBACH ...arr	2 30	8 55	...	1 15	2 55	—	—	—	—	Riesa .....arr	...	8 15	11 14	4 55	7 47	
—	...	...	...	VIENNA ..... ,,	...	...	8 37	...	7 39	—	—	—	—	CHEMNITZ ... dep	...	...	...	1 15	5 15	
—	33 50	24 65	17 30	PRAGUE ..... ,,	7 4	...	...	...	6 16	—	—	—	—	Riesa ..... dep	5 0	7 25	10 55	4 5	7 40	
—	...	...	...	VIENNA ..... ,,	8 28	...	...	...	7 39	—	—	—	—	Rüderau .....arr	5 10	7 35	11 5	4 15	7 50	
—	96 10	51 40	45 25	...per Brunn... ,,	8 23	...	...	...	8 32	—	—	—	—	RÜDERAU .....dep	5 23	7 52	11 19	4 30	7 56	
										—	—	—	—	BERLIN .....arrd	8 25	11 44	2 5	8 12	11 35	

BERLIN, RÜDERAU and DRESDEN—Leipzig-Dresdener Eisenbahn. (May 15,

VIENNA, BRUNN, PRAGUE, BODENBACH, AND DRESDEN.—K. K., priv. Osterr. Staats Eisenbahn Nordliche Linie.

[May 15.

Mls.	1 Cl.	2 Cl.	3 Cl.	STATIONS.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	2 & 3	2 & 3	
Dis.	fl.kr.	fl kr.	fl.kr.			a.m.		p.m.					p.m.	
...	—	—	—	**Vienna** ..... dep	...	6 8	...	6 8	...	...	...	...	4 23	...
...	0 51	0 41	0 27	Stadlau	...	7 19	...	6 32	...	...	...	...	4 55	...
...	1 26	0 95	0 63	Wolkersdorf	...	7 44	...	7 1	...	...	...	...	5 38	...
...	2 52	1 89	1 26	Mistelbach	...	8 37	...	7 57	...	...	...	...	7 8	...
...	3 6	2 30	1 53	Frattingsdorf	...	8 51	...	8 12	...	...	...	...	7 37	...
...	3 78	2 84	1 89	Laa	...	9 16	...	8 38	...	...	...	...	8 15	...
...	4 32	3 24	2 16	**Grussbach** ..... arr	...	9 29	...	8 52	a.m.	...	...	...	8 35	...
...	...	...	...	" ..... dep	...	9 34	...	8 58	3 3	...	...	...	...	...
...	5 76	4 32	2 88	Kromau	...	10 24	...	9 51	5 50	...	...	...	...	...
...	6 30	4 73	3 15	Kanitz Elbens	...	10 46	...	10 14	6 27	...	...	...	...	...
...	6 77	5 8	3 38	Strelitz	...	11 11	...	10 42	7 28	...	...	...	...	...
...	6 77	5 8	3 38	**Brunn** ..... arr	...	11 34	...	11 6	8 13	p.m.	p.m.	...	...	...
...	...	...	...	" (Buffet) ..... dep	...	11 59	4 56	11 27	...	7 9	6 54	...	...	...
107½	1 8	0 81	0 54	Blansko (*Buffet*)	...	12 42	...	12 9	...	8 10	8 27	...	...	...
116½	1 80	1 35	0 90	Skalitz (*Buffet*)	...	1 11	5 47	12 38	...	8 48	9 28	...	...	...
137½	3 42	2 57	1 71	Zwittau	...	2 23	6 28	1 47	...	10 31	12 8	...	...	...
149	4 32	3 24	2 16	**Bohm-Trubau** (Buff) arr	a.m.	2 50	6 50	2 14	...	11 10	1 1	...	...	...
...	...	...	...	" ..... dep	7 47	3 0	6 54	2 24	...	...	...	...	...	...
160½	5 22	3 92	2 61	Brandeis	8 33	3 36	...	2 59	...	...	...	...	...	...
168½	5 40	4 5	2 70	Chotzen	8 46	3 45	7 25	3 9	...	...	...	...	1,2,3	...
186½	7 20	5 40	3 0	**Pardubitz** (Buff.) **201** arr.	9 59	4 43	8 2	4 7	...	...	...	...	p.m.	...
...	...	...	...	" ..... dep.	10 19	4 53	8 6	4 22	...	...	...	...	11 5	...
...	...	...	...	Kolin	11 57	6 1	8 55	5 45	...	...	...	...	2 6	...
251½	12 24	9 18	6 12	**Prague** ..... arr.	2 9	7 39	10 0	7 25	a.m.	...	...	p.m.	5 34	...
...	12 24	...	...	" (*Buffet*) Toilette dep.	3 20	8 20	10 35	7 52	11 40	...	...	6 15	...	...
258½	12 78	9 59	6 39	Rostock	3 48	8 51	...	8 18	12 8	...	...	7 2	...	...
269	13 50	10 13	6 75	**Kralup** (*Buffet*) **(201)**	4 21	9 28	11 19	8 46	12 40	...	...	7 46	...	...
282	14 58	10 94	7 29	Berkowitz Melnik	5 2	10 8	...	9 22	1 21	...	...	...	...	...
300½	16 2	12 2	8 1	Theresienstadt (*Buffet*).....	6 1	11 10	12 27	10 13	2 19	...	...	...	2 & 3	...
305½	16 38	12 29	8 19	Lobositz	6 16	11 24	...	10 26	2 34	...	...	...	a.m.	...
321½	17 82	12 96	8 64	**Aussig** (*Buffet*)	7 0	12 50	1 10	11 6	3 28	...	...	...	4 15	...
317	18 36	12 77	9 18	**Bodenbach** (*Buffet*)...arr.	7 39	1 4	1 44	11 41	4 7	...	...	...	5 26	...
...	...	...	...	" ..... dep.	p.m.	a.m.	a.m.	p.m.	p.m.	...	...	a.m.	...	...
...	...	...	...	**Bodenbach (190)**...dep	8 5	2 15	2 15	12 20	5 25	...	...	...	5 55	...
...	14 0	10 12	7 2	**Dresden** Altstadt **199** arr	10 10	3 40	3 40	2 5	7 20	...	...	...	7 55	...
...	19 10	14 11	9 27	**Berlin** { **176**) " ..	...	8 23	8 23	8 12	...	...	...	...	2 5	...

Mls.	1 Cl.	2 Cl.	3 Cl.	STATIONS.	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1—3	
Dis.	fl.kr.	fl.kr.	fl.kr.		p.m.	p.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	
...	—	—	—	**Berlin (176)** ..... dep	8 15	8 15	...	...	...	7 0	...	12 6	...
...	—	—	—	**Dresden** Altstadt **190** ,,	1 5	1 5	6 0	...	...	12 45	4 0	6 50	...
...	—	—	—	**Bodenbach** ..... arr.	2 36	2 36	8 12	...	...	2 30	6 0	8 55	...
...	—	—	—	**Bodenbach** ..... dep	2 59	3 17	8 29	10 23	3 0	6 46	...	9 59	...
...	1 8	0 81	0 54	**Aussig** (Restaurant) **207** dp	3 37	4 3	9 15	10 59	3 50	7 31	...	11 16	...
...	...	...	...	Lobositz	...	4 39	9 55	...	4 26	8 9	...	...	...
...	...	...	...	Theresienstadt (Restaurant)...	4 16	4 52	10 11	...	4 39	8 22	...	...	...
...	...	...	...	Berkowitz Melnik	...	5 43	11 10	...	5 31	9 16	a.m.	...	...
...	...	...	...	**Kralup**	5 32	6 23	11 58	...	6 12	10 1	7 22	...	...
...	...	...	...	Rostock	...	6 48	12 25	...	6 37	10 27	8 16	...	...
...	6 12	4 59	3 6	**Prague** ..... arr.	6 16	7 12	12 54	p.m.	7 0	10 55	9 0	p.m.	...
...	...	...	...	" (Restaurant) .. dep.	6 50	7 40	...	3 45	7 30	...	...	5 0	...
...	...	...	...	Kolin	8 6	9 31	...	5 17	9 23	...	...	7 32	...
...	11 16	8 37	5 58	**Pardubitz** (Restaurant) arr.	8 56	10 39	...	6 33	10 32	...	...	9 14	...
...	...	...	...	" ..... dep.	9 0	10 49	...	6 54	10 46	...	...	...	...
...	...	...	...	Chotzen	9 45	11 56	...	8 36	11 53	...	...	...	...
...	...	...	...	Brandeis	...	12 6	1,2,3	8 51	12 3	1,2,3	...	...	...
...	14 4	10 58	7 2	**Bohm-Trubau** ..... arr.	10 20	12 49	a.m.	9 56	12 46	a.m.	...	...	...
...	...	...	...	" (*Restaurant*)...dep	10 24	1 14	3 23	...	1 9	6 58	...	...	...
...	...	...	...	Zwittau	10 47	1 49	4 22	...	1 49	8 5	...	...	...
...	...	...	...	Skalitz	11 32	2 52	5 53	...	2 50	9 38	...	...	...
...	...	...	...	Blansko	...	3 18	6 27	...	3 14	10 18	...	2 & 3	...
...	18 36	13 77	9 18	**Brunn** ..... arr.	12 18	3 56	7 17	...	3 53	11 13	...	p.m.	...
...	...	...	...	" ..... dep	12 33	4 14	...	...	4 11	...	...	3 14	...
...	...	...	...	Strelitz	...	4 36	...	...	4 35	...	...	4 43	...
...	...	...	...	Kanitz Elbischitz	...	5 0	...	...	4 59	...	...	5 28	...
...	...	...	...	Kromau	...	5 19	...	...	5 19	2 & 3	...	6 14	...
...	21 42	16 7	10 71	**Grussbach** ..... arr	...	6 7	...	...	6 7	a.m.	...	6 50	...
...	...	...	...	" ..... dep.	...	6 12	...	...	6 13	3 20	...	9 30	...
...	...	...	...	Laa	...	6 26	...	...	6 28	3 41	...	9 51	...
...	...	...	...	Frattingsdorf	...	6 51	...	...	6 55	4 30	...	10 44	...
...	...	...	...	Mistelbach	...	7 11	...	...	7 16	5 1	...	11 13	...
...	...	...	...	Wolkersdorf	...	8 2	...	...	8 7	6 30	...	12 29	...
...	...	...	...	Stadlau	...	8 31	...	...	8 41	7 15	...	1 17	...
...	25 13	18 85	12 59	**Vienna (183,201,202)** arr.	3 32	8 59	...	...	9 2	7 43	...	1 49	...
					p.m.	p.m.			a.m.	a.m.		p.m.	

Via K. F. Nordbahn.

GRUSSBACH and ZNAIM.

[May 15.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3
	fl kr	fl kr	fl kr		a.m.	p.m.	p.m.
—	3 6	2 30	1 53	**Grussbach** ..... dep	9 49	9 10	**Znaim** ..... dep	8 9	4 37
11	3 42	2 57	1 71	Possitz-Joslowitz	10 15	9 34	Muhlfraln	9 24	4 52
12	3 90	2 97	1 98	Hödnitz	10 41	9 59	Hödnitz	9 36	5 4
23	7 49	4 10	2 74	Muhlfraun	10 52	10 10	Possitz-Joslowitz	9 57	5 27
34	11 39	5 24	3 16	**Znaim** (204) ..... arr	11 5	10 23	**Grussbach** arr	10 14	5 44

BRUNN and SEGEN GOTTES.

Mls.	Dis.	Stations.	1—3, 1—3,	1—3,	1—3,
			a.m.	p.m.	p.m.
—	—	**Brunn (204)** ..... dep	6 58	3 33	7 44	**Segen Gottes** ..... dep.	7 7	3 42	11
7½	7½	Strelitz	7 7	3 42	11	Hödnitz	7 49	4 16	11½
19	19	Hödnitz-Pendorf	7 49	4 16	11½	Strelitz	8 57	5 19	12
23	23	**Segen Gottes** ..... arr.	8 10	5 0	12	**Brunn** ..... arr.	9 10	5 40	12½

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Brenner-Bahn.—KUFSTEIN and VERONA.—K.K. priv. Südbahn-Gesellschaft. Tiroler Linie.

Mls.	1st	2nd	3rd	Stations.	1,2,3	1 & 2	1,2,3	1,2,3	Mls	1st	2nd	3rd	Stations.	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3
Dis	fl.kr.	fl.kr.	fl.kr.		p.m.	p.m.		p.m.	Dis	fl.kr.	fl.kr.	fl.kr.		a.m.	a.m.	p.m.	p.m.	a.m.
...	...	...	...	VIENNA.....dep.	6 55	...	...	9 29	...	...	...	...	ROME..... „	...	8 50	...	...	9 30
...	...	...	...	MUNICH .....dep.	...	9 10	...	11 45	...	...	...	...	FLORENCE ... „	...	7 50	7 30	8 50	7 50
...	...	...	...	KUFSTEIN.....arr.	...	11 19	...	4 15	...	...	...	...	MILAN ... ... „	a.m.	11 39	11 39	...	1 10
					a.m.	a.m.	p.m.	p.m.	...	...	...	...	VENICE .....arr.	...	11 0	11 0	...	1 0
—	Frn	Knf	stein						—	—	—	—	VERONA .....dep	...	4 42	...	5 20	6 20
0	0 72	0 54	0 36	**Kufstein**.....dep.	6 57	11 37	...	5 2	25	2 52	1 59	1 26	**Ala** .....arr.	...	6 0	p.m.	7 20	8 10
10	...	...	...	Brixlegg	7 49	...	...	6 13	...	...	...	...	„ .....dep.	...	6 28	1 58	8 18	8 58
23	1 80	1 35	0 99	Jenbach	8 8	1 23	...	6 30	91	3 34	2 43	1 82	Mori	...	6 45	2 33	8 43	9 21
32	2 16	1 62	1 8	Schwaz	8 21	...	...	6 56	101	3 42	2 57	1 71	**Rovereto**	...	6 56	2 58	8 56	9 35
40	3 6	2 30	1 53	Hall	8 54	1 53	...	7 43	111	4 50	3 38	2 25	**Trient**	...	7 32	4 17	9 48	10 20
47½	3 60	2 70	1 80	**Innsbruck** ...arr.	9 8	1 4	...	8 1	38	5 40	4 5	2 70	S. Michele	...	7 58	5 16	10 20	10 52
—	...	...	...	„ .....dep	9 24	1 22	4 15	...	47½	6 12	4 59	3 6	**Neumarkt**	...	8 32	6 9	10 50	11 23
60½	4 50	3 38	2 25	**Matrei**	10 32	2 22	5 20	...	62½	7 20	5 46	3 60	**Botzen**	6 19	9 5	7 54	11 49	12 14
70½	5 40	4 5	2 70	**Brenner**	11 45	3 23	6 32	...	80½	8 64	6 48	4 32	Klausen	7 26	...	9 31	1 6	1 25
78½	6 48	4 86	3 24	Sterzing	12 50	4 17	7 33	...	85½	9 0	6 78	4 50	**Brixen**	7 50	10 19	10 50	1 40	1 49
94½	7 20	5 40	3 60	**Franzensfeste** a	1 37	4 54	8 19	...	92	9 72	7 29	4 86	**Franzensfeste** a	8 22	10 45	11 39	2 17	2 23
...	...	...	...	VILLACH ....dep	11 28	p.m.	...	12 5	...	...	...	...	VILLACH ....arr	...	...	...	11 22	12 57
...	...	...	...	MARBURG..... „	7 5	a.m.	...	6 40	...	...	...	...	BRUCK .....dep	...	...	...	7 33	...
...	...	...	...	VIENNA..... „	1 3	p.m.	...	9 38	...	...	...	...	VIENNA ... „	...	...	...	2 18	...
...	...	...	...	BRUCK ..... „	7 15	p.m.	...	4 38	...	...	...	...	MARBURG..... „	...	...	...	10 35	9 25
...	...	...	...	VILLACH ..... „	4 58	a.m.	...	3 38	...	...	...	...	BRUCK ..... „	...	...	...	4 58	3 38
...	...	...	...	**Franzenfeste** dp	6	4 57	8 24	...	4 27	...	...	...	**Franzenfeste** dp	8 27	10 50	...	3 19	2 35
103½	7 92	5 94	3 96	**Brixen**	2 24	5 23	8 55	...	4 59	...	...	...	Sterzing	9 17	11 23	...	4 16	3 27
108½	8 28	6 21	4 14	Klausen	2 55	...	9 26	...	5 20	...	...	...	**Brenner**	9 52	11 40	...	5 47	4 5
127½	9 72	7 29	4 86	**Botzen**	4 2	6 39	10 14	...	6 28	...	...	...	Matrei	11 26	1 25	1 3	6 45	5 56
141½	10 80	8 10	5 40	**Neumarkt**	4 40	7 10	...	...	7 5	...	...	...	**Innsbruck** ...arr.	12 11	2 10	p.m.	7 36	6 47
154½	11 52	8 64	5 76	S. Michele	5 9	7 33	...	...	7 33	...	...	...	„ .....dep.	12 29	2 28	4 49	...	7 4
162½	12 42	9 32	6 21	**Trient**	5 44	7 59	...	...	8 10	...	...	...	**Hall**	12 53	2 42	5 6	...	7 22
177½	13 50	10 13	6 75	**Roveredo**	6 30	8 33	...	...	8 54	...	...	...	Schwaz	1 36	...	5 39	...	7 55
179½	13 68	10 26	7 84	Mori	6 39	8 41	...	1—3	9 3	...	...	...	Jenbach	1 58	3 16	5 56	...	8 14
189½	14 40	10 80	7 20	**Ala**.....arr	7 1	8 57	...	a.m.	9 23	...	...	...	Brixlegg	2 19	...	6 13	...	8 31
...	...	...	...	„ Rom. Time dep.	7 50	9 30	...	6 30	9 56	...	...	...	Worgl	2 55	...	6 41	...	8 59
...	...	...	...	MILAN.....	5 5	5 5	...	3 30	3 55	...	...	...						
225	16 92	12 69	8 46	VERONA.....arr	9 52	10 49	...	9 5	11 45	p.m.	...	...						
...	...	...	...	VENICE	4 55	4 55	a.m.	...	4 0	a.m.	...	...						
...	...	...	...	FLORENCE ...arr	7 50	7 50	p.m.	...	9 30	p.m.	...	...						
...	...	...	...	ROME .....dep	6 30	6 30	...	...	8 2	...	...	...						

Mls.	1st	2nd	3rd	Stations.	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3
Dis	fl.kr.	fl.kr.	fl.kr.		a.m.	a.m.	p.m.	p.m.	a.m.
...	...	...	...	ROME..... „	...	8 50	...	...	9 30
...	...	...	...	FLORENCE ... „	...	7 50	7 30	8 50	7 50
...	...	...	...	MILAN ... ... „	a.m.	11 39	11 39	...	1 10
...	...	...	...	VENICE .....arr.	...	11 0	11 0	...	1 0
...	...	...	...	VERONA .....dep	...	4 42	...	5 20	6 20
25	2 52	1 89	1 26	**Ala** .....arr.	...	6 0	p.m.	7 20	8 10
...	...	...	...	„ .....dep.	...	6 28	1 58	8 18	8 58
91	3 34	2 43	1 62	Mori	...	6 45	2 33	8 43	9 21
10	3 42	2 57	1 71	**Roveredo**	...	6 56	2 58	8 56	9 35
26½	4 50	3 38	2 25	**Trient**	...	7 32	4 17	9 48	10 20
38	5 40	4 5	2 70	S. Michele	...	7 58	5 16	10 20	10 52
47½	6 12	4 59	3 6	**Neumarkt**	...	8 32	6 9	10 50	11 23
62½	7 20	5 46	3 60	**Botzen**	6 19	9 5	7 54	11 49	12 14
80½	8 64	6 48	4 32	Klausen	7 26	...	9 31	1 6	1 25
85½	9 0	6 78	4 50	**Brixen**	7 50	10 19	10 50	1 40	1 49
92	9 72	7 29	4 86	**Franzensfeste** a	8 22	10 45	11 39	2 17	2 23
...	...	...	...	VILLACH ....arr	...	...	...	11 22	12 57
...	...	...	...	BRUCK .....dep	...	...	...	7 33	...
...	...	...	...	VIENNA ... „	...	...	...	2 18	...
...	...	...	...	MARBURG..... „	...	...	...	10 35	9 25
...	...	...	...	BRUCK ..... „	...	...	...	4 58	3 38
...	...	...	...	**Franzenfeste** dp	8 27	10 50	...	3 19	2 35
103½	10 44	7 83	5 22	Sterzing	9 17	11 23	...	4 16	3 27
118	11 52	8 64	5 76	**Brenner**	10 52	11 40	...	5 47	4 5
127½	12 42	9 32	6 21	Matrei	11 26	1 25	1 3	6 45	5 56
141½	13 32	9 99	6 66	**Innsbruck** ...arr.	12 11	2 10	p.m.	7 36	6 47
...	...	...	...	„ .....dep.	12 29	2 28	4 49	...	7 4
148½	13 86	10 40	6 93	**Hall**	12 53	2 42	5 6	...	7 22
160½	14 76	11 7	7 38	Schwaz	1 36	...	5 39	...	7 55
165½	15 12	11 34	7 56	Jenbach	1 58	3 16	5 56	...	8 14
170½	15 48	11 61	7 74	Brixlegg	2 19	...	6 13	...	8 31
179½	16 20	12 15	8 10	Worgl	2 55	...	6 41	...	8 59
189½	16 92	12 69	8 46	**Kufstein** .....arr	3 26	4 2	7 4	...	9 22
					p.m.	p.m.	p.m.		a.m.
				KUFSTEIN.....dep	...	7 30	7 30	...	9 50
				MUNICH.....arr.	6 20	6 20	10 0	...	1 50
				VIENNA .....arr	...	8 50	8 50	10 0	...

PREBAU to OLMUTZ, HOHENSTADT, and BOHM-TRUBAU.—K.K. priv. Osterr. Staats Eisenbahn (*Nordliche Linie*) [May 15.

Cls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
Dis	fl.kr.	fl.kr.	fl.kr.		a.m.	a.m.	p.m.	p.m.
...	...	...	...	KRAKAU .....dep.	...	7 30	...	3 5
...	...	...	...	PREBAU	6 0	2 58	...	10 50
25½	1 98	1 49	0 99	**Olmutz** (Buffet) ...dep.	8 1	3 54	7 41	11 50
37½	2 88	2 16	1 44	**Hohenstadt**	10 25	5 7	10 7	1 0
51½	3 96	2 97	1 98	Landskron	11 29	5 43	11 12	1 32
...	...	...	...	**Bohm-Trubau** .....arr	12 34	6 23	12 28	2 9
...	...	...	...	BRUNN ..... „	3 47	...	2 42	7 8
...	...	...	...	PRAGUE ..... „	7 39	10 0	...	7 25

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.	a. m.	a.m.	p.m.
PRAGUE .....dep	9 33	6 50	7 40	2 45
BRUNN .....arr	11 18	...	11 50	4 49
Bohm-Trubau ...dep.	2 38	10 40	3 5	10 22
Landskron ...	3 43	11 23	4 10	11 5
Hohenstadt	4 36	11 58	5 3	11 40
Olmutz .....arr.	6 19	1 7	6 41	12 56
PREBAU	12 35	1 57	7 34	1 45
KRAKAU	...	8 30	...	9 56

VALKANY to PERJAMOS.

G.M.		p.m.	G.M.		a.m.
—	**Valkány**.....dep	3 26	—	**Perjámos**.....dep	8 32
3,5	Nagy-Sz. Miklós ...	5 7	2.5	Nagy-Sz. Miklós ...	9 31
6.0	**Perjámos**.....arr.	6 13	6.0	**Valkány**.....arr.	11 15

TOT-MEGYER and SURANY. [May 15.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3		Stations.	1—3	
Dis.	Kr.	Kr.	Kr.		p.m.			p.m.	
—	—	—	—	**Tót-Megyer** .....dep	1 31	...	**Surány** .....dep	2 5	...
5	...	36	27	18	2 50	...	18	2 45	...

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VIENNA to OLMUTZ, BOHM-TRUBAU, TROPPAU, ODERBERG, BIELITZ, MYSLOWITZ, CRACOW, and LEMBERG.

Kaiser Ferdinands und Mährisch Schlesischen Nordbahn.*

[15 May.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1 & 2	2—4	2—4	1,2,3	1,2,3	1,2,3	
Dis.	fl. kr.	fl. kr.		a. m.	a. m.	p.m.	p.m.	p.m.			
—	—	—	**Vienna** ..... dep.	8 8	10 53	2 23	5 8	8 38	...	...	...
18½	1 44	1 8	**Ganserndorf J.** ..... arr	9 1	11 37	3 30	6 25	9 32	...	...	...
...	...	...	,, ... dep	9 7	11 40	3 35	6 33	9 38	...	...	...
51½	3 96	2 97	**Lundenburg J.** ..... arr	10 29	12 44	5 13	8 26	11 6	...	...	...
...	...	...	,, ... dep	10 35	12 49	5 23	8 41	11 16	...	...	...
59	4 50	3 38	Goding ,, ...	11 12	1 20	6 5	9 27	11 53	...	...	...
80	6 12	4 59	Bisenz	11 47	...	6 47	10 10	12 23	...	...	...
99	7 56	5 67	Napagedl	12 33	...	7 39	11 8	1 15	...	...	...
117½	9 0	6 75	**Prerau (212)** ..... arr	1 28	3 0	8 42	12 20	2 10	...	...	...
...	...	...	,, ... dep	2 22	2 33	——	12 40	3 15	...	...	...
132½	10 26	7 70	5 13	Weisskirchen	3 10	3 55	...	1 48	3 24	...	...	...
146½	10 69	8 2	5 35	Pohl	3 29	4 9	...	2 14	3 43	...	...	...
165½	12 78	9 59	6 39	**Schonbrunn (174)** ..... arr	4 31	4 50	p.m.	3 43	4 45	a.m.	...	...
16½	...	...	...	**Schonbrunn** ..... dep.	5 5	...	8 45	...	5 10	11 45	...	...
184	14 22	10 67	7 11	**Troppau**	5 56	...	9 54	...	6 24	1 2	...	...
167½	12 96	9 72	6 48	**Schonbrunn** ..... dep	4 37	4 58	...	3 48	4 56	...	...	...
...	...	...	...	Ostrau ..... [216]	4 50	5 7	...	4 8	5 10	...	...	...
174½	13 50	10 13	6 57	**Oderberg (174, 187,**	5 52	5 36	...	4 49	5 59	...	...	...
205	15 84	11 88	7 92	**Dzieditz (185)** ..... arr.	7 16	6 42	...	6 51	7 23	a.m.	p.m.	...
...	...	...	...	**Dzieditz** ..... dep.	7 28	...	...	10 3	7 39	9 45	2 28	...
121	16 38	12 29	8 19	**Bielitz-Biala** ..... arr	7 57	...	...	10 32	7 58	10 15	2 57	...
...	...	...	...	**Dzieditz** ..... dep	7 18	6 46	...	7 3	7 31	...	...	...
219	16 92	12 69	8 46	**Oswiecim (184)**	7 56	7 17	...	8 31	8 9	...	...	...
235½	18 18	13 64	9 9	**Trzebinia** ..... arr.	8 39	7 52	...	9 38	8 52	...	...	...
...	...	...	...	**Trzebinia** ..... dep.	8 9	7 27	...	10 8	9 48	...	...	...
242½	18 72	14 4	9 36	Cleczkowa	...	7 49	...	10 32	10 13	...	...	...
244½	18 90	14 18	9 45	**Szczakowa (207)** ...	8 33	8 23	...	11 38	11 19	...	...	...
251½	19 44	14 58	9 72	**Myslowitz (184)** ..... arr.	...	8 48	p.m.	12 7	11 49	...	...	...
...	...	...	...	**Trzebinia** ..... dep	8 40	7 56	4 50	9 53	9 2	...	...	...
258½	19 98	14 99	9 99	**Cracow (205,206)** ..... arr	9 40	8 52	6 32	11 22	10 12	...	...	...
...	...	...	...	LEMBERG ..... arr	5 50	5 57	...	...	9 45	...	...	...
					a.m.	a.m.						

Stations.	2—4	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2		
	p.m.	a.m.				p.m.	p.m.	
LEMBERG ..... dep	11 28	5 5	...	...	5 5	11 28	...	...
	a.m.	p.m.	a.m.		a.m.	a.m.		
Cracow ..... dep.	10 13	3 2.	8 22	...	6 7	7 52	...	...
Trzebinia ..... arr	11 45	4 31	9 52	p.m.	7 14	8 46	...	...
Myslowitz ..... dep	...	...	...	12 48	...	...	...	...
Szczakowa	...	3 46	...	1 35	7 5·	...	...	...
Cleczkowice	...	3 50	...	1 44	...	...	...	...
Trzebinia ..... arr.	...	4 10	...	2 6	8 31	...	...	...
Trzebinia ..... dep.	12 0	4 37	...	...	7 21	8 53	...	...
Oswiecim (184)	1 9	5 24	...	...	8 5	9 26	...	...
Dzieditz ..... dep	1 51	5 59	...	...	8 41	9 53	...	...
Bielitz-Biala ...dep.	1 2	5 17	...	...	6 17	8 17	...	...
Dzieditz (185) ...arr.	1 28	5 43	...	...	6 43	8 35	...	...
Dzieditz ..... dep	2 1	6 4	...	...	8 49	9 58	...	...
Oderberg 174, 187, 216	4 3	7 56	...	...	10 25	11 21	...	...
Ostrau ..... arr	4 34	8 17	...	...	10 45	11 34	...	...
Schonbrunn ..... arr	4 45	8 27	...	...	10 54	11 42	p.m.	...
Troppau	3 14	7 24	...	...	9 34	...	3 14	...
Schonbrunn ..... arr.	4 24	8 16	...	...	10 44	...	4 24	...
Schonbrunn ..... dep	4 57	8 33	...	...	10 59	11 44	...	...
Pohl	6 30	9 45	...	...	12 3	12 29	...	...
Weisskirchen	6 57	10 6	2 & 4	...	12 21	12 44	...	...
Prerau (212) ..... arr	7 58	10 48	a.m.	...	1 0	1 15	...	...
,, ... dep	8 23	11 13	5 59	...	2 19	1 21	...	...
Napagedl	9 41	12 16	7 5	...	3 1·	...	...	...
Bisenz	10 43	1 7	7 57	...	3 57	...	...	...
Goding	11 35	1 47	8 37	...	4 29	2 49	...	...
Lundenburg ..... arr	12 16	2 23	9 13	...	4 58	3 16	...	...
,, ... dep	12 36	2 33	9 25	...	5 6	3 21	...	...
Ganserndorf Ju. ...arr	2 33	4 6	11 3	...	6 21	4 18	...	...
,, ... dep	2 43	4 12	11 9	...	6 26	4 21	...	...
Vienna (183) ..... arr.	3 57	5 13	12 14	...	7 18	5 3	...	...

* Mann Boudoir Sleeping Cars on this Railway.

LINZ and BUDWEIZ.—Austrian Railways.

1 Cl.	2 Cl.	3 Cl.	Stations.	2 & 3	Stations.	2 & 3
gl. kr	gl. kr	gl. kr		a.m.		a.m.
—	—	—	**Linz** (Urfahr) ...dep.	7 0	**Budweis** ..... dep.	7 30
...	1 62	1 1	Lest	11 45	Lest	1 10
...	4 69	3 13	**Budweis** ..... arr	5 0	**Linz** (Urfahr) ...arr.	5 15

BRODY and RADZIWILLOW.

G.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—3	Stations.	1—3	1—3
Dis.	Kop.	Kop.	Kop.		a. m.	p. m.		a. m.	p. m.
—	...	...	...	**Brody** ..... dep.	9 42	4 5	BREST	...	11 5
1,4	24	18	12	**Radziwillow** ...arr.	10 2	4 25	KIEW	...	1 9
...	...	...	...	RADZIWILLOW dp.	1 26	...	RADZIWILLOW ...	...	5 36
...	...	...	...	KIEW	6 29	...	**Radziwillow** ...dep	9 58	6 0
...	...	...	...	BREST	6 48	...	**Brody** ..... arr.	10 18	6 20

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LEMBERG, JASSY, ROMAN, and BOTUSCHANI.
Lemberg-Czernowitz-Jassy-Eisenbahn.

G.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 2	1—3.	1—3.
Dia.	gl kr	gl kr	gl kr		a. m.	p. m.	a. m.
—	—	—	—	VIENNA .....dep	10 53	8 38	8 0
—	—	—	—	KRAKAU ..... „	9 19	10 57	10 20
—	—	—	—	LEMBERG .....arr	5 57	9 45	10 50
—	—	—	—		a.m.	p. m.	p. m.
—	—	—	—	**Lemberg** .....dep	6 56	11 48	12 50
83	3 6	2 30	1 19	Chodorow	8 30	2 25	3 30
114	5 14	3 11	1 61	Bukaczowce	9 10	3 31	4 29
113	4 68	3 51	1 82	Bursztyn	9 29	4 2	4 57
143	5 22	3 92	2 3	Halicz	9 48	4 34	5 28
153	6 66	5 10	2 59	**Stanislau** .....arr	10 31	5 35	6 26
—	—	—	—	„ .....dep	10 36	5 55	7 1
234	9 18	6 89	3 57	**Kolomea**	12 1	8 22	9 54
290	10 98	8 24	4 37	**Sniatyn**.....	12 57	9 48	11 24
35	12 60	9 45	4 90	**Czernowitz** .....ar.	1 50	11 8	12 49
—	—	—	—	„ .....dep	2 5	11 31	1 29
45	14 58	10 94	5 67	Czerepkoutz		1 57	3 46
43	13 48	11 61	6 2	Hadikfalva-Radautz ... ar.	3 49	2 41	4 35
47	16 92	12 69	6 58	**Suczawa-Itzkani** ar.	4 35	3 49	5 39
—	—	—	—	„ Customhouse d.	5 11	5 11	6 30
49	17 64	13 23	6 86	**Verestie**.....dep	5 42	....	7 28
55	19 80	14 85	7 70	**Botuschani** ...arr	11 20	11 20	1 26
55	19 80	14 85	7 70	**Paskani** .....arr	6 57	....	9 44
—	—	—	—	„ .....dep	7 17	....	10 13
98	21 24	15 23	8 26	Tirgul frumos	8 20	....	11 30
98	23 40	17 55	9 10	**Jassy** .....arr.	9 44	9 44	1 13
—	—	—	—	„ .....dep	3 45	....	7 8
55	—	—	—	Paskanki .....dep	7 7	....	9 54
98	21 78	16 34	8 47	**Roman** ..... arr	8 9	8 9	11 35
—	—	—	—	„ .....dep.	9 20	....	1 30
—	—	—	—	GALATZ .....arr.	6 15	....	10 35
—	—	—	—		a.m.		p. m.

Stations.	1 & 2	1—3.	1—3.
	p. m.		a.m.
Galatz.....dep.	11 0	...	7 40
Roman .....arr.	8 16	...	4 18
	a.m.	a.m.	p. m.
Roman .....dep	8 52	8 52	4 53
Paskani ..... arr.	9 53	...	6 48
Jassy ..... „	6 53	6 53	3 25
„ .....dep.	7 8	....	3 45
Tirgul frumos	8 35	....	5 29
Paskani.....arr	9 43	....	6 47
„ .....dep	10 3	....	6 58
Botuschani...dep	5 0	5 0	3 22
Verestie .....arr	11 25	....	9 17
Suczawa-Itzkani ar	11 50	11 50	9 55
„ dep	12 44	1 19	11 39
Hadikfalva-Radautz ...	1 28	2 34	12 53
Czerepkoutz	....	3 17	1 36
Czernowitz.....ar.	3 9	5 7	3 32
„ .....dep.	3 24	5 32	4 2
Snlatyn.....	4 16	6 56	5 27
Kolomea	5 10	8 19	6 56
Stanislau.....arr.	6 31	10 20	9 13
„ .....dep.	6 36	10 40	9 33
Halicz	7 19	11 42	10 45
Bursztyn	7 36	12 6	11 11
Bukaczowce	7 57	12 38	11 45
Chodorow	8 33	1 28	12 35
Lemberg .....arr	10 13	4 0	3 5
	p.m.	a.m.	p.m.
LEMBERG .....dep	11 28	5 2	5 5
KRAKAU ..... „	7 17	3 2	5 23
VIENNA .....arrr	5 3	5 13	7 18

Verestie to Botuschani, 11.35 a.m., and 5.30 p.m.
Botuschani to Verestie, 9.0 a.m., and 3.0 p.m.
Aussig to Bilin, 7.15 a.m., 1.30 and 6.0 p.m.
Bilin to Aussig, 5.50 and 11.50 a. m., and 6.10 p.m.

AUSSIG, BILIN, and KOMOTAU.—Aussig-Teplitzer Eisenbahn.

Stations.	1—4	1—4	1,2,3	1,2,3	1,2,3	1,2,3	2,3,4	2,3,4
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	p.m.
Aussig.....dep	5 46	9 34	11 15	4 6	7 43	....	....	....
Turmitz .....arr	5 57	9 49	11 24	4 17	7 54	....	3 7	....
Turmitz.....dep	....	....	....	....	....	6 2	3 12	....
Tschochau-Hilnal...	....	....	....	....	....	6 22	3 32	....
Hertine.....	....	....	....	....	....	6 36	3 49	....
Auperschin	....	....	....	....	....	6 51	4 7	....
Liessnitz	....	....	....	....	....	6 58	4 14	....
Wehonisch	....	....	....	....	....	7 17	4 36	....
Schwaz-Kuttowitz ...	....	....	....	....	....	7 32	4 54	....
Bilin ..... arr	....	....	....	....	....	7 40	5 2	....
Turmitz .....arr	5 58	9 50	11 25	4 18	7 55	....	....	....
Schonfeld.....	6 4	9 55	..	4 22	8 0	....	....	....
Karbitz.....	6 11	10 0	11 34	4 28	8 5	....	....	....
Mariaschein	6 21	10 9	11 42	4 37	8 14	....	....	....
Teplitz	6 42	10 25	11 56	4 52	8 29	....	....	....
Settenz	6 46	10 29	....	4 56	8 33	....	....	....
Ullersdorf	6 55	10 36	....	5 3	8 40	....	....	....
Dux	7 14	10 51	12 15	5 16	8 54	....	....	....
Lobositz	7 26	11 1	12 23	5 25	9 3	....	....	....
Aussig-Oberleut ...	7 34	11 13	....	5 36	9 15	....	....	....
Brux	8 0	11 25	12 46	5 52	9 33	....	....	....
Teltschitz-Seestadtl	8 16	arr.	12 58	6 5	9 49	....	....	....
Wurzmes	8 30	....	....	6 15	10 0	....	....	....
Udwitz-Görkau ...	8 42	....	1 12	6 24	10 8	....	....	....
Komotau 208 ... arr	8 55	....	1 22	6 34	10 20	....	....	....

Stations.	1,2,3	1,2,3	1—4	1—4	1,2,3	2,3,4	2,3,4
	a.m.	a.m.	p.m.	p.m	p.m	....	....
Komotau.....dep.	6 11	8 11	12 47	....	8 38	....	....
Udwitz-Görkau ...	6 23	8 22	12 58	....	8 51	....	....
Wurzmes	6 30	8 29	1 6	....	8 58	....	....
Holtschitz-Seestadtl	6 39	8 38	1 15	....	9 8	....	....
Brux	7 2	8 57	1 41	4 32	9 35	....	....
Ratschitz-Oberleut ...	7 14	9 9	1 52	4 46	9 49	....	....
Preschen	7 25	9 20	2 3	4 58	10 2	....	....
Dux.....	7 39	9 32	2 13	5 12	10 17	....	....
Ullersdorf	7 49	9 41	2 22	5 22	10 28	....	....
Settenz	7 56	....	....	5 29	10 35	....	....
Teplitz	8 9	9 57	2 37	5 40	10 52	....	....
Mariaschein	8 21	10 8	2 47	5 52	11 5	....	....
Karbitz	8 30	10 16	2 55	6 2	11 16	....	....
Schonfeld	8 35	....	3 0	6 7	11 21	....	....
Turmitz.....arr	8 39	10 24	3 4	6 11	11 25	a.m.	p.m.
Bilin.....dep	....	....	....	....	....	6 20	1 44
Schwaz-Kuttowitz ...	....	....	....	....	....	6 37	2 6
Wohonisch	....	....	....	....	....	7 6	2 30
Liessnitz	....	....	....	....	....	7 15	2 59
Auperschin	....	....	....	....	....	7 32	2 16
Hertine.....	....	....	....	....	....	7 51	3 15
Tschochau-Hl nal...	....	....	....	....	....	8 4	3 28
Turmitz.....arr	....	....	....	....	....	8 21	3 45
Turmitz .....dep	8 40	10 25	3 5	6 12	11 26	....	3 50
Aussig .....arr.	8 51	10 38	3 16	6 27	11 37	....	....

DEBRECZIN and KIRALYHAZA.—Ungarische Nord Ostbahn. [May 15.

G.M. Dia.	1 Cl. gl kr	2 Cl. gl. kr	3 Cl. gl.kr	Stations.	1—4 a.m.	1—4 p.m.		
—	—	—	—	**Debreczin** .....dep	4 23	4 10	....	....
2	0 90	0 68	0 45	Vámos Péres.....	5 28	5 24	....	....
5	1 80	1 35	0 90	Er-Mihá yfalva	6 25	5 40	....	....
7½	2 70	2 3	1 35	Reszege-Szaniszlo.....	7 16	6 16	....	....
9	3 24	2 43	1 62	Nagy-Károly	8 14	6 56	....	....
11	3 96	2 97	1 98	Kis Majtény.....	8 55	7 31	....	....
14	5 4	3 78	2 52	Szathmár	10 18	8 38	....	....
19½	5 58	4 19	2 78	Mikola	11 3	9 7	....	....
17	6 12	4 59	3 6	Halmi.....	11 34	9 34	....	....
19½	7 2	5 27	3 51	**Királyháza** ..... arr	12 4	12 47	....	....
—	—	—	—	BUSTYAHAZA..... „	12 19	....	....	....

Stations	1—4	1—4		
BUSTYAHAZA .....dep	2 45	10 58	....	....
	a.m.	p.m.		
Királyháza .....dep	3 35	3 12	....	....
Halmi	4 49	4 7	....	....
Mikola	5 24	4 28	....	....
Szathmár	6 27	5 15	....	....
Kis Majtény	7 30	6 8	....	....
Nagy-Károly	8 31	6 47	....	....
Reszege Szaniszlo	9 24	7 19	....	....
Er-Mihályfalva	10 21	7 59	....	....
Vámos Péres.....	11 13	8 37	....	....
Debreczin .....arr	12 0	9 17	....	....

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WEJHYBKA and KRALUP.

[1st Jan.

M.	Stations.	1—4	1—4	1—4	2,3,4			G.M.	Stations.	1—4	2—4	1—4	1—4		
		p.m.	a.m.	p.m.	p.m.					p.m.	a.m.	a.m.	a.m.		
—	**Wejhybka** .....dep.	4 52	10 17	4 39	9 17	...	...	—	**Kralup** .....dep.	...	8 48	...	9 30	...	...
3,1	Neu-Kladno	5 3	10 30	4 50	9 32	...	...	0,7	Wotwowic.....	...	8 59	...	9 46	...	...
4,1	**Duby**	5 10	—	5 12	...	...	...	...	**Brandeisl**	...	9 19	...	10 19	...	...
...	Buschtehrad	5 26	...	5 17	...	...	...	1,8	Buschtehrad	...	9 28	...	10 29	...	...
4,1	**Brandeisl**	5 36	...	5 26	...	...	...	2,1	**Duby**	...	9 34	...	10 51	...	...
5,2	Wotwowic.....	5 58	...	5 47	...	...	...	2,8	Neu-Kladno	4 23	9 46	4 4	11 8	...	...
5,9	**Kralup 201, 203**a.	6 11	...	6 0	...	...	...	3,4	**Wejhybka 209** ar.	4 36	9 55	4 14	11 19	...	...

PRAGUE, KOMOTAU, FRANZENSBAD, and EGER.—Buschtehrader-Eisenbahn.

1st	2nd	3rd	Stations.	1—3	1—3	1—3	2,3,4	1,2,3		Stations.	1—3	1—3	1—3	1—3	1—3
cl.kr	gl.kr	gl.kr		a.m.	p.m.	p.m.	p.m.				a.m.	p.m.	p.m.		
...	...	...	**Prague** [Stabhf.] dp	8 50	10 45	2 5	...	...		**Eger** .....dep	8 42	8 42	2 4	...	...
...	...	...	**Prague** [Bubna] ..	8 59	10 54	3 8	7 0	...		**Tirschnitz** ....arr	8 52	8 53	2 14	...	...
0 30	0 25	0 18	**Prague** [Sandthbh]	9 8	11 3	3 21	7 16	...		**Franzensbad** dp	8 39	8 40	2 2	...	...
0 57	0 48	0 29	**Hostiwic (208)** ..	9 38	11 32	3 58	8 17	...		**Tirschnitz** ....ar.	8 48	8 49	2 11	...	...
0 95	0 89	0 4-	Unhoscht	9 56	11 45	4 19	8 52	...		**Tirschnitz** .....dep	8 58	8 58	2 17	...	...
1 11	0 93	0 56	**Wejhybka (208)**	10 5	11 57	4 41	9 2	...		Mostau-Nebnitz.....	9 4	9 9	2 27	...	...
1 62	1 3-	0 81	Lana	10 27	12 19	5 11	...	...		Königsb. Mariak. ..	9 12	9 16	2 34	...	...
1 89	1 58	0 95	Neustraschitz	10 41	12 33	5 31	...	p.m.		Dasnitz	9 22	9 27	2 44	...	...
...	...	...	**Luzna Lischau**..	11 5	12 57	6 15	...	3 42		Zieditz	9 32	9 38	2 54	...	...
...	...	...	**Rakonitz**.....arr.	11 31	1 24	6 44	...	4 4		Falkenau	9 41	9 47	3 5	...	...
2 58	2 16	1 30	Krupa	11 15	1 7	6 26	...	...		Elbogen-Neustitel ..	9 58	10 5	3 20	...	...
3 21	2 68	1 61	Satkau-Tschnitz ...	11 43	1 35	7 12	...	...		Chodau	10 6	10 13	3 27	...	...
4 5	3 38	2 3	**Saaz**	12 23	2 15	8 19	...	...		**Carlsbad** .....arr	10 24	10 32	3 45	...	a.m.
4 56	3 80	2 28	**Priesen (208)**.....	12 49	2 40	8 55	...	...		,, ...dep	10 40	10 47	...	...	5 44
4 92	4 10	2 46	**Komotau (216)** ar	1 6	2 57	9 18	...	...		Schlackenwerth	11 12	11 21	...	...	6 19
...	...	...	WEIPERT .....art	4 45	7 10	...	...	...		Hausent.-Warta	11 33	11 46	...	...	6 45
...	...	...	ANNABERG... art	6 5	8 50	...	...	p.m.		Pürstein	11 45	12 0	...	...	7 0
...	...	...	**Komotau** .....dep	1 42	3 15	...	...	6 58		Klösterle	11 58	12 16	...	...	7 20
4 98	4 16	2 50	**Kaaden-Brunsrd**	2 5	3 39	...	...	7 27		Kaaden-Brunsrd.	12 10	12 32	...	...	7 35
5 25	4 38	2 63	Klösterle.....	2 16	3 50	...	...	7 43		**Komotau (216)**ar	12 33	12 59	...	...	8 1
5 52	4 60	2 76	Pürstein	2 29	4 3	...	...	7 59		ANNABERG...dep	8 25	5 0	...	...	...
5 79	4 83	2 93	Hausent.-Warta.....	2 45	4 14	...	...	8 12		WEIPERT ...art	9 44	6 59	...	a.m.	...
6 24	5 21	3 13	Schlackenwerth	3 3	4 37	...	1,2,3	8 44		**Komotau** .....dep	1 7	1 19	...	6 58	...
6 87	5 73	3 44	**Carlsbad** .....arr	3 31	5 4	...	a.m.	9 20		**Priesen (208)**dep	1 26	1 38	...	7 20	...
...	...	...	,, ...dep	3 46	5 19	...	9 18	...		**Saaz**	1 55	2 11	...	8 2	...
7 29	6 8	3 65	Chodau.....	4 5	5 36	...	9 41	...		Satkau-Tschnitz ...	2 42	2 57	...	9 6	...
7 44	6 21	3 73	Elbogen-Neustitel. ..	4 12	5 45	...	9 59	...		**Rakonitz** .....dep	2 52	3 7	...	9 22	...
7 77	6 48	3 89	**Falkenau**	4 27	6 1	...	10 18	...		**Luzna Lischau**..	3 38	3 42	...	10 3	...
7 89	6 58	3 95	Zieditz	4 34	6 8	...	10 26	...		Renc	3 45	3 59	...	10 23	...
8 13	6 78	4 7	Dassnitz.....	4 41	6 18	...	10 38	...		Neustraschitz	3 55	4 9	...	10 42	2,3,
8 34	6 96	4 18	Königsb. Mariak.....	4 52	6 26	...	10 48	...		Lana	4 9	4 23	...	10 59	a.m.
8 46	7 5	4 23	Mostau-Nebnnitz.....	4 59	6 33	...	10 56	...		**Wejhybka (208)**	4 37	4 49	...	11 33	5 3
8 70	7 25	4 35	**Tirschnitz** .....ar.	5 8	6 42	...	11 7	...		Unhoscht	4 45	4 57	...	11 42	5 4
...	...	...	**Tirschnitz** .....dep	5 14	6 56	...	11 17	...		**Hostiwic (208** ..	5 6	5 17	...	12 8	6 2
8 88	7 41	4 45	**Franzensbad**arr	5 23	6 59	...	11 26	...		**Prague** [Sudbhf.]ar	5 31	5 41	...	12 39	7 1
...	...	...	**Tirschnitz** .....dep	5 11	6 47	...	11 12	...		**Prague** [Bubna] ,,	5 41	5 56	...	12 50	7 2
8 94	7 46	4 48	**Eger 196, 223** ar.	5 22	6 58	...	11 27	...		**Prague** [Stsbhf.] ,,	5 5	6 0	...	1 5	...
				p.m.	a.m.		a.m.				p.m.	a.m.		p.m.	

PRAGUE and HOSTOWIC.

G.M.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3			Stations.	1,2,3	1,2,3		
Dist	gl.kr	gl.kr	gl.kr		a.m.	a.m.					p.m.	a.m.	
...	8 33	...	...	**Prague**.....dep	8 35	10 0	...	...	**Hostowic**.....dep	5 16	5 20	...	...
1 1	0 45	0 28	0 17	Jinonic	9	0 10	29	...	Repy	5 21	5 40	...	...
1,5	0 60	0 38	0 23	Cibulka.....	9	9 10	41	...	Cibulka	5 33	5 51	...	...
2,0	0 78	0 50	0 30	Repy	9	21 10	58	...	Jinonic	5 46	6 4	...	...
2,6	...	0 66	0 40	**Hostowic (208)**.....arr	9	30 11	7	...	**Prague (208)**..... arr.	6 6	6 25	...	...

PRIESEN and KAADEN-BRUNNERSDORF.

Mils	1 cl.	2 cl.	3 c	Stations.	2 & 3			Stations.	2 & 3		
Dist.	gl.kr	gl.kr	gl.kr		p.m.				p.m.		
...	...	...	...	**Priesen**.....dep	1 29	...	...	**Kaaden** (Brunnersdf) dp	12 13	...	...
3½	...	...	...	Tuschnitz	1 45	...	...	Tuschnitz	12 29	...	...
3½	...	...	...	**Kaaden** (Brunnersdf) ar	1 57	...	...	**Priesen**.....arr	12 43	...	...

WIELICZKA and NIEPOLOMICE.

G.M.	Stations.		G.M.	Stations.	
		p.m.			p.m.
—	**Wieliczka** .....dep.	1 1	—	**Niepolomice** ...dep.	3 37
0,5	Bierzanow .....arr.	1 16	0,3	Podleze.....arr.	3 47
...	Crakow .....dep.	9 0	...	,, ...dep.	3 50
...	Bierzanow .....dep.	1 17	1,8	Bierzanow .....arr.	4 10
2,0	Podleze.....arr.	1 35	...	Crakow.....dep.	5 33
...	,, ...dep.	1 40	...	Bierzanow .....dep.	4 15
2,3	**Niepolomice 208**ar	1 50	2,3	**Wieliczka 208**...arr.	4 35

CRACOW and WIELICZKA.

Stations.	a.m.	p.m.	p.m.
Cracow .....dep.	9 0	...	...
Bierzanow	9 22	4 15	7 22
Wieliczka 190 ..arr.	9 38	4 35	7 38

WIELICZKA and CRACOW.

Stations.	a.m.	p.m.	p.m.
Wieliczka.....dep.	7 27	1 5	5 —
Bierzanow	7 40	1 16	5 18
Cracow .....arr.	8 0	2 11	5 33

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WARNSDORF AND GEORGSWALDE EBERSBACH.—Bœhmische Nordbahn.

Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	
PRAGUE ..... dep.	...	7 42	12 6	...
TUCHAU ..... ,,	4 48	10 30	3 23	...
Neu-Bakov ..... dep.	6 26	11 26	4 17	...
Weisswasser	6 42	11 42	4 33	...
Bösig	6 58	11 58	4 49	...
Hirschberg	7 19	12 18	5 10	...
Reichstadt-Niemes	7 36	12 35	5 27	...
Bohm. Leipa ..... arr	7 45	12 44	5 36	p.m.
Bodenbach ..... dep	11 54	...	6 49	7 35
Tetschen	12 0	...	6 58	7 50
Bensen	12 15	...	7 16	8 8
Franz-nsthal	12 22	...	7 23	8 18
Politz Sandau	12 31	...	7 39	8 33
Straussnitz	12 41	...	7 47	8 42
Bohm. Leipa ..... arr	12 52	...	8 1	8 57
Bohm. Leipa ..... dep	7 50	12 56	5 43	...
Langenau	8 8	1 13	6 7	...
Haida	8 23	1 23	6 19	...
Röhrsdorf-Zwickau	8 39	1 35	6 36	...
Tannenberg	9 1	1 54	6 57	...
Kreibitz-Neudorfl arr.	9 20	2 12	7 15	p.m.
Kreibitz-Neudorfl d	...	2 18	7 19	9 24
Niedergrund	...	2 47	7 39	9 45
Warnsdorf ..... arr.	...	2 53	7 45	9 51
Kreibitz-Neudorfl dep.	9 30	2 14	7 23	...
Schönlinde	9 41	2 24	7 34	...
Rumburg	10 1	2 38	7 53	...
Georgswalde Ebers. a	10 19	2 53	8 10	10 19

Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	...
Georgswalde Ebers. d	7 5	11 36	4 53	...
Rumburg	7 27	11 57	5 13	...
Schönlinde	7 40	12 10	5 26	...
Kreibitz-Neudorfl arr.	7 50	12 20	5 35	p.m.
Warnsdorf ..... dep.	8 1	11 44	4 54	7 6
Niedergrund	8 8	11 55	5 6	7 18
Kreibitz-Neudorfl a	8 25	12 17	5 39	7 42
Kreibitz-Neudorfl dep.	7 55	12 24	5 51	—
Tannenberg	8 17	12 45	6 15	...
Röhrsdorf-Zwickau	8 39	1 7	6 36	...
Haida	8 52	1 23	7 2	...
Langenau	9 0	1 32	7 13	...
Bohm. Leipa ..... arr	9 17	1 49	7 36	p.m.
Bohm. Leipa ..... dep	8 5	1 53	...	5 53
Straussnitz	8 21	2 5	...	6 8
Politz Sandau	8 33	2 12	...	6 16
Franzensthal	8 48	2 24	...	6 31
Bensen	8 58	2 32	...	6 41
Tetschen	9 10	2 48	...	7 2
Bodenbach ..... arr	9 24	2 53	...	7 8
Bohm. Leipa ..... dep	9 25	2 1	8 9	...
Reichstadt-Niemes	9 37	2 16	8 22	...
Hirschberg	9 54	2 37	8 40	...
Bösig	10 15	3 1	9 2	...
Weisswasser	10 32	3 21	9 21	...
Neu-Bakov ..... arr	10 47	3 39	9 36	...
TUCHAU ..... ,,	11 31	4 58	10 29	...
PRAGUE ..... ,,	3 12	7 0	...	...

BODENBACH, RUMBURG, and WARNSDORF.

Stations.	1—4	1—4	1—4
	a.m.	a.m.	
LEIPSIC ..... dep.	5 10	9 5	...
DRESDEN	9 30	2 0	...
	p.m.	p.m.	p.m.
Bodenbach ..... dep	12 7	5 3	6 38
Tetschen	12 13	5 13	6 49
Bensen	12 29	5 32	7 8
B. Kamnitz-Steinschön	1 1	6 3	7 51
Falkenau	1 21	6 25	8 18
Tannenberg	1 43	6 46	8 49
Kreibitz-Neudorfl ..... arr	2 1	7 4	9 8
Kreibitz-Neudorfl de	2 14	7 21	9 36
Schonlinde	2 24	7 34	9 41
Rumburg ..... arr	2 27	7 48	9 56
Kreibitz-Neudorfl ...dep	2 18	7 19	9 24
Niedergrund	2 47	7 39	9 45
Warnsdorf ..... arr	2 53	7 45	9 51

Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.
Warnsdorf ..... dep	8 1	11 44	4 5	7 6
Niedergrund	8 8	11 55	5 6	7 18
Kreibitz-Neudorfl ... arr	8 25	12 17	5 39	7 42
Rumburg ..... dep	7 27	11 57	5 13	...
Schonlinde	7 40	12 10	5 26	...
Kreibitz-Neudorfl arr	7 50	12 20	5 35	...
Kreibitz-Neudorfl ...dep	8 28	12 35	5 38	...
Tannenberg	8 45	12 52	6 2	...
Falkenau	9 6	1 17	6 22	...
B. Kamnitz-Steinschön	9 25	1 24	6 41	...
Bensen	9 55	2 5	7 21	...
Tetschen	10 11	2 21	7 41	...
Bodenbach ..... arr	10 16	2 29	7 46	...
DRESDEN ..... ,,	...	...	...	...
LEIPSIC ..... ,,	...	...	...	...

PELSDORF and HOHENELBE.

Stations.	1—4	1—4	1—4	1—4
	a.m.		a.m.	p.m.
PARSCHNITZ d	4 8	...	12 0	4 32
A. PAKA ...d	...	9 3	12 34	...
	a.m.	a.m.	p.m.	p.m.
Pelsdorf dep	5 31	10 5	1 55	6 6
Hohenelbe a	5 48	10 22	2 12	6 23

Stations.	1—4	1—4	1—4	1—4
	a.m.	p.m.	p.m.	p.m.
Hohenelbe... dep	4 48	9 22	1 7	5 23
Pelsdorf ..... arr	5 1	9 35	1 20	5 36
	a.m.	a.m.	p.m.	p.m.
A. PAKA ..... arr	5 56	...	2 45	6 56
PARSCHNITZ ,,	...	11 11	3 14	...

RUMBURG and SCHLUCKENAU.

Stations.	1—4	1—4
	a.m.	a.m.
NEW BAKOV ...dep	6 26	11 26
BODENBACH..... ,,	6 38	12 7
	a.m.	p.m.
Rumburg .....dep	10 16	2 51
Schluckenau ..... arr	10 37	3 14

Stations.	1—4	1—4
	a.m.	p.m.
Schluckenau .....dep	11 18	4 31
Rumburg ..... arr	11 41	4 56
NEW BAKOV ..... ,,	3 39	9 36
BODENBACH ..... ,,	2 29	7 46

WOSTROMER and JICIN.

Stations.	1—4.	1—4.	1—4	1—4
	a.m.		noon	p.m.
PARSCHNITZ d	4 8	...	12 0	4 32
A. PAKA ...d	6 16	...	3 36	6 54
	a.m.	a.m.	p.m.	p.m.
Wostromer d	7 58	11 25	4 25	8 53
Jicin ..... arr	8 53	12 20	5 21	9 48

Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.
Jicin ..... dep	5 55	10 3	3 0	6 51
Wostromer ...arr	6 50	10 58	3 55	7 46
	a.m.	p.m.		p.m.
A. PAKA .....arr	8 54	12 21	...	9 33
PARSCHNITZ ,,	12 1	3 14	...	11 42

REICHENHALL, FREILASSING, and SALZBURG.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.
	fl. kr.	fl. kr.	fl. kr.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	Reichenh dep.	5 40	9 0	11 40	2 30	5 45	9 15	Salzburg dep				7 35	10 20	1 n	4 0	7 30	11 35
6	0 42	0 28	0 20	Freilass ... arr.	6 15	9 35	12 15	3 7	6 20	9 50	Freilass.... arr				7 50	10 35	1 15	4 15	7 45	11 50
—	—	—	—	... dep	6 22	9 48	12 25	3 15	6 35	10 0	... dep				8 0	10 45	1 25	4 25	7 55	12 0
1	3	0 42	0 27	Salzburg ..arr.	6 40	10 0	12 40	3 30	6 50	10 15	Reichenh ar				8 35	11 20	2 0	5 0	8 30	12 25

N.B.—Luggage examined at Salzburg.

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VIENNA and SIMBACH.—Kais. Königl. Privil. Kaiserin Elisabeth-Bahn. [15 May.

Cl.	2 Cl.		1—3	1—3	1 & 2	1,2,3	1,2,3	1—3	1—2	1—3	1—3	1	3	1 Cl.	2 Cl.	3 Cl.		1,2,3	1,2,3	1 & 2	2 & 3	1—3	1,2 & 3	1,2,3	1,2,3	1,2,3	1 & 2
s.kr.	s.kr.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	s.kr.	s.kr.	s.kr.		a.m.	p.m.			a.m.		a.m.			
—	—	Vienna dep.	8 30	7 0	9 0	10 30	1 30	3 30	7 0	7 30	9 0	10 40		—	—	—	STUTTGART	11 30		1 38							
—	—	Penzing	8 57	7 8		10 39	1 37	3 17		7 47	9 33	10 47		—	—	—	MUNICH dep.	5 40		8 45		—	—	5 0		—	—
—	—	Purkersdorf	9 33	7 33		11 42	2 13	3 43		7 53	9 56	11 9		—	—	—	Simbach dep	6 45	p.m.	12 26		—	—	9 41		—	—
—	—	Reckawinkl	9 44	8 5		12 14	2 48	3 54		8 14	10 29			—	—	—	Braunau	6 52		12 30		—	—	9 56		—	—
2 28	1 78	Neulengbac	10 0	8 35	9 54	12 44	3 28	4 10	7 49	8 51	10 58			—	—	—	Ried	8 15		1 33		—	—	11 43		—	—
3 46	2 59	St. Pölten		9 27	10 27	2 17	4 32		8 25	9 34	11 47			—	—	—	Neumarktar	9 0		2 17		—	—	12 36		—	—
—	—	Loosdorf	—	10 13	10 50	3 8			8 46		12 18			—	—	—	PASSAU arr.	2 10				—	—	3 14		—	—
4 97	3 73	Melk	—	10 17	11 11	3 30	—	—	8 55	—	12 31	—	—	—	—	—	,, dep	6 50		1 23		—	—	4 8		—	—
5 40	4 5	Pöchlarn	—	10 35	11 33	4 1	—	—	9 7	—	12 47	—	—	—	—	—	Neumarkt d	9 13		2 44		—	—	12 59		—	—
6 26	4 70	Kemmelbach	—	11	9 11	47	—	—	9 23	—	1	—	—	—	—	—	Grieskirchen	9 34		3 0		—	—	1 20		—	—
7 13	5 35	Amstetten d	—	11 39	12 11	5 49	—	—	9 49	—	1 50	—	—	4 32	3 24	2 16	Wels arr.	10 8		3 36		—	—	2 20		—	—
—	—	WAIDHOFEN	—	1 33	1 28	—	—	—	—	—	2 35	—	—	—	—	—	GMUNDEN ar	—		7 30		—	—	6 15		—	—
8 42	6 32	St. Peter	—	12 32	12 36	6 56	—	—	10 15	—	2 23	—	—	—	—	—	SALZB'RG ,,	2 27		8 50		—	—	5 36		—	—
—	—	Haag	—	12 44	—	7 31	—	—	—	—	2 40	a.m.	—	—	—	—	HALLEIN dp	4 49		—		—	a.m.	7 47		—	p.m.
—	—	St. Valentin	—	1 19	1 5	8 37	—	—	10 40	—	3 7	6 2	—	—	—	—	SALZB'RG ,,	6 20		12 20		—	—	7 11	9 0	—	1 50
—	—	BUDWEIS ar	—	5 40	6 49	1 57	—	—	—	—	11 22	—	—	—	—	—	GMUNDEN ,,	6 55		—		—	a.m.	8 30	12 30	—	12 30
—	—	STEYER ,,	—	2 9	2 9	11 40	—	—	11 40	—	7 58	—	—	—	—	—	Wels dep.	10 23		3 37		—	3 58	8 25	11 1	3 50	—	4 37
9 94	7 45	Enns	—	1 35	1 16	8 50	—	—	10 51	—	3 21	6 24	—	5 94	4 46	2 97	Linz arr.	11 0		4 8		—	4 36	9 16	11 42	4 51	—	5 9
—	—	Kleinmünchen	—	1 56	—	9 28	—	—	—	—	3 4	7 1	—	—	—	—	,, dep	11 5		4 14		—	5 40		14 8	6 1	—	5 18
10 80	8 10	Linz arr.	—	2 17	1 38	9 41	—	—	11 16	—	3 51	7 14	—	6 12	4 59	3 6	Kleinmünchen	11 28		4 25		—	6 3	—	12 19	6 22	—	—
—	—	,, dep.	—	2 31	2 5	10 26	—	—	11 22	—	4 6	8 1	—	6 66	5 0	3 33	Enns	11 49		4 39		—	6 38	—	12 41	6 54	—	5 42
12 31	9 23	Wels 209ar.	—	3 11	2 35	11 27	—	—	11 52	—	4 45	9 3	—	—	—	—	STEYER dep.	9 4		3 45		—	3 45	—	12 18	7 11	—	—
—	—	GMUNDEN ar	—	6 15	6 15	—	—	—	—	—	7 30	12 15	—	—	—	—	BUDWEIS dp	4 2		—		—	2 37	—	7 2	—	—	—
—	—	SALZBURG ,,	—	7 15	5 16	—	—	—	2 27	—	8 50	3 56	—	7 3	5 57	3 51	St. Valentin	12 12		4 49		—	7 12	—	1 1	—	—	5 53
—	—	HALLEIN ,,	—	—	—	—	—	—	7 7	—	2 52	—	—	7 74	5 51	3 87	Haag	12 44		—		—	8 18	—	1 38	—	—	—
—	—	SALZBURG dp	—	8 0	—	—	—	—	6 20	—	12 20	—	—	7 92	5 94	3 96	St. Peter	12 56		5 17		—	8 42	—	1 51	—	—	6 21
—	—	GMUNDEN ,,	—	12 30	—	—	—	—	6 55	—	—	—	—	9 0	6 75	4 50	WAIDHOFEN	1 10		—		—	—	—	12 56	—	—	12 56
—	—	Wels dep.	—	5 0	—	—	—	—	12 7	—	5 15	9 50	—	—	—	—	Amstetten	1 27		5 44		—	9 59	—	2 26	—	—	6 48
1 8	0 81	Grieskirchen	—	6 5	—	—	—	—	12 24	—	5 58	11 10	—	9 72	7 29	4 86	Kemmelbach	2 6		6 11		—	11 5	—	3 2	—	—	7 18
1 73	1 30	Neumarkt'a	—	6 10	—	—	—	—	12 47	—	6 19	11 45	—	10 44	7 83	5 22	Pöchlarn	2 30		6 29		—	11 50	—	3 26	—	—	7 36
—	—	PASSAU arr.	—	8 50	—	—	—	—	2 10	—	8 40	3 34	—	10 80	8 10	5 40	Melk	2 48		6 43		—	12 21	—	3 45	—	—	7 50
—	—	,, dep.	—	9 38	—	—	—	—	6 50	—	1 23	9 38	—	—	—	—	Loosdorf	2 59	a.m.	6 53	a.m.	—	12 45	—	4 0	1—3	—	8 0
—	—	Neumark'd	—	6 35	—	—	—	—	12 55	—	6 34	12 37	—	12 6	9 8	6 3	St. Pölten	3 44	6 2	7 20	9 37	2 52	1,2,3	4 49	class	1,2,3		8 28
2 2	2 27	Ried	—	7 13	—	—	—	—	1 30	—	7 28	1 53	—	12 96	9 72	6 48	Neulengbac	4 30	6 49	8 5	10 4	3 43	p.m.	5 43	p.m.	p.m.		9 1
5 18	3 60	Braunau	—	10 4	—	—	—	—	2 18	—	8 41	3 40	—	13 68	10 26	6 84	Reckawinkl	5 8	7 20	8 11	11 30	4 23	1 24	6 23	5 24	6 28	—	—
5 18	3 89	Simbach arr	—	10 10	—	—	—	—	2 22	—	8 46	3 46	—	14 22	10 67	7 11	Purkersdorf	5 40	7 54	—	—	12 13	4 56	2 1	6 56	6 1	9 1	—
—	—	MUNICH	—	—	—	—	—	—	5 35	—	3 0	6 40	—	14 76	11 7	7 38	Penzing	6 4	8 20	—	—	12 47	5 24	2 26	7 24	6 26	9 26	—
—	—	STUTTGART	—	—	—	—	—	—	11 40	—	—	—	—	14 94	11 21	7 47	Vienna arr.	6 10	8 25	8 50	12 55	5 30	2 32	7 30	6 20	9 32	10	0

Extra Trains.—Vienna to Rekawilkal at 12 noon, 2.30, 3.30, 4.30, 5.30 a.m., and 6.25 p.m. Return 7.10, 7.40 9.30, 11.30 a.m., and 2.40, 5.20, 6.20, 7.0, & 10.0 p.m.

Stations.	1,2,3	1 & 2	1,2,3	2 & 3		Stations.	1,2,3	1 & 2	2 & 3	1,2,3		Stations.	1,2,3	1,2,3	1,2,3		Stations.	1,2,3	2 & 3	1,2,3	1 & 2
	p.m.	p.m.	a.m.	p.m.			a.m.	a.m.	a.m.	a.m.			a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Neumarkt de	5 49	12 56	6 51	12 44	...	COLOGNE	11 45	9 0	...	...		Lambach dep	6 0	10 30	4 30	...	...	Gmunden dp	8 30	12 25	6 55	...
Riedau Ried	6 34	1 13	7 19	1 29	...	Passau 209a	6 50	1 23	4 8	9 34		Traunfell	6 47	11 10	5 17	...	...	Laakirchen	9 8	1 8	7 31	...
Scheerding	8 13	1 43	8 10	2 58	...	Scheerding	7 21	1 44	4 47	10 26		Kichberg	6 53	11 25	5 24	...	...	Kichberg	9 19	1 27	7 43	...
Passau 209a	8 50	2 8	8 40	3 34	...	Riedau Ried	8 19	2 20	5 57	11 53		Laakirchen	7 54	11 41	5 41	...	...	Traunfell	9 28	1 32	7 51	...
COLOGNE	...	7 15	1 5	...	...	Neum'kt 210	8 41	2 36	6 24	12 24		Gmunden arr	7 45	12 15	6 15	...	...	Lambach arr	10 10	2 10	8 34	...

Salzburg, Wels, and Vienna, see page 201.

Steindorf to Braunau (5 G. Mls.) at 8.25 a.m., and 7.18 p.m. Return at 5.30 a.m., and 4.0 p.m.

Salzburg to Hallein (2½ G. Mls.) at 6.56 a.m. and 2.11 p.m.; and from **Hallein to Salzburg** at 8.7 a.m., 4.27 p.m.

Salzburg to Freilassing and Reichenhall, see page 209.

VIENNA to VOSLAU, NEUSTADT, STEINBRUCK, KRAINBURG, KRAINBURG-LAIBACH, KRAINBURG-TRIESTE, and PONTEBBA.

| Mls. | 1 Cl. | 2 Cl. | 3 Cl. | Stations. | 1 & 2 Cl. | 1, 2 & 3 Cl. | 1, 2 & 3 Cl. | 1, 2 & 3

VIENNA and BRUNN.

[May 15.

Eng Miles	Fares. 1st	2nd	3rd	Stations.	Trains. 1,2,3	1,2,3	1 & 2	1—4	1,2,3	Stations.	Trains. 1,2,3	1—4	1,2,3	1,2,3	1,2,3
Dis.	fl.kr.	fl.kr.	fl.kr		a.m.	a.m.	p.m.	...	p.m.		a.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Vienna** .....dep.	...	7 15	1 48	...	6 45	**Brunn**(*Restaur*)dep	4 9	7 9	12 31	4 19	8 15
44	6 36	6 27	6 18	Floridsdorf	...	7 39	2 0	...	7 4	Kaigern	4 37	7 37	...	4 49	8 54
11½	0 93	0 68	0 45	Wagram	...	7 51	...	...	7 17	Granowitz	5 8	8 4	...	5 13	9 21
18	1 44	1 8	0 72	**Ganserndorf**	...	8 17	2 35	...	7 50	**Lundenburg**	5 41	8 40	1 51	5 46	...
32	2 52	1 89	1 26	Dürnkrut	...	8 47	...	p.m.	8 22	Dürnkrut	6 36	...	...	7 4	10 3
51½	4 95	2 97	1 98	**Lundenburg**	3 25	9 45	3 36	5 24	9 20	**Ganserndorf**	7 30	...	2 51	7 35	...
74½	5 76	4 32	2 88	Granowitz	4 1	10 37	...	6 19	10 13	Wagram	7 49	...	...	7 54	...
84	6 48	4 86	3 24	Kaigern	...	11 1	...	7 6	10 40	Floridsdorf	8 10	...	3 31	8 18	...
93½	7 30	5 40	3 60	**Brunn**(804) ...arr.	6 15	11 30	4 48	7 35	11 10	**Vienna** ..... arr.	8 23	...	3 33	8 28	...

BRUNN and PRERAU.—Mähr.—Schlesische Nordbahn.

[May 15.

G M	1 Cl. 2 Cl.	3 Cl.	Stations.	1—3	1—3	1—3	Stations.	1—3.	1—3	1—3
Dis	gl.kr gl.kr	gl.kr		a.m.	p.m.	p.m.		a.m.	a.m.	p.m.
			Vienna.....	7 10	1 40	6 40	**Cracow** .....dep.	...	7 30	3 5
			Prague	...	7 40	...	**Oderberg** ... „	...	11 5	7 40
				a.m.	p.m.	p.m.	**Troppau** ..... „	...	9 20	7 10
—	—	—	**Brunn** .....dep	11 44	6 0	11 15	**Prerau** ..... arr	...	2 10	10 35
3,2	1 44	1 8	0 73	Austerl.-Krznow	12 22	7 7	11 51	**Olmütz** .....dep	12 53	11 58	9 52
4, 3	1 92	1 45	0 96	Rausnitz	12 41	7 31	12 11	**Prerau** ..... arr.	1 45	12 35	10 20
6, 3	2 79	2 10	1 40	Wischau	12 58	8 11	12 38		a.m.	p.m.	p.m.
8, 2	3 09	2 77	1 85	Nezamislitz	1 25	8 56	1 9	**Prerau** .....arr	4 20	1 36	11 15
9 7	4 37	3 28	2 19	Kojetein	1 43	9 24	1 27	Chropin	4 46	1 54	11 43
10 3	4 64	3 48	2 32	Chropin	1 53	9 39	1 37	Kojetein	5 0	2 3	11 57
11 8	5 32	3 99	2 66	**Prerau ZUG**.....arr	2 8	10 5	1 53	Nezamislitz	5 32	2 19	12 36
				Prerau .....dep.	2 58	10 58	2 23	Wischau	6 11	2 40	1 19
				Olmütz ..... arr.	3 32	11 27	3 25	Rausnitz	6 45	3 6	1 57
				Prerau.....dep.	3 10	12 38	2 21	Austerl.-Krnow.....	7 8	3 17	2 17
				Troppau ..... arr.	5 42	...	6 10	**Brunn 204.205**arr	8 0	3 55	3 15
				Oderberg ... „	4 50	4 18	5 12	**Prague** ..... „	7 30	10 0	...
				Cracow ..... „	8 30	...	9 50	**Vienna**..... „	...	8 20	8 15

Prerau to Olmütz.—6.19 a.m.; 9.10, 11.2, 9.2, 2.45, and 1.40 p.m.; *vice versa*, 4.51 a.m.; 1.35, 6.56, 1.4, and 9.46 p.m.; 12 1 noon.

ARAD and KARLSBURG.—Siebenburger Eisenbahn.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3		Stations.	1,2,3	1,2,3
gl.kr	gl.kr	gl.kr		a.m.	p.m.			a.m.	a.m.
—	—	—	**Arad**.....dep	6 44	4 20	...	**Karlsburg** ...dep	4 0	10 10
1 8	0 81	0 54	Gyorok	7 36	5 1	...	Alvincz	4 56	10 48
1 82	1 22	0 81	Radna	8 27	5 38	...	Broos	5 23	12 5
2 36	2 97	1 98	Soborsin	10 41	7 39	...	Piski (211)	6 10	1 13
4 86	3 65	2 43	Zám	11 28	8 9	...	Illye	7 30	2 51
4 94	4 46	2 97	Illye	12 28	9 0	...	Zám	8 13	3 47
5 56	5 67	3 78	Piski (211)	2 30	10 39	...	Soborsin	8 53	4 40
7 28	6 21	4 14	Broos	3 24	11 15	...	Radna	10 38	5 58
8 54	7 16	4 77	Alvincz	4 54	12 21	...	Gyorok	11 10	7 36
10 8	7 56	5 4	**Karlsburg**.....arr	5 16	12 40	...	**Arad** ..... arr	11 46	8 20

ZELLERNDORF-HORN and SIGMUNDSHERBERG.

G. M	1 Cl	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4	Stations.	1—4	1—4	1—4
Dis.	Kr.	Kr.	Kr.	LUNDENBURG dp	2 50	p.m.	6 32	EGER.....dep	1 55	...	7 20
					a.m.		p.m.	BUDWEIS .... „	11 46	...	2 37
				Zellerndorf ...dep	6 23	2 41	10 5		a.m.	a.m.	p.m.
1,4	42	35	21	Pulkau	7 5	3 36	10 36	**Horn Sigmunds.**	5 11	11 36	7 59
2,8	78	66	40	**Horn Sigmunds**	7 31	4 8	10 54	Pulkau	5 33	12 15	8 33
...	...	...	...	BUDWEIS.....arr	1 39	...	4 13	**Zellerndorf** ...arr	5 50	12 51	9 1
...	...	...	...	EGER ..... „	8 53	...	1 42	LUNDENBURG „	9 18	...	1 0

LUNDENBURG & ZELLERNDORF.—Lundenburg Nikolsburg—Grussbach Eisenbahn.

G.M.	Stations.	1,2,3	1,2,3	1,2,3
Dis.		a.m.	a.m.	p.m.
—	**Lundenburg** .....dep	2 50	9 55	6 22
1,67	Feldsberg	3 17	10 34	6 53
1,47	Nikolsburg	3 45	11 11	7 20
1,19	**Neusiedl-Durnholz** ar	4 5	11 35	7 44
	„ (212) ..dep	4 9	11 37	7 49
2,10	Lan	4 41	2 29	8 21
0,95	Pernhofen-Wilzelshofen	4 56	3 4	8 35
1, 4	Kadolz-Mailberg	5 12	3 41	8 51
0,63	Hadres-Markersdorf	5 22	3 56	9 1
0,66	Haugsdorf	5 34	4 21	9 13
0,51	Fernersdorf-Pfaffendorf...	5 42	4 47	9 21
0,63	**Zellerndorf** .....arr	5 51	4 54	9 30

G.M.	Stations.	1,2,3	1,2,3	1,2,3
Dis.		a.m.	a.m.	p.m.
—	**Zellerndorf** .....dep	6 9	10 38	9 55
0,63	Fernersdorf-Pfaffendorf ...	6 18	10 50	10 1
0,51	Haugsdorf	6 29	11 11	10 12
0,66	Hadres-Markersdorf	6 40	11 29	10 23
0,63	Kadolz-Mailberg	6 50	11 48	10 33
1,4	Pernhofen-Wilzelshofen	7 7	12 17	10 50
0,95	Lan	7 24	12 46	11 7
2,10	**Neusiedl-Durnholz** ar	7 54	1 26	11 37
	„ (212)...dep	7 58	1 30	11 41
1,39	Nikolsburg	8 28	2 44	12 9
1,47	Feldsberg	8 46	4 22	12 23
1,67	**Lundenburg** .....arr	9 12	4 53	1 0

* Tuesday and Friday

Neusiedl-Durnholz to Grussbach, at 11.40 a.m. and 1.49 p.m. arriving in Grussbach at 12.8 & 2.21 p.m.

Grussbach to Neusiedl-Durnholz, at 12.36 & 2.36 p.m., arriving in Neusiedl-Durnholz at 1.0 & 2.57 p.m.

ZAKANY, AGRAM, CARLSTADT, and FIUME.

G.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—4
Dis.	gl kr	gl kr	gl kr		p.m.	a.m.
—	—	—	—	OFEN ..... dep	9 45	7 15
—	—	—	—	KANIZSA..... „	5 18	2 35
—	—	—	—	MOHACS ..... „	5 0	6 20
—	—	—	—	BATTASZEK	a.m.	3 37
—	—	—	—	**Zákány**..... dep	6 30	3 45
1.9	0 72	0 54	0 36	Kopreinitz	6 57	4 21
5.9	2 16	1 62	1 8	Kreuz	7 54	5 41
8.4	3 6	2 30	1 53	Verbovec.....	8 30	6 41
13.5	4 86	3 65	2 43	**Agram** ..... arr	9 35	8 10
—	—	—	—	SISSEK ..... „	p.m.	9 53
—	—	—	—	STEINBRUCK „	3 19	11 10
—	—	—	—	**Agram** ..... dep	10 5	8 45
—	—	—	—	**Carlstadt**..... arr	12 0	10 40
—	—	—	—	„ ..... dep	12 20	...
7.4	—	—	—	Ogulin	3 3	...
11.3	—	—	—	Cameral-Moravice ...	5 2	...
15.1	—	—	—	Delnice	6 19	...
21.3	—	—	—	Buccari	8 49	...
22.8	—	—	—	**Fiume**..... arr	9 25	...

Stations.	1—3	1—4
	a.m.	...
Fiume ..... dep	6 0	...
Buccari	6 40	...
Delnice	9 6	...
Cameral-Moravice ...	...	...
Ogulin	...	...
Carlstadt..... arr	...	a.m.
„ ..... dep	2 45	5 10
Agram..... arr	4 35	7 5
STEINBRUCK dep	12 45	4 0
SISSEK ..... „	...	5 56
Agram ..... dep	5 5	7 50
Verbovec.....	6 22	9 42
Kreuz	7 2	10 28
Kopreinitz	7 59	11 44
Zákány ..... arr	8 25	12 15
BATTASZEK „	...	...
MOHACS ..... „	...	12 30
KANIZSA..... „	9 54	1 21
OFEN ..... „	6 5	8 17

MISKOLCZ and DIOSGYOR.

Miles	Miskolcz ..... dep	7 23	a.m.	...	...	...	Diosgyör ..... dep	11 14	a.m.	...	...	...
1.5	Diosgyör ..... arr	8 7	a.m.	...	...	...	Miskolcz ..... arr	11 46	a.m.	...	...	...

(VIENNA.) GMUND, and PRAGUE.—Kaiser Franz-Josef Bahn.

G.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1 & 2	1,2,3	1,2,3
Dis.	gl kr	gl kr	gl kr		a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Vienna** ..... dep	7 15	1 17	4 25	7 35
21.6	—	—	—	Absdorf	8 25	2 18	6 50	9 19
—	7 78	5 83	3 89	**Gmünd** ..... arr	12 13	5 3	9 2	1 19
—	—	—	—	„ ..... dep	p.m.	p.m.	p.m.	a.m.
7.2	0 57	0 43	0 28	Suchenthal	1 1	...	3 5	2 7
15.9	1 82	0 62	0 41	Chlumec Pilar.....	1 11	...	3 18	2 17
19.4	2 36	1 77	0 68	Wittingau	1 30	5 59	3 45	2 37
25.6	3 79	2 84	1 90	Lomnic	1 45	...	4 10	2 52
31.2	4 27	3 20	2 13	Wessely	2 8	6 26	4 51	3 19
37.1	5 69	4 27	2 85	Sobeslau	2 22	6 34	5 8	3 32
43.7	6 28	4 71	3 14	Plana	2 42	...	5 35	3 51
50.7	7 61	5 71	3 81	**Tabor**	3 7	7 5	6 3	4 8
56.2	8 43	6 32	4 22	Kl.-Herman. S.....	3 38	...	7 34	5 2
63.8	9 46	7 10	4 73	Wottic	3—4	8 11	7 56	8 4
71.3	10 53	7 90	5 27	Bistric	a.m.	8 44	...	8 26
75.8	11 25	8 44	5 63	Beneschau	1 17	4 42	8 19	8 49
79.4	11 92	8 94	5 96	Cerean-Pisely	2 3	4 58	...	9 15
85.8	12 85	9 64	6 43	Mnichowic-S.....	2 31	5 21	8 51	10 7
91.7	13 59	10 19	6 79	Kican	2 52	5 34	...	10 26
93.2	13 81	10 36	6 90	Hostiwar	3 12	5 56	...	11 0
94.3	14 0	10 50	6 50	**Prague** ..... arr	4 45	6 11	9 25	11 23
—	18 28	13 70	...	PRAGUE ..... dep	...	10 0	3 0	8 35
—	—	—	—	KOMOTAU..... arr	...	3 1	9 22	1 10
—	—	—	—	LEIPZIC ..... „	...	2 25	...	11 15
—	—	—	—	PRAGUE ..... dep	8 20	10 35	11 40	7 52
—	—	—	—	BODENBACH ...arr	1 5	1 45	4 8	11 45
—	—	—	—	DRESDEN ..... „	3 35	3 35	7 20	2 5
—	—	—	—	BERLIN ..... „	8 23	8 23	...	8 12

Stations.	1—3.	1 & 2	2—4	1—3
	p.m.	a.m.	...	a.m.
BERLIN..... dep	8 15	...	...	7 0
DRESDEN ..... „	1 5	6 6	...	12 45
BODENBACH ... „	3 18	8 30	...	3 5
PRAGUE ..... arr	7 45	12 54	...	7 4
LEIPZIC ..... dep	11 31	...	...	...
KOMOTAU ..... „	1 23	...	...	11 1
PRAGUE ..... arr	6 25	12 50	...	6 6
	a.m.	p.m.	p.m.	p.m.
Prague ..... dep	9 10	1 20	3 50	7 20
Hostiwar	9 27	...	4 6	7 36
Kican	9 50	...	4 5	7 57
Mnichowic-Stranecic	10 4	1 57	5 24	8 10
Cerean-Pisely	10 28	...	6 4	8 35
Beneschau	10 49	2 41	6 56	8 55
Bistric	10 59	...	7 14	9 5
Wottic	11 18	2 51	7 59	9 24
Klein-Hermanic S....	11 37	...	8 28	9 43
Tabor	12 34	3 47	9 58	10 40
Plana	12 47	...	10 19	10 53
Sobeslau	1 7	4 12	10 50	11 14
Wessely	1 25	4 21	11 41	11 35
Lomnic	1 45	...	12 9	11 54
Wittingau	2 1	4 48	12 37	12 11
Chlumec Pilar.....	2 19	...	1 1	12 29
Suchenthal	2 29	...	1 19	12 39
Gmünd (223)..... arr	2 54	5 33	2 6	1 4
„ ..... dep	3 23	5 45	2 44	1 2
Absdorf	7 36	8 32	8 34	5 14
Vienna ..... arr	9 14	9 33	10 53	6 55

VIENNA, ABSDORF and KREMS.

G.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3.	1—4.	1 & 2	1—3.
Dis.	gl kr	gl kr	gl kr		a.m.	p.m.	p.m.	p.m.
—	—	—	—	VIENNA .....dep	7 5	12 5	1 17	6 30
—	—	—	—	**Absdorf**.....dep	9 48	2 22	2 21	8 23
—	—	—	—	**Krems**..... arr	11 8	3 29	3 29	9 31

Stations.	1—3.	1—4	1—3
	a.m.	p.m.	p.m.
Krems..... dep	5 30	12 45	5 35
Absdorf (213) arr	6 28	2 6	6 44
VIENNA ..... „	8 18	4 0	8 48

NEZAMISLITZ and STERNBERG.—Mähr.-Schlesische Nordbahn. May 15.

Dis.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1 cl.	2 cl.	3 cl.
					p.m.		a.m.			
—	—	—	—	BRUNN ..... dep	11 15	...	11 35	...	...	...
—	—	—	—		a.m.	a.m.	p.m.	...	...	...
—	—	—	—	**Nezamislitz** ...dep	9 41	10 28	2 10	...	...	...
9.8	0 67	0 44		Prossnitz.....	2 14	10 48	2 46	...	...	...
15.0	1 43	0 95		**Olmütz 205** ...arr	3 23	11 41	3 31	...	...	...
—	—	—	—	B. TRUBAU ...arr	12 26	...	6 15	...	...	...
—	—	—	—	**Olmütz**..... dep	3 48	11 57	3 56	...	...	...
15.8	1 93	1 29		**Sternberg**..... arr	4 21	12 37	4 25	...	...	...
—	—	—	—	GRULICH ..... „	9 10	9 48	...	...	...	...

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	p. m.	p.m.
GRULICH	5 47	...	3 39
Sternberg ..... dep	11 21	2 56	8 36
Olmütz 205..... arr	11 51	3 27	9 21
B. TRUBAU ...dep	...	10 32	2 57
Olmütz ..... dep	12 14	3 58	10 6
Procspits	1 3	4 35	11 9
Nezamislitz..... arr	1 41	5 38	12 2
223	p.m.		a.m.
BRUNN	3 55	...	3 15

VIENNA, PRESSBURG, PEST, CZEGLED, ARAD, GROSSWARDEIN, KASCHAU, SZEGEDIN, TEMESVAR, ORAVITZA, and BASIASCH.—(*Sudostliche Linie*).

[15th May.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	2 & 3	2 & 3	
Dis	fl.kr.	fl.kr.	fl.kr.		a.m.	p.m.	p.m.	p.m.				
—	—	—	—	**Vienna** ..... dep.	8 38	3 53	8 28	4 43	...	...	...	...
18½	...	...	...	Stadlau	9 1	4 9	8 51	5 6	...	...	...	...
...	...	...	...	**Marchegg** ..... arr.	9 57	4 10	9 51	6 3	...	...	...	...
30½	...	...	...	..... dep.	10	7 4 55	10 2	6 9	...	...	...	...
41½	0 90	0 68	0 45	**Pressburg** ..... arr.	10 46	5 31	10 46	6 49	...	...	p.m.	...
...	...	...	...	,, (Restaurant) dep.	11 37	5 35	11 0	...	...	...	3 2	...
57½	2 16	1 62	1 8	Wartberg	11 42	6 9	11 51	...	...	...	4 37	...
67½	2 88	2 16	1 44	Diószeg	12 10	6 30	12 21	...	...	...	5 32	...
80½	3 96	2 97	1 98	Tornócz	12 54	7 5	1 13	...	...	...	7 10	...
97	5 22	3 92	2 61	**Neuhausel** ..... arr.	1 35	7 34	2 1	...	...	...	8 31	...
...	...	...	...	,, (Restaurant) dep.	2 0	7 46	2 10	...	...	a.m.	6 31	...
124½	7 38	5 54	3 69	**Gran Nana**	3 17	8 42	3 33	...	...	5 0	9 9	...
134½	8 10	6 8	4 5	Szobb	3 37	...	3 57	...	...	5 22	9 10	...
150½	9 36	7 2	4 68	**Waltzen**	4 30	9 34	4 58	...	...	7 5	10 56	...
166½	10 62	7 97	5 31	Palota	5 14	...	5 46	...	...	7 52	11 57	...
171½	10 98	8 24	5 49	**Pest** 210 ..... arr.	5 30	10 15	6 6	a.m.	a.m.	8 30	12 30	...
...	...	...	...	,, (Restaurant) dep.	6 50	10 40	5	7 30	6 3	...	2 45	...
196½	12 78	9 59	6 39	Monor	8 16	...	8 23	8 47	7 29	3 44	5 22	...
218	14 58	10 94	7 29	**Czegled** (Restaurant) arr.	9 23	12 8	9 24	9 52	8 33	a.m.	7 11	...
...	...	...	...	**Czegled** ..... dep.	9 35	...	...	...	...	4 0	...	...
237½	20 55	15 42	10 27	**Szolnok** ..... arr.	10 16	...	...	...	...	5 46	...	...
...	...	...	...	**Hatvan** ..... dep.	5 23	...	...	...	...	...	...	...
331	27 75	20 82	13 87	**Szolnok** ..... dep.	10 26	...	...	...	...	6 16	...	...
256½	21 99	16 50	10 99	Fegyvernek	...	...	...	...	...	...	...	...
284½	24 15	18 12	12 7	**Puspok-Ladany** arr.	11 34	...	...	...	...	11 1	...	...
...	...	...	...	**Puspok-Lad'ny** dp	2 10	...	...	...	...	...	...	...
326	27 39	20 55	13 69	**Grosswardein** arr.	5 21	...	...	...	...	...	...	...
300	25 41	19 7	12 70	Szoboszlo	2 52	...	...	...	...	1 14	...	...
312½	26 31	19 74	13 15	**Debreczin**	4 30	...	...	1—4	...	2 20	...	...
...	...	...	...	**Tokay**	9 52	...	...	a.m.	...	...	...	...
396	32 79	24 60	16 39	**Miskolcz**	1 51	...	...	8 0	...	...	...	...
...	...	...	...	**Kaschau** ..... arr.	8 2	...	p.m.	11 43	...	...	...	...
...	...	...	...	**Czegled 215** ..... dep.	9 30	12 13	9 41	...	...	p.m.	12 13	...
237	15 30	11 48	7 35	Kecskemet	10 4	...	10 17	...	...	...	1 38	...
254	17 28	12 96	8 64	**Feleghaza**	11 13	1 3	11 31	...	...	...	3	...
289	19 92	14 99	9 99	**Szegedin**	12 32	2 33	1 15	...	...	...	8 14	...
...	...	...	...	,, (Restaurant) dep.	1 11	2 38	1 40	...	...	a.m.	9 14	...
323½	22 68	17 1	11 34	Gross-Kikinda	3 5	3 55	3 34	...	...	...	1 31	...
344½	24 30	18 23	12 15	Gyertyámos	4 4	...	4 32	...	...	...	3 42	...
358½	25 38	19 4	12 29	**Temesvar** ..... arr.	4 16	5 17	5 24	...	...	...	4 54	...
...	...	...	...	,, (Restaurant) dep.	4 28	a.m.	6 25	...	...	p.m.	8 29	...
373	26 46	19 85	12 23	Zsebely	6 18	...	7 5	...	...	...	9 49	...
399½	28 8	21 6	14 4	Moravicza	7 4	...	8 0	...	...	...	11 56	...
405	29 88	22 41	14 94	**Jassenova** (Restaurant)	8 9	...	9 43	...	...	...	2 29	...
...	...	...	...	**Jassenova** ..... dep.	8 15	...	9 58	...	...	...	3 29	...
431	1 80	1 35	0 90	**Oravicza** ..... arr.	9 54	12 11	...	...	...	...	7 45	...
...	...	...	...	**Oravicza** ..... dep	10 30	2 41	...	...	...	...	...	...
...	...	...	...	**Anina Steyerdorf'a**	1 55	3 37	...	...	...	...	...	...
413	30 42	22 62	15 21	Weisskirchen	8 37	...	10 35	...	...	...	4 33	...
419	30 90	23 32	15 48	**Basiasch** (Restaurant) arr.	9 0	...	11 5	...	...	...	5 5	...

Thelssbahn.

Stations.	1 & 2	1,2,3	1 & 2	1,2,3	1,2,3	2 & 3	2 & 3	1,2,3	
		p.m.		a.m.			p.m.		
Basiasch (Restauraat) dp.	...	0 10	...	4 40	...	...	8 0	...	
Weisskirchen	...	6 31	...	4 42	...	...	8 55	...	
Anina Steyerdorf'd	...	12 14	11 34	...	...	...	3 15	...	
Oravicza ..... arr.	...	3 42	12 11	...	...	...	6 27	...	
Oravicza ..... dep	...	4 50	2 43	...	...	...	7 40	...	
Jassenova ..... arr.	...	6 48	...	5 7	...	...	9 29	...	
Jassenova Restaurant dp.	...	6 54	...	5 21	...	...	10 59	...	
Moravicza	...	8 1	...	7 6	...	...	1 45	...	
Zsebely	...	9 0	...	8 1	...	...	3 54	...	
Temesvar ..... arr.	...	9 36	...	8 40	...	...	5 4	...	
,, (Restaurant) dep.	...	9 51	...	9 31	...	...	6 39	a.m.	
Gyertyámos	...	10 29	...	10 7	...	...	7 52	...	
Gross-Kikinda	...	11 33	...	11 9	...	...	10 45	...	
Szegedin ..... arr.	...	1 10	...	12 51	...	...	2 34	...	
,, (Restr'nt) ..... dep	...	1 36	...	1 16	...	...	5 49	a.m.	
Feleghaza	...	3 27	...	3 10	...	...	9 23	...	
Kecskemét	...	4 16	...	4 53	1 4	...	11 33	...	
Czegled (Restr'nt) ..... arr	...	5 17	...	5 2	p.m.	...	1 38	...	
Kaschau ..... dep.	...	9 20	...	5 0	6 1	...	...	...	
Miskolcz	...	1 41	...	7 42	6 39	3 & 4	...	...	
Tokay	...	5 28	...	9 31	...	p.m.	...	...	
Debreczyn	...	10 12	...	12 43	...	3 25	...	...	
Szoboszlo	...	11 1	...	1 17	...	4 29	...	...	
Grosswardein dp.	...	9 0	...	11 22	...	...	...	...	
Puspok-Ladny ar.	...	11 45	...	1 23	...	...	...	...	
Puspok-Ladany dp.	...	12 22	...	2 24	...	6 29	...	...	
Fegyvernek	...	...	...	...	...	...	...	...	
Szolnok ..... arr.	...	4 25	...	4 39	...	11 24	...	...	
Hatvan ..... arr	...	8 45	...	...	...	...	...	...	
Szolnok ..... dep.	...	4 40	...	4 54	...	12 14	...	...	
Czegled ..... arr.	a.m.	5 59	...	5 49	p.m.	1 49	a.m.	a.m.	
Czegled ..... dep.	5 32	5 42	...	5 19	6 7	2 18	7 33	6 19	
Monor	...	6 47	...	6 25	7 13	4 27	9 13	7 25	
Pest ..... arr.	7 18	8 4	...	7 42	8 31	6 50	12 25	8 45	
,, (Restaurant) dep.	7 50	9 10	...	9 20		7 10	11 40		
Palota	...	9 25	...	9 36	...	7 47	12 52	...	
Waltzen	8 33	10 12	...	10 25	...	8 55	3 17	...	
Szobb	...	11 7	...	11 19	...	10 25	5 49	...	
Gran Nana	9 24	11 33	...	11 46	...	10 53	7 9	2 & 3	
Neuhausel ..... arr.	10 18	12 40	...	12 56	...	...	10 16	a.m.	
,, (Restaurant) dep.	10 23	1 5	...	1 6	...	...	p.m.	3 28	
Tornocz	10 57	1 54	...	1 55	...	...	...	4 56	
Diószeg	11 28	2 38	...	2 38	...	...	...	6 18	
Wartberg	11 47	3 12	...	3 9	...	1,2,3	...	7 14	
Pressburg 212 ..... arr.	12 18	4 5	...	3 54	...	a.m.	...	8 52	
(Restaurant) dep.	12 22	4 21	...	4 14	...	7 20	...		
Marchegg	12 48	5 0	...	4 50	...	7 49	...		
,, **204** ..... dep.	12 54	5 10	...	4 59	...	8 0	...		
Stadlau ..... arr	1 37	6 9	...	5 58	...	8 49	...		
Vienna ..... arr.	1 56	6 30	...	6 39	...	10 11	...		

KAHLENBERG, DRAHT-SEILBAHN. (Wire Rope Railway.)

From Kahlenberg at 7 42, 9 30, 9 24 **, 9 50 *, 10 30, 11 30 a.m., 12 31 *, 12 50, 1 40 *, 2 5 **, 2 30, 2 50 *, 3 10, 3 40, 4 16, 4 53, 5 20, 5 36 **, 6 10 *, 6 30, 7 0, 7 30 *, 7 50 *, 8 15 *, 8 15 *, 9 15 ** p.m. and Vice Versa at the same times

* When the weather is favourable, ** Sun and Fairdays. Fares 1 Class 70 kr. Return Tickets 1 Class 1 fl., 2 Class 60 kr. Children under 10 years Half-price. Season Tickets 40 journeys at 25 kr. each.

VIENNA and LAXENBURG.

| Stations. | 1, 2, 3 | 1, 2, 3 | 1, 2, 3

ST. VALENTIN and BUDWEIS

G.M.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
Dist.	gl.kr	gl.kr	gl.kr		p.m.	a.m.	
				Vienna ....dep	9 25	7 10	11 10
					a.m.	p.m.	p.m.
				St. Valentin ....dep	7 2	1 37	9 57
				Mauthausen	7 21	1 52	10 11
1,0				Gaisbach	7 52	2 31	10 41
2,7				Kaefermarkt	8 34	3 04	11 19
3,9				Freystadt	8 58	3 18	11 41
6,1				Summerau	9 24	4 21	12 5
7,4				Bohm Horschlag	9 36	4 37	12 17
8,2				Bartlesdorf	9 49	4 54	12 30
9,2				Umlowitz	10 8	5 22	12 49
10,5				Welesch-Krumau ...	10 36	5 54	1 13
12,4				**Budweis** .....arr	11 22	6 49	1 57
15,7				Pilsen ..... ,,	5 37	...	5 57
...	...	...	...	Prague ..... ,,	6 14	...	7 32

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.
Prague .....dep	8 27	...	9 47
Pilsen ..... ,,	6 6	...	10 25
	a.m.	a.m.	p.m.
Budweis .....dep	2 37	7 2	4 25
Welesch-Krumau ...	3 26	8 12	4 55
Umlowitz	3 56	8 52	5 22
Zartlesdorf	4 17	9 14	5 43
Bohm Horschlag ...	4 30	9 36	5 55
Summerau	4 46	9 53	6 10
Freystadt	5 8	10 22	6 34
Kaefermarkt	5 30	10 49	6 56
Gaisbach	6 11	11 43	7 38
Mauthausen	6 40	12 21	8 8
St. Valentin ....arr	6 52	12 35	8 18
Vienna ..... ,,	5 30	7 30	6 10

[15 May.

Miles.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
					a.m.	a.m.	a.m.
				Prague .....dep	8 27	...	9 47
				Pilsen ..... ,,	6 6	...	10 25
					a.m.	a.m.	p.m.
				Budweis .....dep	2 37	7 2	4 25
				Welesch-Krumau ...	3 26	8 12	4 55
				Umlowitz	3 56	8 52	5 22
				Zartlesdorf	4 17	9 14	5 43
				Bohm Horschlag ...	4 30	9 36	5 55
				Summerau	4 46	9 53	6 10
				Freystadt	5 8	10 22	6 34
				Kaefermarkt	5 30	10 49	6 56
				Gaisbach	6 11	11 43	7 38
				Mauthausen	6 40	12 21	8 8
				St. Valentin ....arr	6 52	12 35	8 18
				Vienna ..... ,,	5 30	7 30	6 10

KRALUP and ZERATOWITZ.

G.M.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3
Dist.	gl.kr	gl.kr	gl.kr		a.m.	p.m.
				Kralup .....dep	6 34	6 22
0,5	0 36	0 27	0 18	Klomin	7 11	7 0
1,0	0 36	0 27	0 18	**Neratowitz** .....arr	7 19	7 8

Stations.	1, 2, 3	1, 2, 3
	a.m.	p.m.
Neratowitz .....dep	7 56	7 42
Klomin	8 4	7 51
Kralup .....arr	8 40	8 28

WEIPERT and KOMOTAU.—Buschtiehrader-Eisenbahn. [Nov. 1

G.M.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2,
Dist.	gl.kr	gl.kr	gl.kr		p.m.	a.m.
				Komotau .....dep	1 47	4 7
0,6	0 30	0 25	0 15	Tschernowitz	2 2	4 22
1,8	0 54	0 48	0 28	Domina-Schonlind ...	2 43	5 3
3,0	0 90	0 78	0 45	Krima-Neudorf	3 19	5 42
3,7	1 11	0 93	0 56	Sonnenberg	3 34	5 57
4,5	1 35	1 13	0 68	Pressnitz-Reischdorf	3 50	6 13
5,1	1 53	1 28	0 77	Kupferberg	4 1	6 24
6,4	1 98	1 60	0 96	Schmiedeberg	4 23	6 48
7,6	2 23	1 91	1 15	**Weipert** .....arr	4 47	7 10

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	
Weipert .....dep	9 44	6 59	...
Schmiedeberg	10 19	7 33	...
Kupferberg	10 41	7 55	...
Pressnitz-Reichdorf	10 55	8 9	...
Sonnenberg	11 11	8 29	...
Krima-Neudorf	11 29	8 47	...
Domina-Schonlind ...	11 56	9 9	...
Tschernowitz	12 17	9 34	...
Komotau (508)ar	12 27	9 44	...

OSSEGG and DUX-LIPTITZ.

G.M.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dist.	gl.kr	gl.kr	gl.kr		a.m.	a.m.	a.m.	p.m.	
				Bodenbach.....dep	2 30	...	10 30	3 5	
				Komotau ..... ,,	7 50	7 40	...	3 40	
					a.m.	a.m.	p.m.	p.m.	
				Ossegg .....dep	6 10	10 5	12 45	5 20	
0,6	0 30	0 25	0 15	**Dux-Liptitz** .....arr	6 23	10 18	12 58	5 43	

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	noon	p.m.
Dux-Liptitz.....dep	5 29	9 30	12 0	4 44
Ossegg ..... ,,	5 29	9 30	12 14	4 59
Komotau ..... ,,	7 10	...	1 38	6 44
Bodenbach.....arr	7 55	11 55	—	7 24
	a.m.	a.m.	p.m.	p.m.

LEMBERG, STRYI, and STANISLAU.—Erzherzog Albrecht-Bahn.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4			
Dist.	gl.kr	gl.kr	gl.kr		p.m.			
				Krakau.....dep	9 35	...	...	...
					a.m.			
—	—	—	—	**Lemberg** .....dep	7 22	...	...	...
9				Glinna-Nawarya	8 5	...	...	...
16	0 72	0 54	0 36	Szczerzec	8 34	...	...	...
27	1 26	0 95	0 63	Mikolajow-Drohowyze ...	9 27	...	...	...
36	2 12	1 59	1 6	Bilcze-Wolica	9 59	...	...	...
41	2 77	2 8	1 39	Uhersko-Dobrzany	10 20	...	...	...
46	3 20	2 40	1 60	**Stryi** .....arr	10 38	...	...	...
...	3 56	2 67	1 78	Chyrow .....arr	3 56	...	...	...
46				**Stryi** .....dep	11 30	...	...	...
63				Bolechów	12 51	...	...	...
69				Dolina	1 43	...	...	...
87				Kalusz	3 6	...	...	...
96				Bednarów	3 38	...	...	...
113				**Stanislau** .....arr	5 21	...	...	...
...				Czernowitz.....arr	12 41	...	...	...
...				Suczawa ..... ,,	5 30	...	...	...

Stations.	1—4			
	p.m.			
Suczawa .....dep	9 58	...	...	...
Czernowitz..... ,,	3 51	a.m.	...	...
	a.m.			
Stanislau .....dep	9 34	...	...	...
Bednarów	11 20	...	...	...
Kaluss	12 16	...	...	...
Dolina	1 59	...	...	...
Bolechów	2 28	...	...	...
Stryi .....arr	3 30	p.m.	...	...
Chyrow .....ep	10 42	a.m.	...	...
Stryi .....dep	6 6	p.m.	...	...
Uhersko-Dobrzany	4 15	...	...	...
Bilcze-Wolica	4 53	...	...	...
Mikolajow-Drohowyze ...	5 26	...	...	...
Szczerzec	6 16	...	...	...
Glinna-Nawarya	6 46	...	...	...
Lemberg .....arr	7 22	p.m.	...	...
Krakau ..... ,,	7 22	a.m.	...	...

EPERIES and ORLO.—Eperies-Tarnower Eisenbahn.

G.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4			
Dist	gl.kr	gl.kr	gl.kr		p.m.			
				Abos	...	...	...	...
—	—	—	—	**Eperies** .....arr	2 45	...	...	...
1,1	0 40	0 30	0 20	N. Sáros	3 11	...	...	...
2,7	0 97	0 73	0 49	K. Szeben	3 52	...	...	...
4,2	1 51	1 13	0 76	Héthárs (Siebenlinden) ...	4 40	...	...	...
7,1	2 56	1 92	1 28	**Orlo** .....arr	6 10	...	...	...

Stations.	1—4			
	a.m.			
Orlo .....dep	4 33	...	...	...
Héthárs (Siebenlinden) ...	6 28	...	...	...
K. Szeben	7 12	...	...	...
N. Sáros	7 58	...	...	...
Eperies .....arr	8 19	...	...	...
Abos				

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VOJTEK and DEUTSCH BOGSAN.

Miles.	1 - 3	Stations.	1 - 3	1 - 3	1 - 3
	a.m.		a.m.	p.m.	
	5 10	Deutsch Bogsan ..... dep	8 0	2 30	10 53
	5 26	Roman Bogsan ..... ,,	7 44	2 14	10 39
	5 36	Mortsfeld ..... ,,	7 34	2 4	10 29
	5 46	Vojtek ..... arr	7 24	1 54	10 19
		Vojtek ..... dep	7 30	2 0	10 25
		Mortsfeld ..... ,,	7 40	2 10	10 35
		Roman Bogsan ..... ,,	7 50	2 20	10 45
		Deutsch Bogsan ..... arr	8 4	2 34	10 59

Miles.		Stations.			
		Temesvar ..... dep			
		Bazias ..... ,,			
		Vojtek ..... dep			
		Mortsfeld ..... ,,			
		Roman Bogsan ..... ,,			
		Deutsch Bogsan ..... arr			

Miles.		Stations.			
		Deutsch Bogsan ..... dep			
		Roman Bogsan ..... ,,			
		Mortsfeld ..... ,,			
		Vojtek ..... arr			
		Bazias ..... ,,			
		Temesvar ..... arr			

VAMOS GYÖRK-GYONGYÖS and FUZES ABONY-ERLAU. [May 15.

G.M.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4	1—4	1—4	1—4	Stations.	1—4	1—4	1—4	1—
Dis.	gl.kr	gl.kr	gl.kr	gl.kr		a.m.	a.m.				a.m.	a.m.		
—	—	—	—	—	**Vamos-Gyork** ...dep	2 19	10 4	...	...	**Gyongyos**.....dep	1 34	9 38	...	...
1, 4	0 54	0 41	0 27	—	**Gyongyos**.....arr	3 59	12 38	...	...	**Vamos Gyork**.....arr	2 3	10 1	...	...
						a.m.	a.m.	a.m.	a.m.		a.m.	a.m.	a.m.	a.m.
—	—	—	—	—	**Fuzes Abony**.....dep	5 5	11 35	12 0	12 52	**Erlau**.....dep	3 3	8 22	9 50	11
2, 2	—	—	—	—	**Erlau**.....arr	5 58	12 28	12 30	1 31	**Fuzes Abony**.....arr	3 42	8 52	10 35	12

ZAKANY, DOMBOVAR, and BATTASZEK.—Donau-Drau-Eisenbahn.

G.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4			Stations.	1—4	1—4		
Dis.	gl.kr	gl.kr	gl.kr		a.m.	p.m.				a.m.	p.m.		
—	—	—	—	**Kanizsa**.....dep	5 18	2 43	...	...	**Battaszek**.....dep	3 37	3 25	...	...
—	—	—	—	**Barcs** ..... ,,	12 8	10 48	...	...	Bonyhád	4 52	5 0	...	...
—	—	—	—	**Agram** ..... ,,	9 20	8 17	...	...	Mágocs	6 16	6 46	...	...
					a.m.	p.m.			Dombovár	6 51	7 32	...	...
—	—	—	—	**Zákány**.....dep	7 0	3 59	...	...	Kaposvár	8 23	9 40	...	...
1,7	0 54	0 41	0 27	Csurgó	7 32	4 31	...	...	Nagy Atad-Szobb	10 30	12 29	...	...
4,0	1 44	1 8	0 72	**Nagy Atad-Szobb**....	9 4	5 29	...	...	Csurgó	11 23	1 37	...	...
9,4	3 42	2 57	1 71	Kaposvár	12 3	7 48	...	...	**Zákány**.....arr	12 0	2 17	...	...
13,2	4 68	3 51	2 34	Dombovár	1 52	9 10	...	...		p.m.	a.m.		
11,7	10	per cent of		Mágocs	2 39	9 47	...	...	AGRAM .....arr	7 20	10 58	...	...
19,6		Agio	...	Bonyhád	4 46	11 25	...	...	BARCS ..... ,,	6 23	7 58	...	...
21,8	—	—	—	**Battaszek**.....arr	6 15	12 27	...	...	KANIZSA ..... ,,	1 21	4 19	...	...

BODENBACH and KOMOTAU.—Dux-Bodenbacher Eisenbahn.

G.M.	Stations.	1—4	1—3	1—4	1—3	Stations.	1—4	1—3	1—4	1—
Dis.		a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.
—	**Bodenbach** (österr. Staats.) ...dep	4 15	8 35	12 30	6 50	**Komotau** ..... dep	4 0	7 0	1 20	5
0,8	,, (Dux-Boden. Bahn) ...	4 20	8 40	12 35	6 55	Görkau	4 16	7 23	1 38	5
9,1	**Eulau**	4 46	9 4	12 59	7 19	Obergeorgenthal	4 47	8 8	2 9	6
13,5	**Königswald**	5 0	9 16	1 11	7 32	Oberleitensdorf	5 3	8 31	2 28	6
23,6	**Kulm**	5 30	9 45	1 40	8 3	**Dux-Liplitz**.....dep	5 0	...	2 15	...
29,0	**Hohenstein**	5 36	9 51	1 46	8 9	**Ossegg**.....dep	5 30	9 4	2 52	7
31,9	**Rosenthal-Graupen**	5 49	10 3	1 57	8 20	Kosten	5 46	9 27	3 8	7
36,7	**Teplitz-Waldthor**	6 1	10 15	2 12	8 35	Teplitz-Waldthor	6 0	9 45	3 21	7
44,6	**Kosten**	6 21	10 28	2 32	8 44	Rosenthal-Graupen	6 13	10 0	3 34	7
46,9	**Ossegg**.....arr	6 50	10 52	2 46	9 5	Hohenstein	6 23	10 10	3 44	7
51,5	**Dux-Liplitz**.....dep	7 12	...	3 15	...	Kulm	6 29	10 16	3 50	8
59,3	**Oberleitensdorf**	7 20	11 14	3 8	9 27	Königswald	7 0	10 49	4 21	8
63,6	**Obergeorgenthal**	7 39	11 27	3 21	9 40	Eulau	7 12	11 3	4 33	8
74,1	**Görkau**	8 27	12 7	4 1	10 20	**Bodenbach** (Dux-Boden B.)	7 37	11 28	4 58	9
82,7	**Komotau**.....arr	8 49	12 25	4 19	10 37	,, (österr. Staats)...arr	7 40	11 31	5 1	9

RACOW, LEMBERG, BRODY, and PODWOLOCZYSKA.—Galizische Carl-Ludwigs Bah

Fares.					Trains.				Fares.				Trains.			
1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—3	1—3	1—3		1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—3	1	3
Dis.	guld	kreu	s. W.		p.m.	a.m.	a.m.		guld	kreu	s. W.		a.m.	p.m	p.m.	
...	...	...	...	**Vienna** ...dep	8 30	10 45	8 0	...	...	...	...	**Podwolocz** dep	7 35	5 50	7 27	
					a.m.	a.m.	p.m.					Tarnopol	10 3	7 19	10 3	
—	—	—	—	**Cracow** .....dep	11 13	9 35	10 36	...	...	...	...	**Zloczow**	12 36	9 8	12 38	
—	—	—	—	Bierzanow	11 3	...	10 53	...	...	...	...	**Krasne**.....arr	1 25	9 42	1 28	
—	—	—	—	Podlesz	11 50	...	11 12	...	...	...	...	**Brody** ..... ,,	2 45	...	...	
5	1 80	1 35	0 70	Bochnia	12 24	10 29	11 54	...	From	Brody	.....	,, ...dep	11 45	...	7 56	
14	3 78	2 84	1 67	Tarnow	1 34	11 27	1 17	...	1 98	1 49	0 77	**Krasne**.....arr	1 10	...	8 41	
14	5 22	3 92	2 3	Dembica	2 59	12 16	2 24	...	...	...	...	**Krasne** .....dep	1 50	9 48	1 53	
17	6 12	4 59	2 28	Sedziszow	3 29	...	3 6	...	4 32	3 24	1 68	**Lemberg**.....arr	4 3	10 58	4 18	
21	7 56	5 67	2 94	Rzeszow	4 18	1 23	4 6	...	...	...	...	CZERNOWITZ.....dep	3 54	8 16	5 24	
23	8 28	6 21	3 22	Lancut	4 46	1 45	4 39	...	From	Lemb'g		**Lemberg** .....dep	5 5	11 28	5 5	
27	9 90	7 43	3 85	Jaroslau	5 45	2 37	5 50	...	...	...	...	Grodek	6 18	12 17	6 2	
29	10 62	7 97	4 13	Radymno	6 7	...	6 15	...	2 34	1 76	0 91	Sadowa Wisznia...	6 57	...	6 34	
32	11 76	8 78	4 55	Przemysl	6 54	3 30	7 8	...	4 68	3 51	1 82	Przemysl	8 46	1 0	8 0	
35	13 86	10 40	5 39	Sadowa Wisznia...	8 14	...	8 52	...	...	...	...	Radymno	9 38	...	8 33	
41	14 76	11 7	5 74	Grodek	8 49	5 8	9 39	...	6 30	4 73	2 45	Jaroslau.....	10 1	2 40	8 58	
45	16 20	12 18	6 30	**Lemberg**(Zloczow)	9 45	5 57	10 50	...	7 92	5 94	3 8	Lancut	11 9	3 27	9 54	
				CZERNOWITZ	11 0	1 42	12 44	...	8 64	6 48	3 36	Rzeszow	11 50	3 54	10 24	
				Lemberg ...dep	11 0	6 27	12 0	...	...	...	...	Sedziszow	12 45	...	11 8	
51	18 54	15 91	7 21	**Krasne**.....arr	1 9	7 37	1 49	...	10 98	8 24	4 27	Dembica	1 36	4 59	12 5	
				Krasne.....dep	...	7 57	2 20	...	12 60	9 45	4 90	Tarnow	2 25	5 47	1 4	
57	20 52	15 39	7 98	**Brody** .....arr	...	9 22	3 45	...	14 40	10 80	5 60	Bochnia	4 22	6 41	2 14	
				,, ...dep	7 58	...	11 46	...	...	...	...	Podlesz	5 9	...	2 46	
...	...	...	...	**Krasne** .....dep	1 29	7 47	2 0	...	...	...	...	Bierzanow	5 22	...	3 3	
...	...	...	...	**Zloczow**.....arr	2 41	8 21	3 15	...	16 20	12 15	6 30	**Cracow** 406 arr	5 39	7 33	3 18	
...	...	...	...	Tarnopol	5 58	10 7	6 14	...	36 18	27 14	7 0	VIENNA	7 10	4 55	5 5	
...	...	...	...	**Podwolocz** arr	8 18	11 22	8 18	...	...	...	...		p.m.	p.m.	a.m.	

CONSTANTINOPLE and ADRIANOPLE.—Chemins de per de la Turquie d'Europe.

Mls.	Stations.	1,2,	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist			a.m.	a.m.	a.m.	p.m.	p.m.	
...	**Constantinople** dp	7 ‹	9 0	11 40	2 30	5 0	6 30	
2½	Kum-Kapou	7 ‹	9 10	11 50	2 40	5 10	6 40	
4½	Yedi-Koulé	7 26	9 21	12 1	2 51	5 21	6 51	
8	Makri-Keuï	7 3‹	9 35	12 15	3 5	5 35	7 6	
11	St. Stéphano	7 4‹	9 47	12 27	3 17	5 47	7 18	
13½	**Kutchuk-Ecbek.**	8 ‹	9 56	12 36	3 26	5 56	7 27	
32½	Hademkeuï	9 ‡						
45	**Echataldje**	9 55	...	...	...	...	...	
54½	Kabadje	10 28	...	...	...	...	...	
67	Sinekli	11 3‹	...	...	...	...	...	
80½	Tcherkesskem	12 39	...	...	...	...	...	
95½	Tchorloi	1 5‹	...	...	...	...	...	
111½	Keupekli	2 47	...	...	...	...	...	
121½	Sidler-Tchiflik	3 26	...	...	...	...	...	
132½	Lülé-Burgas	4 1	...	...	...	...	...	
143	Baba-Eski	4 31	...	...	...	...	...	
156	Palaokeuï	5 17	...	...	...	...	...	
169	Uzun-Keupri	5 50	...	...	...	...	...	
178½	Koulelli-Bourgas	6 34	...	...	...	...	...	
182½	Ourly	6 58	...	...	...	...	...	
197½	**Adrianople** ..... arr	7 45	...	...	...	...	...	

Mls.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,	2,	1,2,3
Dist.		a.m.	a.m.	a.m.	p.m	p.m		a.m.
...	**Adrianople** ...dep	7 20	...	...	...	...	...	...
15½	Ourly	8 4‹	...	...	...	...	...	...
22½	Koulleli Burgas	8 4‹	...	...	...	...	...	...
28½	Uzun-Keupri	9 ‹	...	...	...	...	...	...
41½	Salavkeui	9 51	...	...	...	...	...	...
55	Baba-Eski	10 34	...	...	...	...	...	...
65½	Lülé-Burgas	11 7	...	...	...	...	...	...
76½	Sidler-Tch flik	11 3‹	...	...	...	...	...	...
86½	Keupkli	12 41	...	...	...	...	...	...
102	Tchorlou	1 40	...	...	...	...	...	...
117½	Tcher-Kesskeim	2 39	...	...	...	...	...	...
130½	Sinekli	...	...	...	...	...	...	...
144½	Kabadje	4 30	...	...	...	...	...	...
152½	**Echatadidje**	5 10	...	...	...	...	...	...
165½	Hademkeui	6 2	...	...	...	...	...	...
184½	Kutchuk-Tchekmedj	7 7	7 13	8 42	10 20	1 10	4 38	
186½	St. Stephano	7 17	7 24	8 53	10 31	1 21	4 50	
187	Makri-Keuï	7 28	7 37	9 6	10 44	1 34	5 3	
194½	Yedi-Koulé	7 40	7 51	9 20	10 58	1 48	5 19	
196½	Kum-K'pau	7 49	8 1	9 30	11 8	1 58	5 29	
193½	**Constantinople** ‹	7 56	9 9	9 38	11 16	2 6	5 37	

ADRIANOPLE and PHILIPPOPOLI.

Mls.	Stations.	1,2,3
Dist.		a.m.
...	**Adrianople** .....dep	9 42
22½	Moustapha-Pacha	11 17
40	Harmanly	12 35
49	Tirnova-Seymenli	1 44
64½	Kajadjik-Has-Koy	2 51
84	Hadji-Elee-Yenimahalé ...	4 16
92½	Papasly	5 6
102½	Tatarlitzza-Stanimaka	5 53
111½	**Philippopoli**	6 46
134½	Tatar-Bazardjik	8 26
144½	**Sarembey**	9 22
...	**Bellova** ..... arr.	9 47

Mls.	Stations.	1,3,2
Dist.		a.m.
...	**Bellova** .....dep	5 40
...	**Sarembey**	6 20
10½	Tatar-Bazardjik	7 11
33	**Philippopoli**	9 1
41½	Katunizza-Stanimaka	9 39
51½	Papasly	10 31
62½	Hadji-Elee-Yédimahalé ...	11 16
81	Kayadjik-Has-Koy	12 46
95½	Tirnova-Seymenli	2 13
105	Harmanaly	3 2
123½	Moustapha-Pacha	4 15
141½	**Andrinople** .....arr	6 45

ADRIANOPLE, KOULLELI-BOURGAS, and DEDEAGH.

Mls.	Stations.	1,2,3
Dist.		p.m.
...	**Dedeagh** .....dep	12 5
18	Ferré	1 24
31½	Bidikli	2 33
43½	Souffi	3 21
62½	Demotika	4 37
76½	Koulleli-Bourgas	6 31
77	Ourli	6 58
92½	**Andrinople** .....arr	7 45

Mls.	Stations.	1,2,3
Dist.		a.m.
...	**Adrianople** .....dep	7 20
15½	Ourli	8 10
22½	Koulleli-Bourgas	9 31
31½	Demotika	10 11
49	Souffi	11 32
62½	Bidikli	12 25
74½	Ferre	1 20
192½	**Dedeagh** .....arr	2 40

BANJALUKA and DOBERLIA.

Mls.	Stations.	1,2,3
Dist.		a.m.
...	**Banjaluka** .....dep	9 0
13½	Ivanska	10 9
24½	Omarska	11 9
35½	Priedor	12 21
55	Novi	2 3
64½	**Doberlin** .....arr	3 46

Mls.	Stations.	1,2,3
Dist.		a.m.
...	**Doberlin** .....dep	9 0
9½	Novi	9 53
28½	Priedor	11 45
40	Omarska	12 47
51½	Ivanska	1 42
65½	**Banjaluka** ..... arr	2 46

SALONICA and USKUB.

Mls.	Stations.	1,2,3
Dist		a.m.
...	**Salonica** .....dep	8 30
13½	Topsin	9 37
36½	Amatova	10 30
55½	Karasuli	10 56
69	Gbevgheli ..... arr	...
84½	,, ...dep	12 5
97½	Mirowce	1 3
99	**Demir-Kapou**	2 23
103½	Krivolak	3 31
120½	Veniciani-Gratzco	4 21
136½	Keuprulu	5 57
151½	Zelovico	7 10
...	**Uskub** ..... arr	8 10

Mls.	Stations	1,2,3
Dist.		a.m.
...	**Uskub** .....dep	8 0
15½	Zelenico	9 3
31½	Keuprulu	10 33
48½	Veniciani	11 49
63½	Krivolak	12 50
74½	**Demir-Kapou**	2 7
88½	Mirowce	3 11
102½	Gbevgheli ..... arr	...
...	,, ...dep	4 20
116½	Karasuli	5 18
125	Amatova	5 53
139	Topsin	6 46
151½	**Salonica** ..... arr	7 40

HAIDER-PACHA, and GUEBZEH.

Mls.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Fri & Sun.	Mls.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Fri & Sun.
Dist.		a.m.	a.m.	p.m.	p.m.	a.m.	Dist.		a.m.	a.m.	p.m.	p.m.	p.m.
...	**Haidar-Pacha** dep	2 15	7 10	1	5	...	...	**Giasbeck** .....dep	11 0	11 30	...	...	7 30
11	Kizil Toprak	2 32	7 17	...	...	...	3	Tounia	11 40	11 50	...	...	7 50
17	Eremkeui	2 50	7 35	...	...	...	6	Pendik	11 55	...	...	...	8 05
23	Makoco	...	7 45	...	...	...	8	Cartal	12 13	...	...	...	8 23
31	Cartal	3 30	8 15	2	10	...	11	Maltepe	12 38	...	...	...	8 48
34	Pendik	3 45	8 30	2 15	10	...	14	Pembeni	12 47	2 35	10 37	11 30	9 7
37	Tounia	4 01	8 45	2 30	10	...	17	Kizil Toprak	...	2 50	10 50	11 45	9 20
37	Guebzeh .....arr.	4 0	...	2 30	10	...	17	Haidar-Pacha arr.	12 50	2 50	10 50	11 45	9 20

EXTRA—Haidar-Pacha to Pasaar Bagtadje 4.30, 9.30 p.m.; and on Fridays and Sundays at 1.30 a.m., 8.0, 7.0, 8.0, 11.30 p.m.

EXTRA—Pasaar Bagtadje to Haidar-Pacha 4.0 and 10.0 p.m.; and on Fridays and Sundays at 4.0, 8.45, 1.0 p.m., 5.30, 6.30, 11.45 p.m.

USKUB and MITROWICA.

Mls.	Stations.	1,2,3	Mls.	Stations.	1,2,3
Dist.		a.m.	Dist.		p.m.
—	Uskub ..... dep	6 2	—	Mitrowica dep	1 30
15½	Ekshan ..... ,,	7 10	11½	Pristina ..... ,,	2 49
25	Kecanik ..... ,,	8 10	23	Lipljan ..... ,,	3 44
40½	Veriovrits ..... ,,	9 9	40½	Veriovrits ..... ,,	4 40
51	Lipljan ..... ,,	10 5	51	Kecanik ..... ,,	5 37
66	Pristina ..... ,,	11 6	66	Ekshan ..... ,,	6 10
74	Mitrowica ..... arr	12 15	74	Uskub ..... arr	7 15

TIRNOVA and TAMBOLI. [Turkish Railways

Mls.	Stations.	1,2,3	Mls.	Stations.	1,2,3
Dist.		p.m.	Dist.		a.m.
—	Tirnova ..... dep	2 38	—	Tamboli ..... dep	8 11
9½	Karaboonar ..... ,,	3 19	14½	Kermenli ..... ,,	9 10
23	Kasd-Mahalessi ..... ,,	4 18	27½	Yeni Sagtra ..... ,,	10 11
37	Yeni-Sagtra ..... ,,	5 26	42½	Kasd-Mahalessi ..... ,,	11 14
51	Kermenli ..... ,,	6 22	56½	Karaboonar ..... ,,	12 13
65½	Tamboli ..... arr	7 16	65½	Tirnova ..... arr	12 49

PESTH CZEGLÉD, PÜSPÖK-LADANY, DEBRECZIN, MISKÓLCZ, KASCHAU, EPERIES.—Theiss and Arad-Temesvarer Eisenbahn. [15 May.

Fro	Stations.	1,2,3	1,2,3	1,2,3
		a.m.	a.m.	p.m.
—	Eperies ..... dep	2 15	...	...
...	Aboe ..... ,,	...	...	...
40	Kaschau ..... arr	4 30	...	...
...	..... dep	5 0	9 30	6 1
52	Csány ..... ,,	5 21	9 53	6 22
63	Hidas-Nemeti ..... ,,	5 42	10 27	7 6
117	Forró-Ecse ..... ,,	6 21	11 24	7 56
162	Salkszo ..... ,,	6 53	12 11	8 43
207	Miskólcz ..... arr	7 22	12 56	9 24
...	Hatvan... (dep (Pesth)) arr	8 15	3 9	...
270		12 25	1 6	...
...	Miskólcz.....dep	7 42	1 41	...
247	Tisza-Lucs ..... ,,	8 15	2 43	...
297	Szerencs ..... ,,	8 53	4 14	...
...	Tokaj ..... ,,	9 31	5 22	...
414	Nyiregyháza..... ,,	10 43	7 7	...
450	Uj-Fehérto ..... ,,	11 11	7 56	...
486	Hadház ..... ,,	11 43	8 43	...
531	Debreczin	12 43	10 12	...
576	Szobocsko	1 17	11 1	...
629	P.-Ladány ...arr	1 59	12 2	...
Kla	use	nbg		
28	Mlauseabdge	4 20	11 30	...
120	Magiar-Nadas...	4 48	12 7	...
175	Egeres	5 31	12 56	...
220	Banfy-Huniad...	6 38	2 50	...
245	Czacsa	7 36	4 6	...
319	Bráthka	8 37	5 13	...
368	Rew	9 4	6 3	...
395	Elesd	9 33	6 46	...
419	Mező-Telegd.....	10 4	7 17	...
458	Giro'swardein	11 27	9 46	...
511	B. Ujfalu	12 28	10 37	...
548	Sáap	12 53	11 4	...
634	P.-Ladany ar	1 28	11 48	...
...	P.-Ladány...dep	2 24	12 22	...
579	Kis-Uj-Szállás.....	3 24	2 2	...
646	Török-öt.-Miklos	4 6	3 22	...
819	Szolnok	5 54	4 40	...
1283	Bátsa	5 30	5 17	...
1237	Czegléd.....arr	5 49	5 55	...
891	..... dep	6 10	6 20	...
1607	Pesth ..... arr	8 31	8 45	...
...	Pesth	...	...	...
...	Pressburg	...	...	...
...	Vienna	6 11	6 22	...
...	Oper(Pesth)...	a.m.	a.m.	
...	Pragerhof...	...	...	
...	Triest	...	...	

Fro	Stations.	1 cl. kr.	2 cl. kr.	3 cl. kr.
...	Triest ...dep	...	...	...
...	Pragerhof... ,,	...	...	...
...	Oper(Pesth)arr	p.m.	...	...
...	Vienna ...dep	11 0	...	8 30
...	Pressburg ... ,,	...	...	11 30
...	Pesth ..... arr	...	...	a.m.
Fro	Stations.	1,2,3	1,2,3	1,2,3
...		a.m.		p.m.
269	Pesth.....dep	7 20	...	6 3
216	Czegléd.....arr	9 48	a.m	8 30
...	(216) dep	10 16	4 0	9 18
274	Abony ..... ,,	10 46	5 12	9 52
378	Szolnok ..... ,,	11 37	6 16	10 26
446	Török-öt. Miklós...	11 56	7 40	11 17
548	Kis-Uj-Szállás.....	12 41	...	12 22
596	Karcsag	1 9	10 16	1 2
648	Püs.-Ladány arr	1 35	11 1	1 34
...	P.-Ladany d	2 25	...	2 10
68	Sáap	3 17	...	3 3
121	B. Ujfalu	3 35	...	3 42
176	M. Keresztes.....	4 9	...	4 27
243	G'swardein	5 12	...	4 51
331	Mező-Telegd.....	6 6	...	6 1
373	Elesd	6 33	...	6 40
414	Rew	7 5	...	7 30
456	Bráthka	7 39	...	8 26
534	Czacsa	8 36	...	9 54
621	Banfy-Huniad...	9 31	...	11 23
699	Egeres	10 33	...	12 49
736	Magyar-Nadas...	11 13	...	1 33
784	Mlauseabdge ...	11 39	...	2 2
...	P.-Ladány ...dep	2 0	11 36	1 32
743	Sobolsko	2 48	1 14	2 52
816	Debreczin	3 51	2 20	4 36
858	Hadház	4 57	...	6 48
921	Uj-Fehérto	5 6	...	6 28
957	Nyiregyháza.....	5 39	...	7 49
1064	Tokaj	6 56	...	9 33
1161	Saroscz (SzB) ...	8 4	...	11 27
1229	Tisza-Lucs	8 34	...	12 17
1284	Miskólcz ..... arr	9 8	...	1 5
...	Hatvan... (dep (Pesth)) arr	8 0	...	6 15
409		1 0	a.m.	12 25
...	Miskolcz.....dep	9 25	× 0	1 31
1264	Salkszo ..... ,,	9 56	8 47	2 42
1421	Forró-Ecse ..... ,,	10 37	9 36	3 38
1512	Hidas-Nemeti ..... ,,	11 9	10 34	4 49
1564	Csány ..... ,,	11 29	11 9	5 31
1671	Kaschau ..... arr	11 51	11 43	6 0
...	..... dep	...	6 20	p.m.
54	Aboe ..... ,,	...	7 15	...
108	Eperies..... arr	...	8 2	...

Mls.	Stations.	1,2,3	1,2,3	1,2,3
Dist.		a.m.	a.m.	p.m.
—	Eperies ..... dep	2 15	...	...
...	Aboe ..... ,,	...	...	...
40	Kaschau ..... arr	4 30	...	...
...	..... dep	5 0	9 30	6 1
52	Csány ..... ,,	5 21	9 53	6 22
63	Hidas-Nemeti ..... ,,	5 42	10 27	7 6
117	Forró-Ecse ..... ,,	6 21	11 24	7 56
162	Salkszo ..... ,,	6 53	12 11	8 43
207	Miskólcz ..... arr	7 22	12 56	9 24
...	Hatvan... (dep (Pesth)) arr	8 15	3 9	...
270		12 25	1 6	...
...	Miskólcz.....dep	7 42	1 41	...
247	Tisza-Lucs ..... ,,	8 15	2 43	...
297	Szerencs ..... ,,	8 53	4 14	...
...	Tokaj ..... ,,	9 31	5 22	...
414	Nyiregyháza..... ,,	10 43	7 7	...
450	Uj-Fehérto ..... ,,	11 11	7 56	...
486	Hadház ..... ,,	11 43	8 43	...
531	Debreczin	12 43	10 12	...
576	Szobocsko	1 17	11 1	...
629	P.-Ladány ...arr	1 59	12 2	...
Kla	use	nbg		
28	Mlauseabdge	4 20	11 30	...
120	Magiar-Nadas...	4 48	12 7	...
175	Egeres	5 31	12 56	...
220	Banfy-Huniad...	6 38	2 50	...
245	Czacsa	7 36	4 6	...
319	Bráthka	8 37	5 13	...
368	Rew	9 4	6 3	...
395	Elesd	9 33	6 46	...
419	Mező-Telegd.....	10 4	7 17	...
458	Giro'swardein	11 27	9 46	...
511	B. Ujfalu	12 28	10 37	...
548	Sáap	12 53	11 4	...
634	P.-Ladány ar	1 28	11 48	...
...	P.-Ladány...dep	2 24	12 22	...
579	Kis-Uj-Szállás.....	3 24	2 2	...
646	Török-öt.-Miklós	4 6	3 22	...
819	Szolnok	5 54	4 40	...
1283	Abony	5 30	5 17	...
1237	Czegléd.....arr	5 49	5 55	...
891	..... dep	6 10	6 20	...
1607	Pesth ..... arr	8 31	8 45	...
...	Pesth	...	...	...
...	Pressburg	...	...	...
...	Vienna	6 11	6 22	...
...	Oper(Pesth)...	a.m.	a.m.	
...	Pragerhof...	...	...	
...	Triest	...	...	

CHYROW TO STRYI.—Dniester Bahn [January 3, 1875.

G.M.	1 cl.	2 cl.	3 cl.	4 cl.	Stations.
Dis	fl. kr.	fl. kr.	fl. kr.		
—	—	—	—	...	Przemysl ..... dep
0	0 90	0 18	0 13	0 35	Chyrow ..... ,,
1	1 41	1 8	0 56	...	Na yby ..... ,,
2	2 58	2 16	1 12	...	Sambor ..... ,,
3	3 69	2 78	1 40	...	Dob owlany ..... ,,
4	4 86	3 65	1 89	...	D obolyca ..... ,,
					Stryi ..... arr

	1—4	1—4	
	a.m.	a.m.	
Przemysl ..... dep	9 29	...	
Chyrow ..... ,,	10 37	+6 0	
Na yby ..... ,,	11 16	12 40	
Sambor ..... ,,	12 58	7 28	
Dob owlany ..... ,,	1 15	8 51	
D obolyca ..... ,,	2 5	9 43	
Stryi ..... arr	3 17	10 49	

(Lemberg time is 30m. different from Vienna time.) + Monday, Tuesday and Thurs day.

Stations.	1—4	1—4
	a.m.	p.m.
Stryi ..... dep	11 24	†4 29
Drohobycz ..... ,,	11 39	5 52
Dobrowlany ..... ,,	1 14	6 25
Sambor ..... ,,	2 30	8 7
Nadyby ..... ,,	3 10	8 28
Chyrow ..... arr	3 51	9 19
Przemysl ..... ,,	6 4	...

† Saturday, Tuesday and Sunday.

DROHOBYCZ and BORYSLAW.

G.M. Dis.	Stations.	1 cl.	2 cl.	3 cl.
		kr.	kr.	kr.
—	Drohobycz ..... dep	0	20	15
2	Boryslaw ..... arr	0	30	20
2	Boryslaw ..... dep	0	30	20
7	Drohobycz ..... arr	0	50	35

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Drohobycz ..... dep	7 30	11 30	4 0	...
Boryslaw ..... arr	7 7	11 20	3 45	...
Boryslaw ..... dep	7 30	11 30	4 37	...
Drohobycz ..... arr	7 50	11 50	5 0	...

JASSENOWA to ANINA. [May 15

Miles.	Stations.	1 cl. kr.	2 cl. kr.	3 cl. kr.
	Vienna ... dep	3 0	7 30	...
	Jassenowa arr	2 29	6 50	...
1,0	Anina-Stey. dep.	...	...	...
4,0	Kranowa ..... arr	37	29	19
	Oravicza ..... arr	147	111	74
	" dep.	...	...	...
9,5	Jassenowa arr	349	263	175
	Jassenowa ...	...	...	...
	Vienna ...	...	...	...

Miles.	Stations.	1, 2, 3 p.m.
	Anina-Stey. dep.	11 36
	Kranowa	12 17
	Oravicza ..... arr	2 43
	" dep.	4 51
	Jassenowa arr	6 55
	Jassenowa ...	7 40
	Vienna ...	6 47

PRAGERHOF and BUDAPEST. [May 15.

Miles.	Stations.	1 cl. kr.	2 cl. kr.	3 cl. kr.	1—3 a.m.	1—3 a.m.	1—3 p.m.	1—3 p.m.
	Trieste ..... dep	...	...	...	10 30	7 10	...	...
	Prageerhof	...	...	...	7 45	6 4	...	...
	Vienna ..... dep	...	...	...	9 30	1 20	...	4 40
	Prageerhof	...	...	...	2 50	2 20	4 40	11 0
					a.m.	p.m.	p.m.	a.m.
	Prageerhof ..... dep	...	...	...	10 29	7 20	11 50	4 56
	Raab ..... arr	...	...	...	12 4	9 7	3 30	6 40
	Raab ..... dep	...	...	...	...	11 5	3 40	6 50
	Vienna ..... arr	...	...	...	6 25	1 15	6 30	9 45
	Vienna ..... dep	...	...	...	...	3 40	11 19	...
	Budapest ..... arr	...	...	...	1 13	10 40	6 32	...
	Budapest ..... dep	...	...	...	3 12	12 6	8 18	...
	Kaschau ..... arr	...	...	...	8 10	4 1	1 5	...
	Kaschau ..... dep	...	...	...	4 1	4 1	1 5	9 31
	Saszkod	...	...	...	4 36	4 36	1 40	10 21
	Sto-Pok	...	...	...	5 33	5 33	2 30	11 54
	Lopeny	...	...	...	5 53	5 53	2 50	12 14
	Stuhlweissenb'g arr	...	...	...	6 17	6 17	3 14	12 38
	Stuhlweissenb'g dep	...	...	...	6 30	6 30	3 30	1 0
	Vienna ..... dep	...	...	...	7 40	7 40	3 50	...
	Neu-Szony ..... arr	...	...	...	9 33	9 33	5 43	...
	Neu-Szony ..... dep	...	...	...	9 53	9 53	5 53	...
	Kis-Ber	...	...	...	10 42	10 42	6 42	...
	Stuhlweissenb'g	...	...	...	11 5	11 5	7 5	...
	Graz	...	...	...	6 40	6 40	3 30	1 30
	Stuhlweissenb'g dep	...	...	...	7 45	7 45	3 50	1 30
	Vienna ..... arr	...	...	...	6 30	6 4	6 4	4 56
	Trieste ..... dep	...	...	...	...	...	...	...
	Prageerhof	...	...	...	...	...	...	...
	Prageerhof ..... arr	...	...	...	...	...	...	...

Miles.	Stations.	1 cl. kr.	2 cl. kr.	3 cl. kr.	1—3 a.m.	1—3 a.m.	1—3 p.m.	1—3 p.m.
	Prageerhof ..... dep	9 35	6 45	4 20	2 34	1 29	1 17	9 40
	Pesth ..... arr	10 29	7 20	5 20	3 26	2 27	1 58	10 40
	Pesth ..... dep	10 29	7 20	11 50	4 56	...	...	...
	Czaba-Szeregy	12 4	9 7	3 30	6 40	...	...	...
	Kaschau ..... arr	1 21	10 26	6 25	9 7	...	...	...
	Kaschau ..... dep	6 25	...	11 5	7 34	...	...	...
	Saszkod	...	11 19	4 36	10 40	...	...	...
	Sto-Pok	7 36	11 19	4 36	10 40	6 32	...	...
	Lopeny	7 56	11 39	4 56	11 0	6 52	...	...
	Stuhlweissenb'g arr	8 20	12 2	5 20	11 25	7 16	...	...
	Stuhlweissenb'g dep	8 30	12 12	6 0	11 35	7 26	...	...
	Graz	11 30	4 1	7 5	2 31	10 26	...	...
	Stuhlweissenb'g arr	11 45	4 16	7 20	2 46	10 41	...	...
	Stuhlweissenb'g dep	11 50	4 20	7 30	2 50	10 45	...	...
	Kis-Ber	12 50	5 20	8 30	3 50	11 45	...	...
	Neu-Szony ..... arr	1 38	6 8	9 18	4 38	12 33	...	...
	Neu-Szony ..... dep	1 58	6 28	9 38	4 58	12 53	...	...
	Vienna ..... arr	6 25	11 15	3 40	9 25	5 20	...	...
	Vienna ..... dep	...	...	...	10 54	9 30	1 40	8 20
	Graz	...	...	...	6 40	6 40	3 30	1 30
	Stuhlweissenb'g arr	...	...	...	7 45	7 45	3 50	1 30
	Stuhlweissenb'g dep	...	...	...	8 0	8 0	4 0	1 40
	Sto-Pok	...	...	...	8 30	8 30	4 30	2 10
	Saszkod	...	...	...	8 50	8 50	4 50	2 30
	Kaschau ..... arr	...	...	...	9 14	9 14	5 14	2 54
	Kaschau ..... dep	...	...	...	9 34	9 34	5 34	3 14
	Czaba-Szeregy	...	...	...	12 2	12 2	8 2	5 42
	Pesth ..... arr	...	...	...	3 26	3 26	11 26	9 6
	Pesth ..... dep	...	...	...	4 56	...	...	...
	Trieste ..... dep	...	...	...	...	...	...	...
	Prageerhof ..... arr	...	...	...	...	...	...	...

Miles.	Stations.	1 cl. kr.	2 cl. kr.	3 cl. kr.	1—3 a.m.	1—3 a.m.	1—3 p.m.	1—3 p.m.
	Vienna ..... dep	5 35	3 50	2 10	1 36	...	...	...
	Neustadt	9 57	7 40	5 20	4 11	...	...	...
	Mattersdorf	10 47	8 30	6 10	4 58	...	...	...
	Oedenburg ..... arr	11 53	9 36	7 16	6 4	...	...	...
	" dep	11 53	3 40	2 20	1 10	...	...	...
	Steinamanger ..... arr	2 20	6 10	4 50	3 38	...	...	...
	Steinamanger ..... dep	5 35	6 50	5 30	3 58	...	...	...
	Gr. Ivanczy-Egerszeg	8 9	9 24	8 4	6 32	...	...	...
	Gross-Kanizsa ..... arr	9 30	10 45	9 25	7 53	...	...	...
	Kanizsa ..... arr	10 47	8 10	6 4	4 44	...	...	...
	Agram ..... arr	8 10	4 30	...	...	...	...	...
	Pesth ..... dep	11 53	3 40	2 20	1 10	...	...	...
	Trieste ..... dep	p.m.	p.m.	p.m.	a.m.	...	...	...
	Kanizsa ..... dep	3 38	6 10	4 50	3 38	...	...	...
	Gross-Kanizsa	4 58	7 30	6 10	4 58	...	...	...
	Zalaszeg ..... arr	5 30	8 2	6 42	5 30	...	...	...
	Zalaszeg ..... dep	5 50	8 22	7 2	5 50	...	...	...
	Agram ..... arr	9 30	12 2	10 42	9 30	...	...	...
	Pesth ..... arr	4 56	...	...	...	...	...	...
	Trieste ..... dep	...	...	...	...	...	...	...

NEUSTADT, KANIZA, and BARCS.

Miles.	Stations.	1—3 a.m.	1—3 a.m.	1—3 p.m.	1—3 p.m.
	Monacs ..... dep	5 0	6 30	4 0	6 30
	Fewerkirchen "	5 0	8 53	...	...
		a.m.	a.m.	p.m.	p.m.
	Barcs ..... dep	12 5	10 56	...	7 30
	Zakany	1 21	11 35	...	8 18
	Zakany ..... arr	2 49	12 34	...	9 46
	Agram ..... dep	9 25	7 51	5	3 26
	Kattaszek "	...	8 26	...	3 44
	Zalaszeg "	3 41	12 43	5 42	9 54
	Mura-Keresztur	3 41	1 11	6 12	10 24
	Kanizsa ..... arr	4 10	1 40	6 40	10 54
	Kanizsa ..... dep	9 40	...	4 10	8 18
	Pesth ..... arr	a.m.	...	a.m.	a.m.
	Agram ..... arr	9 30	...	4 10	8 18
	Kanizsa ..... dep	2 43	...	10 54	...
	Gr. Ivanczy-Egerszeg	8 5	...	...	...
	Steinamanger ..... arr	10 23	...	...	7 30
	Steinamanger ..... dep	10 43	...	...	7 50
	Oedenburg ..... arr	12 1	...	...	9 8
	" dep	12 1	...	...	9 8
	Mattersdorf	1 7	...	...	10 14
	Neustadt	2 0	...	...	11 7
	Vienna ..... arr	6 47	...	...	3 53

Miles.	Stations.	1—3 a.m.	1—3 a.m.	1—3 p.m.	1—3 p.m.
	Vienna ..... dep	7 15	10 45	3 45	9 40
	Neustadt	9 17	1 49	11 47	11 30
	Oraz	8 16	...	12 5	7 47
	Stuhlweissenb'g arr	10 18	...	2 5	9 47
	Stuhlweissenb'g dep	12 24	...	3 34	9 46
	Kis-Ber	...	...	2 43	8 56
	Neu-Szony ..... arr	1 37	...	3 34	9 46
	Vienna ..... dep	7 30	...	2 40	12 25
	Stuhlweissenb'g dep	10 18	...	7 30	4 56
	Oraz	10 56	...	8 18	5 27
	Graz	11 57	6 33	8 27	2 15
	Kreuzbeil	12 47	7 17	3 15	4 25
	Marchegg	1 51	9 31	4 25	...
	Stuhlweissenb'g dep	7 30	5 27	...	...
	Oedenburg	10 53	9 25	7 47	...
	Kanizsa	2 30	1 40	4 56	...
	Barcs	3 37	2 6	5 56	...
	Zakany	4 50	4 20	7 17	...
	Pragerhof ..... arr	5 20	5 18	7 47	...
		a.m.	...	p.m.	...
	Pragerhof ..... dep	7 30	...	1 34	...
	Villach	12 34	...	6 6	...
	Trieste ..... arr	7 45	...	9 41	...
	Trieste	7 45	...	9 41	...

Miles.	Stations.	1—3 a.m.	1—3 a.m.	1—3 p.m.	1—3 p.m.
	Monacs ..... dep	5 0	6 30	4 0	6 30
	Fewerkirchen "	5 0	8 53	...	...
		a.m.	a.m.	p.m.	p.m.
	Barcs ..... dep	12 5	10 56	...	7 30
	Zakany	1 21	11 35	...	8 18
	Zakany ..... arr	2 49	12 34	...	9 46
	Agram ..... dep	9 25	7 51	5	3 26
	Kattaszek "	...	8 26	...	3 44
	Zalaszeg "	3 41	12 43	5 42	9 54
	Mura-Keresztur	3 41	1 11	6 12	10 24
	Kanizsa ..... arr	4 10	1 40	6 40	10 54
	Kanizsa ..... dep	9 40	...	4 10	8 18
	Pesth ..... arr	a.m.	...	a.m.	a.m.
	Agram ..... arr	9 30	...	4 10	8 18
	Kanizsa ..... dep	2 43	...	10 54	...
	Gr. Ivanczy-Egerszeg	8 5	...	...	...
	Steinamanger ..... arr	10 23	...	...	7 30
	Steinamanger ..... dep	10 43	...	...	7 50
	Oedenburg ..... arr	12 1	...	...	9 8
	" dep	12 1	...	...	9 8
	Mattersdorf	1 7	...	...	10 14
	Neustadt	2 0	...	...	11 7
	Vienna ..... arr	6 47	...	...	3 53

VILLACH, LEOBEN, EISENERZ, AMSTETTEN, ST. VALENTIN.

G.M.	Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4	1—3
Dis.	gl. kr.	gl. kr.	gl. kr.				p.m.	a.m.
—	—	—	—	VERONA ..... dep	...	...	3 10	5 16
—	—	—	—	BOTZEN ..... ,,	...	...	8 40	10 25
—	—	—	—	INNSBRUCK ..... ,,	...	...	5 35	8 49
—	—	—	—	FRANZENSDORF ..... ,,	...	...	11 25	1 45
—	—	—	—	VILLACH ..... arr	...	...	10 27	10 25
					a.m.	a.m.	p.m.	
				Villach ..... dep	...	7 0	11 0	10 45
3.4	1 22	0 92	0 61	Feldkirchen	...	7 46	12 4	11 30
4.8	1 73	1 30	0 86	Glanegg	...	8 5	12 29	11 49
6.5	2 34	1 76	1 17	**St. Veit**	...	8 28	1 2	12 11
				KLAGENFURT ..... dep	...	7 35	12 25	11 30
6.7	2 41	1 81	1 21	Glandorf	...	8 37	1 31	12 23
9.7	3 77	2 8	1 39	Launsdorf	...	8 52	2 5	12 37
				HUTTENBERG ..... arr	...	11 55	...	...
2.4	3 38	2 54	1 69	Treibach	...	9 16	2 56	1 0
3.9	3 92	2 94	1 96	Friesach	...	9 41	3 26	1 24
3.0	4 68	3 51	2 34	Neumarkt	...	10 18	4 11	2 2
3.7	5 65	4 24	2 83	Unzmarkt	...	11 7	5 15	2 47
3.4	5 90	4 43	2 95	St. Georgen	...	11 16	5 28	...
12.3	6 23	4 67	3 11	Thalheim	a.m.	11 29	5 46	...
13.9	6 58	4 91	3 28	Judenburg	3 35	11 45	6 16	3 19
13.2	6 91	5 18	3 46	Zeltweg	4 8	11 59	6 48	...
13.2	6 91	5 18	3 46	St. Lorenzen	4 57	12 27	7 25	...
11.9	6 24	5 67	3 78	**St. Michael** ..... arr	5 35	12 55	8 0	4 19
				St. Michael ..... dep	6 10	2 43	8 53	4 33
3.4	8 78	6 59	4 39	Leoben R. B. ..... arr	6 31	3 6	9 16	...
14.7	8 89	6 67	4 45	,, S. B. ..... ,,	6 40	3 20	9 30	4 58
				LEOBEN ..... dep	6 56	3 30	9 45	5 5
—	—	—	—	BRUCK ..... arr	7 36	4 16	10 31	5 36
—	—	—	—	GRAZ ..... ,,	10 9	6	...	10 9
—	—	—	—	VIENNA ..... ,,	1 35	9 21	6 38	10 40
				Leoben R. B. ..... dep		12 44	7 59	5 19
1.9	0 68	0 51	0 34	**St. Michael** ..... dep		1 20	8 36	5 52
				Wald		2 20	9 57	6 56
5.1	1 97	1 48	0 98	Trieben		2 48	10 35	7 25
3.2	1 05	1 78	0 52	Rottenmann		3 5	10 59	7 42
3.4	1 09	4 82	0 54	Selzthal-Liezen		3 23	11 22	8 0
4.1	1 36	4 02	0 68	Admont		3 50	12 6	8 28
3.3	1 09	3 99	0 53	**Hieflau** ..... arr		4 34	1 1	9 14
				,, ... dep		5 15	...	11 0
—	—	—	—	Eisenerz ..... arr		6 17	...	12 2
				,, ... dep		3 0	...	8 0
3.3	From Villach			**Hieflau** ..... arr		4 40	1 21	9 19
17.6	13 54	10 15	6 77	Gr. Reifling		5 1	1 43	9 43
3.9	14 4	10 53	7 2	Weissenbach		5 21	2 7	10 5
41.0	14 76	11 7	7 38	**Kl. Reifling** ..... arr		5 46	2 38	10 31
				,, ... dep		6 20	3 15	11 15
1.8	0 65	0 49	0 32	Weyer		6 39	3 50	11 40
	1 12	0 84	0 56	Waidhofen		7 32	5 7	12 48
	2 33	1 67	1 12	**Amstetten** ..... arr		8 30	6 20	1 47
				VIENNA ..... ,,		5 20	10 0	6 30
—	—	—	—	LINZ ..... ,,	2—4	10 42	1 23	...
				Amstetten ..... dep	a.m.	12 20	...	7 20
3.9	From Villach			**Kl. Reifling**	5 35	5 51	2 58	10 36
6.7	15	11 26	7 51	Küpfern	5 50	6 3	3 12	10 49
15.6	15 34	11 50	7 67	Gr. Ramming	6 8	6 15	3 27	11 1
14.8	15 91	11 93	7 96	Losenstein	6 47	6 38	3 57	11 26
17.1	16 96	12 72	8 48	Steyer	7 40	7 20	4 57	12 10
18.8	17 57	13 18	8 78	Ernsthofen		7 43	5 26	12 33
9.8	17 99	13 45	8 96	**St. Valentin** ..... arr		7 55	5 40	12 45
				LINZ		9 13	7 25	1 23
—	—	—	—	VIENNA		5 20	10 0	6 30
					Week days only.	a.m.		p.m.

Stations.	1—4	1—4	1—4	1—4
	a.m.	p.m.	p.m.	...
VIENNA ..... dep	9 21	4 15	9 35	...
LINZ ..... ,,	12 0	6 30	6 0	...
	p.m.	p.m.	a.m.	p.m.
St. Valentin ..... dep	1 30	9 10	7 10	...
Ernsthofen	1 42	9 24	7 23	...
Steyer	2 9	9 58	7 56	1 0
Losenstein	2 46	10 40	8 30	2 0
Gr. Ramming	3 9	11 9	8 53	2 38
Küpfern	3 21	11 22	9 5	2 59
Kl. Reifling ..... arr	3 32	11 35	9 18	3 12
Amstetten ..... ,,	8 30	p.m.	1 52	...
LINZ ..... dep	6 15	5 10	5 35	...
VIENNA ..... dep	9 20	6 15	9 10	...
Amstetten ..... dep	12 20	9 30	7 50	...
Waidhofen	1 34	10 30	8 22	...
Weyer	2 40	11 38	9 19	...
Kl. Reifling ..... arr	3 0	11 45	9 59	...
,, ... dep	3 37	12 0	9 39	...
Weissenbach	4 2	12 28	10 6	...
Gr. Reifling	4 21	12 50	10 27	...
Hieflau ..... arr	4 39	1 12	10 47	...
Eisenerz ..... ,,	5 40	...	11 40	...
,, ... dep	3 35	...	8 20	...
Hieflau ..... arr	4 15	...	9 0	...
Hieflau ..... dep	4 49	1 32	10 54	...
Admont	5 39	2 34	11 41	...
Selzthal-Liezen	6 11	3 16	12 14	...
Rottenmann	6 27	3 32	12 25	...
Trieben	6 45	3 55	12 45	...
Wald	7 19	4 40	1 17	...
St. Michael ..... arr	8 19	5 50	2 16	1—4
Leoben R.B ..... ,,	9 16	6 31	3 6	a.m.
VIENNA ..... dep	5 30	9 50	7 0	10 15
GRAZ ..... ,,	...	...	8 55	1 0
BRUCK ..... arr	10 49	2 20	11 30	7 0
LEOBEN ..... dep	11 15	4 56	12 16	7 40
Leoben S.B. ..... dep	11 20	5 10	12 30	7 50
,, R.B. ..... ,,	...	5 19	12 44	7 59
St. Michael ..... arr	11 42	5 40	1 7	8 22
St. Michael ..... dep	11 50	6 15	2 44	8 58
St. Lorenzen	...	6 53	3 13	9 42
Zeltweg	12 38	7 44	3 45	10 56
Judenburg	12 52	8 16	3 59	11 16
Thalheim	...	8 32	4 10	...
St. Georgen	...	8 50	4 22	...
Unzmarkt	1 26	9 7	4 35	...
Neumarkt	2 4	10 19	5 24	...
Friesach	2 38	11 9	6 2	...
Treibach	2 57	11 54	6 21	...
HUTTENBERG ..... dep	...	...	3 40	...
Launsdorf	3 18	12 45	6 48	...
Glandorf	3 34	1 24	7 9	...
KLAGENFURT ..... arr	4 15	2 0	8 0	...
St. Veit	3 38	1 30	7 14	...
Glanegg	3 58	2 2	7 36	...
Feldkirchen	4 14	2 31	7 56	...
Villach ..... arr	4 53	3 30	8 40	...
VILLACH ..... dep	5 5	5 53	...	...
FRANZENSFSTE ... arr	12 43	3 6	...	...
INNSBRUCK ..... ,,	4 56	7 49	...	...
BOTZEN ..... ,,	3 28	5 43	...	...
VERONA ..... ,,	9 10	12 20	...	...
	p.m.	p.m.		

Week days only.

EGER and FUZES ABONY. [May 15.

G.M. Dis.	Cl. gl. kr.	2 Cl. gl. kr.	3 Cl. gl. kr.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.
—	—	—	—	**Eger** ..... dep	8 0	10 40	11 42
—	—	—	—	Maklar	8 25	11 7	12 10
—	—	—	—	**Fuzes Abony** ... arr	8 39	11 15	12 27

Stations.	1,2,3 a.m.	1,2,3 a.m.	...
Fuzes Abony dep	5 5	11 35	...
Maklar	5 26	11 56	...
Eger ..... arr	5 58	12 28	...

NEUSIEDL-DURNHOLZ and GRUSSBACH.

G.M. Dis.	Cl. gl. kr.	2 Cl. gl. kr.	3 Cl. gl. kr.	Stations.	2 & 3 a.m.	2 & 3 p.m.
—	—	—	—	**Neusiedl-Durnholz** d	11 32	1 38
1.17	—	—	—	**Grussbach** ..... arr	11 55	2 13

G.M. Dis.	Stations.	2 & 3 p.m.	2 & 3 p.m.
—	**Grussbach** ..... dep	12 20	2 28
1.17	**Neusiedl-Durnholz** ar	12 55	2 51

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PRZEMYSL, LUPKOW, LEGENYE, and MIHALYI.—Ungarisch-Galizische-Eisenbahn.

G.M.	1 cl.	2 cl.	3 cl.	Stations.	1–3	1–4	1–3
Dis.	gl.kr	gl.kr	gl.kr		p.m.	a.m.	
...	...	...	...	KRAKAU.....dep	10 36	11 13	... ...
...	...	...	...	LEMBERG .....dep	5 5	5 5	... ...
					a.m.	p.m.	
—	—	—	—	**Przemysl** .....dep	8 34	9 1	... ...
1,7	0 54	4	27	Niz nkowice	9 8	9 32	... ...
3,4	1 26	95	63	Dobromil	9 46	10 1	... ...
4,5	1 62	1 22	81	Chyrów.....	10 27	10 31	... ...
...	...	...	...	STRYI	3 13	...	... ...
7,0	2 22	1 89	1 26	Kroscienko	11 26	11 22	... ...
8,1	2 88	2 16	1 44	Ustrzyki	11 54	1 41	... ...
10,2	3 60	2 70	1 80	Olszanica	12 45	12 19	... ...
11,8	4 32	3 24	2 16	Lukawica–Li ko	1 23	12 46	... ...
12,3	4 50	3 38	2 25	Zaluz	1 35	12 56	... ...
12,9	4 68	3 51	2 34	Zagórz	2 15	1 15	... ...
16,0	5 76	4 32	2 88	Szczawne	3 17	2 5	... ...
17.4	6 30	4 73	3 15	Komaneza	3 54	2 35	... ...
19,2	...	...	...	**Lupkow**.. ..arr	4 43	3 15	... ...
...	...	...	...	**Tunnel** .....dep	...	...	... ...
1,8	...	...	...	**Mezo-Laborcz** .....arr	5 48	4 14	a.m. ...
...	—	—	—	,, ...dep	...	4 9	10 24 ...
3,8	...	...	...	Radvány	...	4 41	11 9 ...
7,2	...	...	...	**Homonna** ..... arr	...	5 33	12 23 ...
...	...	...	...	..... dep	...	5 41	12 44 ...
10,4	...	...	...	Nagy-Mihály	...	6 27	2 14 ...
11,6	...	...	...	Bánócz	...	6 46	2 42 ...
13,0	...	...	...	T.-Terebes–Gálszécs.....	...	7 11	3 18 ...
15,7	5 4	3 78	2 52	**Legenye-Mihályi** ...a r	...	8 0	4 19 ...
...	...	...	...	SZERENCS.....ar	...	11 2	7 48 ...

Stations.	1–3	1–3	1–4
	a.m.	p.m.	p.m.
SZERENCS.....dep	...	9 5	3 59 ...
	p.m.	p.m.	
Legenye-Mihályi....dep	...	12 51	7 0 ...
T.-Terebes–Gálszécs.....	...	2 11	7 54 ...
Bánócz	...	2 51	8 15 ...
Nagy–Mihály	...	3 31	8 35 ...
Homonna ..... arr	...	4 39	9 22 ...
..... dep	...	4 54	9 30 ...
Radvány	...	6 17	10 20 ...
Mezo-Laborcz .....arr	a.m.	7 0	10 50 ...
,, ...dep	8 25	...	11 25 ...
Tunnel .....arr	...	...	... ...
Lupkow .....dep	9 38	...	12 30 ...
Komaneza	10 38	...	1 6 ...
Szczawno	11 14	...	1 31 ...
Zagórz	12 50	...	2 31 ...
Za uz.....	1 2	...	2 41 ...
Lukawica–Lisko	1 18	...	2 52 ...
Olszanica	1 58	...	3 20 ...
Ustrzyki	2 51	...	4 0 ...
Kroscienko	3 23	...	4 21 ...
STRYI ..... dep	11 23	...	... ...
Chyrów.....	4 28	...	5 14 ...
Dobromil	4 59	...	5 36 ...
Nizankowice	5 37	...	6 6 ...
Przemysl .....arr	6 9	...	6 38 ...
	p.m.		a.m.
LEMBERG .....arr	9 45	...	10 50 ...
KRAKAU .....arr	5 39	...	3 18 ...

GRATZ and KOFLACH.

1 cl.	2 cl.	3 cl.	Stations.	1 2 3 4
kr.	kr.o	kr.o		a.m
—	—	—	**Gratz** .....dep	9 10
51	41	27	Premstet.en-Dobe	9 37
72	54	38	Lieboch.....	9 52
108	81	54	Gösding	10 8
144	108	72	Krems	10 32
162	122	81	Voitsberg	10 49
198	149	99	**Koflach** .....arr	10 5
				a.m

KOFLACH and GRATZ.

1 cl.	2 cl.	3 cl.	Stations.	1 2 3 4
kr.o	kr.o	kr.o		a.m.
—	—	—	**Koflach** .....dep	6 12
36	27	18	Voitsberg	6 31
36	27	18	Krems	6 41
90	68	45	Gösding	7 7
108	81	54	Lieboch.....	7 31
144	108	72	Premstetten-Dobe	7 47
198	149	99	**Gratz**.....arr	8 15

LIEBOCH and WIES.

Mls.	Stations.	1–3	2–4
Dis.		a.m.	p.m.
—	**Lieboch** d.	10 6	5 40
4,0	D. Landsberg	11 17	7 11
5,0	Schwanberg..	11 37	7 34
6,7	Wies.....arr	12 6	8 8
—	Wies .....dep	3 3	5 6
1,7	Schwanb-rg...	3 34	5 35
2 7	D. Landsb-rg	3 57	6 3
6,7	**Lieboch** arr	5 8	7 25
		p.m.	a.m.

PEST, SALGÓ-TARJAN, and ALTSOHL.—Ungarische Staatseisenbahnen.—See page 206.

VIENNA, ARAD, TEMESVAR.

Mls.	1 Cl	2 Cl.	3 Cl.	Stations.	1–4	1–4
	gl.kr	gl.kr	gl.kr		p.m.	a.m.
...	...	...	...	**Vienna** .....dep.	8 0	8 30 ... ...
...	...	...	...	**Pest**	7 30	8 26 ... ...
...	...	...	...	**Czegled**	10 18	9 8 ... ...
...	...	...	...	**Szolnok**	11 12	10 15 ... ...
...	...	...	...	Mezo Tur	12 22	12 5 ... ...
...	...	...	...	Csaba	2 1	2 55 ... ...
...	...	...	...	Kurtics.....	3 10	4 53 ... ...
...	...	...	...	**Arad**.....	3 56	6 0 ... ...
1	0 36	0 27	0 18	Neu–Arad.....	4 10	6 20 ... ...
4	1 44	1 8	0 72	Orezidorf	5 3	7 35 ... ...
6	2 16	1 62	1 8	Sz-András.....	5 28	8 12 ... ...
8	2 88	2 16	1 44	**Temesvár** .....arr	5 46	8 36 ... ...

Stations.	1–4	1–4
	a.m	p.m.
Temesvár ..... dep	10 17	5 56 ...
Sz–András	10 37	6 25 ...
Orezidorf	10 56	6 53 ...
Neu–Arad.....	11 59	8 26 ...
Arad.....	12 30	9 10 ...
Kurtics	12 57	9 51 ...
Csaba.....	2 10	11 42 ...
Mezo Tur	3 43	2 14 ...
Szolnok	4 54	4 24 ...
Czegled.....	5 49	5 49 ...
Pest	8 31	8 45 ...
Vienna .....arr.	6 3	6 9 ...

ABOS and EPERIES.

G.M.	1 Cl	2 Cl	3 Cl	Stations	1–3.	1–3.
Dis.	gl kr	gl kr	gl kr		...	p.m.
...	...	...	...	ODERBURG .....dep	...	8 25 ... ...
...	...	...	...	KASCHAU ..... ,,	...	6 30 ... ...
					a.m.	p.m.
—	—	—	—	**Abos** .....dep	5 50	7 16 ... ...
2,2	0 72	0 54	0 36	**Eperies**.....arr	6 36	8 2 ... ...

Stations.	1,2,	1,2,3
	a.m.	p.m.
Eperies .....dep	2 15	4 0 ... ...
Abos .....arr	3 1	4 54 ... ...
		p.m.
ODERBERG .....arr	...	5 30 ... ...
KASCHAU.....		

FELED and THEISSHOLZ.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1–4
Dist.					a.m.
...	...	...	...	RUTTKA .....dep	12 45 ... ...
—	—	—	—	**Feled** .....dep	3 56 ... ...
7	...	...	...	Rimaszombat.....	4 21 ... ...
17	...	...	...	Rimabanya	5 29 ... ...
22½	...	...	...	Nyustya	6 10 ... ...
30½	...	...	...	**Theissholz** .....arr	7 0 ... ...

Stations.	1–4
	p.m.
Theissholz .....dep	6 10 ... ...
Nyustya	7 14 ... ...
Rimabanya.....	8 0 ... ...
Rimaszombat.....	9 0 ... ...
Feled .....arr	9 15 ... ...
RUTTKA.....	12 29 ... ...

VIENNA, PILSEN, and EGER.—Kaiser Franz-Josephs-Bahn *

Stations.		1—3	1 & 2	1*& 2	2—4	1—3	1 & 2
		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Pest	dep	6 35	7 15	1 17	4 25	7 35	9 20
Vienna	arr	6 45	...	...	4 37	7 45	...
Gassdorf	...	...	...	...	4 57	...	...
Kaltleutgrub	...	6 57	...	...	4 57	7 56	...
Kleinermarh	...	7 22	...	...	5 32	8 21	...
St. Andrä-Wörd	...	7 35	...	...	5 48	8 5	...
Langenlebarn	...	7 46	...	...	6 7	8 47	...
Tulln	...	7 59	...	...	6 21	...	...
N. Aigen-Stetteld	...	8 25	8 19	2 16	6 50	9 10	10 24
Absdorf-Hippsd	...	8 39	...	...	7 19	9 24	...
Gross-Weikersd.	...	9 12	...	...	8 3a	9 58	...
Limberg-Maiss.	...	9 33	9 7	3 5	9 10	10 20	11 13
Egrenburg	...	5 7	...	...	...	4 18	...
ZNAIM	dep	9 54	...	...	9 46	10 41	...
Grossnaidh.-Horn	...	11 3	10 8	4 7	12 20	11 51	12 15
Göpfr.-Gr-Siegh	...	11 30	...	4 30	12 50	12 19	...
Schwarz-Zwettl	...	11 58	...	4 58	1 43	1 2	...
Terbsch-Schrems	...	12 15	11 9	5 9	2 3	1 19	1 15
Gmünd (213)	arr	12 35	12 35	5 15	2 24	1 41	1 41
GMÜND	dep	6 11	6 11	9 26	11 23	7 20	7 20
PRAGUE	arr	12 33	11 26	...	3 21	1 59	1 16
Gmünd	dep	12 53	...	...	3 57	2 19	...
Gratzen	...	1 17	...	...	4 40	2 47	...
Forbes	...	1 47	12 27	...	5 24	3 23	2 17
Budweis	arr	7 5	7 5	...	...	8 25	8 25
VALENTIN	dep	1 53	12 31	...	6 3	3 43	2 22
Budweis	dep	2 23	12 59	...	6 50	4 27	...
Nakry-Net.	...	2 43	...	...	7 24	4 46	...
Wodnian	...	2 55	...	...	7 46	5 5	...
Protwin	...	3 10	...	...	8 9	5 24	3 20
Racic-Pisek	...	3 34	1 56	...	9 0	6 9	3 43
Strakonic	...	3 50	...	...	9 21	6 18	...
Katowic	a.m.	4 7	...	...	10 2	6 44	4 4
Horazdiowic	...	6 10	...	...	11 25	7 46	4 37
Skyenek	...	5 11	...	...	12 1	8 12	4 52
Blowic	...	6 59	...	...	12 27	8 35	...
Stahlau	...	7 25	5 01	...	1 2	9 3	5 22
Pilsen	arr	...	6 4	...	...	4 45	1 47
DUX	...	...	8 34	...	...	5 42	2 39
TEPLITZ	...	...	11 54	...	...	6 45	...
PRAGUE	dep	6 6	3 36	...	2 35	10 19	5 32
Pilsen	dep	6 36	3 51	...	3 3	10 39	5 47
Schwanenz	...	7 9	4 26	...	4 2	11 25	6 21
Mies-Kladr.	...	8 7	5 10	1—3	6 12	12 27	7 6
Pilsen	arr	8 36	5 36	a.m.	6 47	12 47	7 23
Marienbad	arr	8 31	5 31	5 25	6 57	12 52	7 23
"	dep	9 44	5 44	5 49	7 21	1 6	7 41
Königswart	...	8 59	...	6 4	7 36	1 18	...
Sandau	...	9 22	6 15	6 38	8 10	1 45	8 15
Eger (208)	arr	...	8 10	10 31	10 38	3 51	10 31
CARLSBAD	arr	9 55	6 30	...	9 35	2 25	8 40
FRANZENSBAD	arr	3 40	2 40	...	3 40	8 8	4 20
LEIPZIC	"	...	10 42	...	10 42	5 25	11 10
HOF	arr	...	1 35	...	1 35	11 0	2 5
BAMBERG	"	...	8 15	...	8 15	...	5 5
SCHWANDORF	arr	2 22	2 22	10 4	...	8 58	3 29
SCHWANDORF	dep	...	...	...	...	...	...
NUERNBERG	"	6 30	6 30	1 23	...	...	7 45
FRANKFURT	"	12 42	12 30	8 35	12 30	...	8 35

Stations.		3—4	1 & 2		1—4	1—3	1—3 & 2
		p.m.	p.m.		p.m.	p.m.	p.m.
FRANKFURT	dep	1 35	2 40	...	...	7 55	6 15
NUERNBERG	"	6 10	...	...	...	7 0	7 0
SCHWANDORF	"	11 51	...	...	4 52	11 23	11 30
KISSINGEN	arr	...	7 55	...	...	...	9 40
BAMBERG	dep	...	1 10	...	...	5 10	12 35
HOF	...	...	4 45	...	...	10 40	3 30
LEIPZIC	...	...	11 40	...	...	6 30	9 5
FRANZENSBAD	"	...	6 15	...	...	12 5	4 45
CARLSBAD	dep	...	5 25	...	...	11 45	3 52
		a.m.	a.m.			a.m.	p.m.
Eger	dep	4 30	7 30	...	8 30	2 10	8 35
Sandau	...	4 58	...	...	9 19	2 38	7 3
Königswart	...	5 11	8 2	...	9 43	2 59	7 21
Marienbad	arr	5 24	8 14	...	10 2	3 2	7 42
"	dep	5 29	8 20	...	...	3 7	...
Plan	"	5 58	8 37	...	10 48	3 39	...
Mies-Kladrau	...	6 58	9 53	...	12 15	4 30	10 26
Tuschkau—Kosolup	...	7 28	9 53	...	1 19	5 14	...
Pilsen	arr	7 53	10 8	...	1 47	5 33	11 11
PRAGUE	dep	...	1 43	...	...	9 7	6 35
TEPLITZ	dep	...	4 55	...	...	10 27	2 24
DUX	"	...	5 24	...	...	11 35	3 6
Pilsen	dep	8 8	10 23	...	3 32	6 9	11 17
Stahlau	...	8 33	...	...	4 21	6 37	...
Blowic	...	8 59	10 55	...	5 11	6 57	...
Nepomuk	...	9 14	11 11	...	5 47	7 21	...
Horazdiowic	...	10 4	11 43	...	7 5	8 16	...
Katowic	...	10 20	...	...	7 28	8 33	...
Strakonic	...	10 37	12 9	...	7 56	8 51	12 50
Racic-Pisek	...	11 4	12 36	...	8 32	9 20	...
Protwin	...	11 20	...	...	9 0	9 36	...
Wodnian	...	11 36	...	...	9 24	9 55	...
Nakry-Netolitz	...	11 51	1 0	...	9 52	10 12	...
Budweis	arr	12 27	1 27	...	11 4	10 51	2 13
ST. VALENTIN	dep	8 10	8 10	...	...	...	6 50
Budweis	dep	12 39	1 52	...	11 39	11 6	2 16
Forbes	...	1 19	...	...	12 41	11 45	...
Gratzen	...	1 58	2 39	1 & 2	1 33	12 15	...
Gmünd (213)	arr	2 28	2 56	p.m.	1 59	12 36	...
PRAGUE	dep	9 10	9 19	1 20	3 50	7 20	...
GMUND	arr	2 54	2 54	5 33	2 6	1 4	...
Gmünd	dep	3 23	3 1	5 45	2 44	1 20	3 25
Pürbsch-Schrems	...	146	...	5 18	3 10	1 43	...
Schwarzenau-Zwettl	...	4 29	...	6 20	4 0	2 13	...
Göpfritz-Gr. Siegh.	...	5 2	4 4	6 45	5 0	2 47	4 25
Sigmundsherberge-H	...	5 54	...	7 28	6 26	3 44	...
ZNAIM	arr	10 21	...	10 21	...	11 17	...
Eggenburg	...	6 26	5 3	7 44	6 55	4 10	5 21
Limberg-Maissau	...	6 43	...	...	7 16	4 38	...
Gr.-Weikersdorf	...	7 17	...	...	7 58	4 57	...
Absdorf-Hippersdorf	...	7 34	5 51	8 32	9 34	5 14	6 10
N.-Aigen-Stetteldorf	...	7 44	...	...	8 46	...	...
Tulln	...	8 1	...	...	9 12	5 37	...
Langenlebarn	...	8 10	...	...	9 25	5 46	...
St. Andrä-Wörden	...	8 23	...	...	9 43	5 59	...
Klosterneuburg	...	8 38	...	...	10 25	6 32	...
Kahlenbergerdorf	...	9 0	...	...	10 35	6 38	...
Nussdorf	...	9 5	...	...	10 42	6 46	...
Vienna	arr	9 14	6 50	9 33	10 53	6 55	7 10
Pest	arr	6 35	6 6	6 35	a.m.	a.m.	5 30

MISKOLCZ, BANRÉVE, ROSENAU, and FÜLEK. (May 15.

Dis.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4	1—4	
	gl.kr	gl.kr	gl.kr	gl.kr		p.m.	p.m.	
—	—	—	—	—	**Miskolcz Theissbhf.** ...dep	1 37	...	...
6,2	0 36	0 27	0 18		Miskolcz Ung. Staatsbhf.	1 46	5 0	...
2,3	0 79	0 59	0 40		Sajó-Szt Péter	2 40	6 15	...
3,7	1 33	1 0	0 67		Vadna	3 14	7 5	...
5,1	1 84	1 38	0 92		Putnok	3 47	7 55	...
3,9	2 16	1 62	1 8		**Bánréve** arr	4 25	9 1	...
—	—	—	—		**Bánréve** dep	4 45	...	...
—	—	—	—		Pelsócz	6 58	...	...
—	—	—	—		**Rosenau** arr	7 59	...	...
7,2	2 59	1 94	1 30		Rima-Szécs	4 56	8 59	...
9,6	3 49	2 62	1 75		Várgede	6 3	11 25	...
12,3	4 43	3 32	2 21		**Fülek** arr	7 0	12 59	...
					RUTTKA	1 11	1 52	...

Stations.	1—4	1—4	1—4
	a.m.	a.m.	p.m.
RUTTKA dep	...	12 48	...
Fülek dep	1 18	6 50	7 50
Várgede	2 30	7 52	8 54
Rima-Szécs	3 34	9 8	10 10
Rosenau dep	...	6 35	...
Pelsócz	...	7 45	...
Bánréve arr	...	9 17	...
Bánréve dep	4 29	9 56	10 35
Putnok	4 52	10 22	...
Vadna	5 2	10 34	...
Sajó-Szt Péter	5 48	11 45	...
Miskolcz Ung. Staatsbhf.	6 40	12 32	...
Miskolcz Theisshbf. ...arr	6 45	12 37	...

ODERBERG and KASCHAU.—Kaschau-Oderberger Eisenbahn.

1 Ml	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1–3	1–3	Stations.	1–3	1–3	1–3	1–3
Dis.	gl. kr	gl. kr	gl. kr		a.m.	a.m.	a.m.	p.m.					
—	—	—	—	**Oderberg** ..... dep	7 30	11 0	6 0	5 15	PEST ..... dep.	...	...	...	...
1,7	0 54	0 41	0 27	Dombrau	7 52	11 23	6 33	6 9	MISKOLCZ ..... ,,	...	...	...	...
4,1	1 44	1 8	0 72	**Teschen**	8 34	12 4	7 24	7 9		p.m.	...	a.m.	p.m.
5,1	1 80	1 35	0 90	Trzinietz	8 47	12 18	...	...	**Kaschau** ..... dep	...	...	5 0	12 45
7,7	2 52	1 89	1 26	**Jablunkau**	9 31	1 5	...	...	EPERIES ..... ,,	...	...	5 50	...
9,7	3 42	2 57	1 71	Csacza	10 17	1 51	...	...	**Abos** ..... dep	...	...	5 36	1 30
11,9	4 32	3 24	2 16	Klein-Neustadt	10 57	2 31	...	...	Margiczan	...	...	6 35	2 45
13,3	4 86	3 65	2 43	**Silllein**	11 23	2 57	...	...	Krompach	...	...	6 59	3 23
14,2	5 22	3 92	2 61	Varin	11 37	3 11	a.m.	...	Wallendf.-Kirchdf.	...	...	7 18	3 43
16,0	...	...	...	**Rudka** ..... arr.	12 0	3 50	2 0	...	**Iglo Leutschau**	...	...	8 15	5 5
...	...	...	...	RUTKA ..... dep.	12 48	4 0	...	...	Kapsdorf	...	...	8 45	5 41
...	...	...	...	ALTSOHL ..... arr.	4 11	5 52	...	...	Poprad-Felka	...	...	9 25	6 40
...	...	...	...	HATVAN ..... ,,	8 50	8 57	...	...	Vazsecz	...	...	10 42	8 23
...	...	...	...	PEST ..... ,,	11 0	9 30	...	...	Hradek	...	...	11 21	9 12
17,2	6 12	4 59	3 6	**Turan**	...	4 37	2 24	...	**Lipto-Szt. Miklos**	...	...	12 10	9 54
20,9	7 56	5 67	3 78	Rosenberg	...	5 52	3 53	...	Tepla	...	...	12 36	10 28
22,0	7 92	5 94	3 96	Tepla	...	6 12	4 17	...	Rosenberg	...	...	12 55	10 52
23,9	8 64	6 48	4 32	**Lipto-Szt. Miklos**	...	7 8	5 30	...	**Turan**	...	...	1 49	11 35
25,3	9 18	6 89	4 59	Hradek	...	7 37	6 10	...	PEST ..... dep.	...	...	8 45	3 0
27,3	9 90	7 43	4 95	Vazsecz	...	8 27	7 7	...	HATVAN ..... ,,	...	...	11 51	4 56
31,6	11 34	8 51	5 67	Poprad-Felka	...	10 25	9 16	...	ALTSOHL ..... arr.	...	...	8 8	9 50
33,4	12 6	9 5	6 3	Kapsdorf	...	11 7	10 6	...	RUTKA ..... arr.	...	...	1 52	1 11
35,1	12 60	9 45	6 30	**Iglo Leutschau**	...	12 0	11 34	...	**Rutka** ..... dep	1 46	...	2 44	12 16
38,1	13 68	10 26	6 84	Wallendorf.-Kirchdrauf ...	...	1 2	12 55	...	Varin	2 4	...	3 18	...
39,0	14 4	10 53	7 2	Krompach	...	1 21	1 28	...	**Silllein**	2 22	...	3 36	...
40,5	14 58	10 94	7 29	Margiczan	...	1 53	2 41	...	Klein-Neustadt	2 46	...	3 48	...
44,1	15 84	11 88	7 92	**Abos**	...	3 15	4 7	...	Csacza	3 17	...	4 26	...
...	...	...	...	EPERIES ..... arr.	...	...	...	...	**Jablunkau**	3 41	1–3	4 51	1,2,3
46,2	16 56	12 42	8 28	**Kaschau** ..... arr.	3 50	4 43	...	...	Trzinietz	4 3	a.m.	5 14	p.m.
...	...	...	...	MISKOLCZ ..... ,,	...	...	...	...	**Teschen**	4 18	8 10	5 32	1 0
...	...	...	...	PEST ..... ,,	...	...	...	...	Dombrau	4 54	8 5	6 8	2 22
									Oderberg ..... arr.	5 15	9 35	6 30	3 0

PEST, SALGO, TARJAN, ALTSOHL, and RUTTKA.

[May 15.

G.M	1 Cl.	2 Cl.	3 Cl.	Stations.	2–4	3–4	1–3	1–4	Stations.	1–3	2–4	2–4	1–4
Dis.	gl. kr	gl. kr	gl. kr			a.m.	p.m.	p.m.		p.m.			a.m.
—	—	—	—	**Pest** ..... dep.	...	...	2 55	8 45	KRAKAU ..... dep	3 27	...	...	7 55
0 4	0 36	0 27	0 18	Steinbruch	...	...	3 3	8 57	BERLIN ..... ,,	8 45	...	...	11 0
1 8	0 65	0 49	0 32	Csaba Keresztur	...	...	3 22	9 24	BRESLAU ..... ,,	4 0	...	...	6 53
4 3	1 62	1 22	0 81	Gödöllö	...	...	4 0	10 20	ODERBERG ... ,,	7 45	...	...	11 0
6 7	2 41	1 81	1 21	Aszód	...	...	4 29	10 56	RUTTKA ..... arr.	1 20	...	...	3 50
8 9	3 20	2 40	1 60	**Hatvan** ..... arr.	...	...	4 54	11 34		a.m.	p.m.	p.m.	p.m.
...	...	...	...	SZOLNOK ..... ,,	5	6 12	6 47	...	**Ruttka** ..... dep.	12 29	...	...	4 9
...	...	...	...	**Hatvan** ..... dep.	9 53	...	4 59	11 54	T. Szt. Márton	12 40	...	...	4 19
10 7	3 89	2 90	1 94	Apcz-Szántó	10 32	...	5 22	12 25	Rák-ó-Pribócz	12 56	...	...	4 43
12 7	4 57	3 48	2 29	Pásztó	11 22	...	5 53	1 1	Stubnya Topl.	1 29	...	...	5 25
14 8	5 36	4 0	2 66	Kis Terembe	12 13	...	6 18	1 38	Berg	1 53	...	...	7 19
16 3	5 87	4 40	2 93	**S. Terjan** ..... arr.	a.m. 12 50	...	6 36	2 3	Körmöczbánya	2 20	...	...	7 37
...	...	...	...	,, ... dep.	7 22	...	6 41	2 25	SCHEMNITZ	...	...	...	4 38
19 1	6 26	4 70	3 13	**Somos-Ujfal**	8 6	...	7 2	3 2	Gar. Berzencze	3 49	...	...	8 40
...	...	...	...	MISCOLCZ ..... dep	...	...	1 46	5 0	**Altsohl** ..... arr.	4 17	...	...	9 30
21 2	7 63	5 16	3 44	**Filek**	9 28	...	7 27	3 49	SZLIACS	...	...	...	8 59
21 2	7 63	5 77	3 82	Losonez	11 20	...	8 4	4 42	**Altsohl** ..... dep.	4 22	...	5 53	10 9
23 0	8 28	6 21	4 14	Lónyabánya	12 41	...	8 28	5 31	Véghles-Szalathn	5 7	...	5 43	10 55
24 8	8 91	6 70	4 46	Krivány	1 42	...	9 2	6 38	Krivány	5 35	...	6 44	11 54
26 6	9 58	7 18	4 79	Véghles-Szal	2 20	...	9 25	7 13	Lónyabánya	6 11	...	7 20	12 30
28 2	10 15	7 61	5 8	**Altsohl** ..... arr.	2 53	...	9 42	7 40	Losonez	6 41	...	8 43	1 16
...	...	...	...	SZLIACS ..... ,,	...	...	...	8 54	**Filek**	...	...	10 6	2 40
...	...	...	...	**Altsohl** ..... dep	...	...	9 50	8 5	MISKOLCZ ..... arr.	12 32	...	...	4 30
29 7	10 76	8 7	5 38	Gar Berzencz	...	...	10 12	8 48	Somos-Ujfal	7 9	...	11 6	5 3
...	...	...	...	SCHEMNITZ	...	...	...	12 19	**S. Terjan** ..... arr.	7 36	...	11 21	3 36
33 3	11 99	8 99	5 99	Körmöczbán	...	...	11 19	10 48	,, ... dep.	7 50	1 31	...	3 49
34 6	12 16	9 34	6 23	Berg	...	...	11 42	11 34	Kis Terezna	8 20	2 5	...	4 9
37 3	13 49	10 7	6 71	Stubnya Tpl.	...	...	12 33	12 35	Pásztó	8 47	3 4	...	4 36
39 1	14 8	10 56	7 4	Rák-ó	...	...	12 48	1 15	Apcz-Szántó	9 7	3 50	...	5 24
40 2	14 47	10 89	7 24	T. Szt. Márton	...	...	1 20	1 38	**Hatvan** ..... arr.	...	4 27	...	5 52
41 0	14 76	11 7	7 33	**Ruttka** ..... arr	...	...	12 29	1 52	MISKOLCZ ..dep.	...	9 0	...	9 44
							a.m.	p.m.	**Hatvan** ..... dep.	9 33	...	...	6 8
...	...	...	...	RUTTKA ..... dep.	...	...	5 38	2 44	Aszód	9 47	...	...	6 45
...	...	...	...	ODERBERG ... arr.	...	...	10 0	6 30	Gödöllö	10 13	...	...	7 20
...	...	...	...	BRESLAU ..... ,,	...	...	4 45	...	Csaba Keresa	10 51	...	...	8 21
...	...	...	...	BERLIN ..... ,,	...	...	...	...	Steinbruch	11 12	...	...	8 43
...	...	...	...	KRAKAU ..... ,,	...	...	a.m.	...	**Pest** ..... arr.	11 16	...	...	9 47

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VIENNA, POTTENDORF, to NEUSTADT—M. M. priv. Südbahn Gesellschaft. [May 15

Dist.	1 Cl. fl.	kr.	2 Cl. fl.	kr.	3 Cl. fl.	kr.	Stations.	1—3 a.m.	1—3 p.m.	1—3 p.m.		
—	—	—	—	—	—	—	Vienna ..... dep	8 18	2 15	6 5	...	...
13	0 26		0 17		0 13		Meidling	8 26	2 27	6 13	...	...
25	0 50		0 41		0 27		Inzersdorf	8 49	2 59	6 46	...	...
15	1	8	0	81	0	54	Münchendorf	9 29	3 54	7 17	...	...
20	1	44	1	8	0	72	Ebreichsdorf	9 49	4 20	7 36	...	...
15	1	89	1	34	0	90	Pottend.-Land ar	10 16	4 43	7 53	...	...
25	—	—	—	—	—	—	Pottdf.-Land dp	...	5 36	...	...	...
33	0	72	0	54	0	38	Mitternd.-Moosb..	...	6 7	...	...	...
473	0	90	0	68	0	45	Gramm.-Neu ar	...	6 20	...	...	...
—	—	—	—	—	For		BRUCK ..... dep	...	6 35	...	...	...
—	—	—	—	—	Frm		BRUCK ..... ar	7 50	11 8	7 2	...	...
—	—	—	—	—			Gramm.-Neu. dp	8 55	2 35	7 15	...	...
5	—	—	—	—	—	—	Mitternd.-Moosb ..	9 3	3 53	7 30	...	...
134	—	—	—	—	—	—	Pottdf.-Land ar	9 50	4 31	8 3	...	...
—	—	—	—	—	—	—	Pottend.-Land dp	9 58	4 53	8 8	...	...
3	2	16	1	62	1	8	Ebenfurth	10 19	5 8	8 19	...	...
9	2	34	1	78	1	17	Neustadt (360) arr	10 54	5 50	8 50	...	...
								p.m.	p.m.	p.m.		
—	—	—	—	—	—	—	For OEDENBURG dp.	1 40.	8 20	9 50	...	...

Stations.	1—3 a.m.	1—3 p.m.	1—3 p.m.		
OEDENBURG ...	...	5 38	1 45	...	...
	a.m.	p.m.	p.m.		
Neustadt ..... dep	9 37	1 3	4 35	...	...
Ebenfurth	9 47	12 51	5 8	...	...
Pottend.-Land a	31	1 4	5 17	...	...
Pottend.-Land dp	6 38	1 20	5 35	...	...
Mitternd-Moosb .	7 11	2 0	6 7	...	...
Gramm.-Neusa .	7 30	2 54	6 20	...	...
BRUCK ..... arr	9 4	...	7 14	...	...
BRUCK ..... dep	...	...	11 14	...	...
Gramm.-Neu. dp	...	...	8 35	...	...
Mitternd.-Moosb..	...	...	8 53	...	...
Pottdf.-Land ar	...	...	4 31	...	...
Pottend.-Land d	6 19	1 10	5 24	...	...
Ebreichsdorf	6 37	1 35	5 43	...	...
Münchendorf	6 55	2 0	6 1	...	...
Inzersdorf	7 33	2 55	6 45	...	...
Meidling ..... arr	7 49	3 21	7 9	...	...
Vienna ..... arr	7 57	3 30	7 18	...	...

SZERENCS, LEGENYE-MIHALYI, and SZIGETH—Ungarische Nord Ostbahn. [May 15

G.M.	1 Cl. g.	kr.	2 Cl. g.	kr.	3 Cl. a.	kr.	Stations.	1—4 a.m.	1—4 a.m.	1—4 p.m.		
—	—	—	—	—	—	—	MISKOLCZ ..... dep	...	...	...	...	...
—	—	—	—	—	—	—	DEBRECZIN ..... "	...	...	...	...	...
								a.m.	a.m.	p.m.		
11	—	—	—	—	—	—	Szerencs ..... dep	...	9 14	4 8	...	...
11	0	54	0	41	0	27	Sodrogh-Kereszt ur	...	9 30	4 33	...	...
6	1	"	0	61	0	54	Liszka-Tolcsva ...	...	10 17	5 5	...	...
6	1	62	1	2	0	81	Sárospatak	...	10 51	5 35	...	...
9	2	16	1	62	1	8	Sátoralja-Ujhely ... arr	...	11 11	5 55	...	...
	—	—	—	—	—	—	Sátoralja-Ujhely ... dep	...	11 41	...	...	...
9	2	89	2	16	1	44	Legenye-Mihályi ..... arr	...	...	...	...	...
	—	—	—	—	—	—	LEGEN-MIHALYI ... n	...	...	...	...	...
	—	—	—	—	—	—	HOMONNA ..... dep	...	12 22	6 41	...	...
11	4	14	3	11	2	7	Sátoralja-Ujhely ... dep	...	12 30	7 14	...	...
11	4	86	3	65	2	43	Cseap	...	2 23	9 4	...	...
6	2	12	4	50	3	6	Bátyup	...	3 15	10 6	...	...
10	3	77	5	27	3	51	Beregh-szász	...	4 25	11 39	...	...
10	3	74	5	31	3	87	Tissa Ujlak	...	5 20	12 39	...	...
22	7	74	5	81	3	87	Nagy Szöllös	...	5 55	1 35	...	...
23	8	10	6	8	4	5	Királyháza	10 58	6 40	2 16	...	...
23	9	6	6	75	4	50	Huszt	11 42	7 22	3 10	...	...
27	9	26	7	43	4	95	Husztyaházа	12 36	8 10	4 9	...	...
24	10	26	7	70	5	13	Teeső	12 58	8 29	4 36	...	...
24	11	79	8	78	5	85	Marmaros-Szigeth arr	2 7	9 58	5 45	...	...

Stations.	1—4 a.m.	1—4 a.m.	1—4 p.m.		
Marmaros-Szigeth dep	11 50	7 14	9 48	...	...
Teeső	2	8 23	10 0	...	...
Husztyaházа	1 29	8 50	11 32	...	...
Huszt	2 10	9 .6	12 29	...	...
Királyháza	2 47	10 6	1 6	...	...
Nagy Szöllös	...	11 1	2 21	...	...
Tissa Ujlak	...	11 30	3 6	...	...
Beregh-szász	...	11 32	4 8	...	...
Bátyup	...	1 46	5 39	...	...
Csap	...	2 22	6 24	...	...
Sátoralja-Ujhely ... arr	...	4 10	8 11	...	...
HOMONNA ..... dep	...	4 40	8 48	...	...
LEGEN-MIHALYI ... arr	...	5 56	...	...	...
Legenye-Mihályi ... d p	...	...	...	...	...
Sátoralja-Ujhely ..... arr	...	...	9 32	...	...
Sátoralja-Ujhely ... dep	...	6 21	9 32	...	...
Sárospatak	...	7 4	0 24	...	...
Liszka-Tolcsva	...	7 34	10 44	...	...
Sodrogh-Keresztur ...	...	7 57	11 11	...	...
Szerencs ..... arr	...	...	...	...	...
DEBRECZIN ..... "	...	...	...	...	...
MISKOLCZ ..... "	...	...	...	...	...

STUHLWEISSENBURG and GRATZ—Ungarische Westbahn. [May 15

G.M.	1 cl. fl.	kr.	2 cl. fl.	kr.	3 cl. kr.	Stations.	1—4 a.m.	1—4 p.m.	1—4 p.m.		
Dist.						BUDAPEST ..... dep	7 15	...	9 40	...	...
							a.m.	a.m.	p.m.		
—	—	—	—	—	—	Stuhlweissenburg d.p	9 51	...	12 7	...	...
1,5	0	43	0	32	0	22 Kis-Keszi	9 51	...	12 29	...	...
3,0	1	8	0	81	0	54 Var-Palota	10 14	...	1 6	...	...
4,9	1	76	1	32	0	93 Hajmasker	10 48	...	1 44	...	...
6,9	2	16	1	62	1	8 Veszprem ..... arr	10 53	...	2 1	...	...
—	—	—	—	—	—	" ..... dep	10 58	...	2 16	...	...
8,4	3	6	2	30	1	58 Sta. Gal	11 44	...	3 19	...	...
12,3	3	56	2	67	1	78 Varos-Lod	12 5	...	3 44	...	...
14,7	3	65	2	89	1	98 Ajka	12 23	...	4 9	...	...
17,3	4	43	3	22	2	21 Devecser	12 48	...	4 45	...	...
19,6	4	40	4	5	2	70 Boba-Janoshaza	1 25	...	5 30	...	...
19,6	5	87	4	40	2	93 Kis-Czell ..... arr	1 40	...	6 0	...	...
						" 238 ..... d.p	2 10	...	6 40	...	...
17,9	6	44	4	88	3	22 Asszonyfa	2 35	...	7 17	...	...
19,1	6	66	5	16	3	44 Sarvar	2 51	...	7 54	...	...
21,1	7	60	5	70	3	80 Vep	3 30	...	8 33	...	...
22,9	8	3	6	2	4	1 Steinamanger ..... arr	3 36	...	8 54	...	...
						220 ..... dep	3 46	...	10 51	...	...
25,7	9	25	6	94	4	63 Kormend	4 38	...	12 11	...	...
29,8	9	65	7	24	4	82 Csakany	4 55	a.m.	12 33	...	...
30,6	11	2	8	26	5	51 Jennersdorf	5 52	5 39	2 5	...	...
33,1	11	92	8	94	5	99 Feldbach ..... arr	6 23	6 26	3 0	...	...
—	—	—	—	—	—	" ..... dep	6 28	6 30	3 0	...	...
38,5	14	12	10	67	7	11 Graz (Westbahn) ..... arr	8 32	8 31	6 12	...	...
40,3	14	47	10	93	7	24 " (Südbahn) ..... "	8 53	8 37	6 40	...	...

Stations.	1—4 a.m.	1—4 a.m.	1—4 a.m.		
Graz (Südbahn) ..... dep	6 41	4 34	8 47	...	...
" (Westbahn) ..... "	7 10	4 50	9 15	...	...
Feldbach ..... arr	8 55	6 45	11 46	...	...
" ..... dep	8 58	6 56	12 16	...	...
Jennersdorf	9 37	...	1 9	...	...
Csakany	10 19	...	2 36	...	...
Kormend	10 47	...	3 19	...	...
Steinamanger ..... arr	11 31	...	4 27	...	...
" 220 ..... d p	11 43	...	6 20	...	...
Vep	12 1	...	6 44	...	...
Sarvar	12 32	...	7 31	...	...
Asszonyfa	12 53	...	7 57	...	...
Kis-Czell ..... arr	1 11	...	8 28	...	...
" 238 ..... dep	1 41	...	8 58	...	...
Boba-Janoshaza	1 59	...	9 28	...	...
Devecser	2 38	...	10 30	...	...
Ajka	3 7	...	11 12	...	...
Varos-Lod	3 22	...	11 34	...	...
Sta. Gal	3 47	...	12 7	...	...
Veszprem ..... arr	4 29	...	1 6	...	...
" ..... dep	4 34	...	1 24	...	...
Hajmasker	4 50	...	1 44	...	...
Var-Palota	5 16	...	2 29	...	...
Kis-Keszi	5 41	...	3 1	...	...
Stuhlweissenburg arr	5 57	...	3 22	...	...
BUDAPEST 220 ... "	8 30	...	6 4	...	...
	p.m.		a.m.		

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VIENNA and STOCKERAU.– (Local Trains.)

Stations.	1—4	1,2,3	1—4	1,2,3	1—4	1,2,3	1 & 2	1—4
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Vienna .....dep	8 3	9 33	11 8	12 53	3 53	7 13	9 8	9 38
Jedlesee	8 17	9 53	11 27	1 6	4 5	7 26	...	9 51
Langenzersdorf.....	8 36	10 6	11 40	1 17	4 16	7 37	...	10 2
Korneuburg	8 47	10 19	11 53	1 28	4 25	7 48	9 30	10 13
Stockerau .....arr	9 4	10 41	12 15	1 45	4 41	8 5	9 40	10 30

VIENNA, PRAGUE, and AUSSIG.–Nordwestbahn und Sud Nordd. Verbindungsbahn.

Dist.	1 Cl.	1 Cl.	3 Cl.	Stations.	1—4	1—4	1,2,3	1 & 2	1—4	Dist.	Stations.	1—4	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3	1—4
	gl.kr.	gl.kr.	gl.kr.		a.m.	a.m.	p.m.	p.m.	a.m.			a.m.	p.m.					
				Vienna (*Bestr.*) ...dep.	8 17	11 8	7 13	9 8	...		Tetschen.....dep	...	...	...	5 36	9 27	8 28	...
0.7	0 30	0 15		Jedlesee Aufn.-St.	8 17	11 27	7 26	...	...		Nesch witz..... ,,	3 39	12 30	...	5 50	...	8 41	...
1.5	0 45	0 38	0 24	Langenzersdorf	8 36	11 40	7 37	...	...		Tschlowitz ..... ,,	3 43	12 39	...	5 50	...	8 50	...
2.1	0 63	0 53	0 32	Korneuburg	8 47	11 53	7 48	9 30	...		Bodenbach ..... ,,	3 57	12 50	...	6 10	...	9 1	...
3.0	...	...	...	Stockerau	8 58	12 7	7 59	...	...		Gr. Priesen	4 7	12 57	...	6 17	...	9 8	...
3.4	1 ·2	0 85	0 51	Stockerau	9 9	12 30	8 11	9 41	...		Schwaden	4 18	1 5	...	6 26	10 4	9 16	...
4.3	...	...	...	S erndorf.....	9 21	12 45	8 25	...	...		Teplitz .....arr	...	...	...	...	...	...	...
5.4	...	...	...	Göllersdorf.....	9 35	1 3	8 39	...	...		Aussig ,, ,,	...	...	...	p.m.	p.m.	...	...
6.8	2 4	1 71	1 3	Oberholiabrunn	9 52	1 30	8 56	...	...		**Aussig** (*Bestr.*).....dep	4 45	1 15	...	6 42	10 9	...	...
8.2	2 46	2 5	1 21	Guntersdorf.....	10 9	1 55	9 13	...	...		Salesio-Cernosek	5 18	1 47	...	6 56	...	...	...
9.0	2 91	2 43	1 46	**Zellerndorf**(*Rest.*)ar	10 27	2 20	9 31	...	...		**Lellmeritz** .....arr	5 28	1 56	...	7 21	10 43	...	...
...	...	...	...	ZELLERNDORF ..dep	...	...	...	...	...		,, (*Restr.*) dep	5 33	1 59	...	7 28	10 47	...	...
1.4	...	...	...	FULKAU ..... ,,	...	...	...	...	...	4.3	Polep ..... ,,	5 49	2 13	...	7 49	...	...	...
2.6	...	...	...	HORN (*Restr.*) ....arr	p.m.	...	...	...	...	5.1	Gastorf..... ,,	6 18	2 38	...	8 0	...	...	...
...	...	...	...	HORN (*Restr.*) ....dep	...	...	...	...	...	5.1	Wegstädtl ..... ,,	6 18	2 38	...	8 0	...	...	...
2.6	...	...	...	FULKAU ..... ,,	...	...	...	...	...	6.9	Libochowitz ..... ,,	6 30	2 45	...	8 10	...	...	...
...	...	...	...	ZELLERNDORF ..arr	...	...	...	...	...	7.9	Melnik ..... ,,	6 48	3 3	...	8 24	11 38	...	...
10.7	3 21	2 68	1 61	**Zellerndorf** ..... dep	10 49	2 35	9 37	...	...	9.3	**Vsetat-Privor** (*R.*)ar	7 6	3 20	...	8 44	...	...	...
11.7	3 51	2 93	1 76	Retz	10 49	2 55	9 53	...	...		VSETAT-PRIVOR ,,	7 13	...	...	...	...	...	...
13.2	3 96	3 30	1 98	Schattau	11 3	3 14	10 7	...	...	0.7	Neratowitz ..... ,,	7 28	...	...	...	...	...	...
...	...	...	...	**Znaim** .....arr.	11 24	3 43	10 28	10 6	...	2.6	Czakowitz ..... ,,	7 59	...	...	...	...	...	...
...	...	...	...	(*Restr.*)...dep	11 36	4 16	10 43	11 13	...	4.3	Vzsocan ..... ,,	8 27	...	...	...	...	...	...
14.8	...	...	...	Wolframitzkirchen.....	11 50	4 47	11 6	...	...	5.1	Prague ..... arr	8 40	...	...	...	...	...	...
15.7	...	...	...	Schönwald	12 13	5 6	11 20	...	...		**Vsetat-Privor** ...dep	7 15	3 21	...	8 45	...	...	...
16.8	...	...	...	Groschelmauth	12 27	5 24	11 34	...	...		Dris	7 27	3 33	...	8 57	...	...	...
18.3	5 49	4 54	2 75	M. Budwitz	12 54	5 59	12 10	12 5	...	10.2	Alt-Benzlau	7 37	3 43	...	9 7	...	...	...
19.4	5 79	4 83	2 90	Jarmeritz	1 8	6 19	12 23	...	...	10.9	**Lysa** (*Restr.*).....dep	7 55	4 0	...	9 24	12 24	...	...
20.4	...	...	...	Kostelitz	1 24	6 41	12 39	...	...	12.3		a.m.			p.m.	a.m.		
21.2	5 30	5 18		Trebitsch (*Restr.*)	1 53	7 26	1 8	12 36	...		PRAGUE (*Restr.*)...dep	6 40	3 35	...	8 10	11 0	10 0	...
22.1	...	...	...	Trebitsch	2 13	7 45	1 34	...	...	0.7	Vysocan ..... ,,	6 53	3 54	...	8 23	11 14	10 13	...
23.4	...	...	...	Brenn	2 28	8 6	1 49	...	...	1.9	Chwala-Pockernitz ...	7 12	4 16	...	8 41	11 33	10 31	...
24.7	7 41	6 18	3 71	Wiese	2 28	8 6	1 39	...	...	2.7	Czakowitz ..... ,,	7 24	4 30	...	8 52	11 48	10 43	...
26.2	7 90	6 53	3 93	**Iglau** .....arr	2 46	8 32	1 57	1 22	...	3.5	Lysa ..... arr	7 36	4 43	...	9 4	12 1	11 0	11 55
...	...	...	...	(*Restr.*).....dep	3 6	8 31	2 8	1 27	...	4.6	**Lysa** .....dep	7 50	5 0	...	9 19	12 17	11 8	...
27.3	8 19	6 83	4 10	Poina	3 20	8 50	2 23	1 40	...	5.4	Deutschbrod ..... arr	8 17	5 28	...	9 45	...	11 32	...
28.4	...	...	...	Schuppenz	3 35	9 5	2 38	...	...		Kostomlat	8 28	5 41	...	9 55	12 49	11 42	...
29.5	8 85	7 38	4 43	**Deutschbrod** .....arr	3 49	9 27	2 53	2 2	...	13.5	**Nimburg** (*Restr.*) arr	8 28	5 41	...	9 55	12 49	11 42	...
...	...	...	...	(*Restr.*)...dep	3 54	9 42	2 56	2 6	...			a.m.						
30.7	...	...	...	Okrouhlitz	4 8	9 56	3 14	...	...	14.3	NIMBURG .....dep	4 38	6 8	...	...	...	...	...
31.9	9 48	7 91	4 75	Svetla	4 21	10 17	3 27	...	...	1.5	Libenice ..... ,,	4 55	6 44	...	...	...	...	...
33.3	...	...	...	Leslina	4 42	10 47	3 48	2 45	...	2.8	Dobrawitz ..... ,,	5 16	7 12	...	...	...	...	...
35.2	10 19	8 83	5 30	G. Jenikau (*Restr.*)	5 27	11 44	4 14	3 29	...	3.9	Jungbunzlau ..arr	5 39	7 34	...	...	...	...	...
36.6	10 47	9 16	5 51	Caslau	5 44	11 58	4 31	3 46	...		Jungbunzlau ...dep	10 52	9 0	...	...	...	...	...
38.0	11 46	9 56	6 20	Kuttenberg	6 9	12 44	4 56	4 10	...	7.1	Dobrawitz .....(*Restr.*)dep	11 18	9 31	...	...	...	...	...
39.4	11 93	9 85	6 91	**Kolin** .....arr	6 39	1 14	5 26	4 39	...	8.8	Wlkawitz ..... ,,	11 28	9 41	...	...	...	...	...
...	...	...	...	(*Restr.*).....dep	6 45	1 20	5 32	4 45	...	9.9	Wlkawitz ..... ,,	12 13	1 26	...	...	...	...	...
40.3	12 13	10 13	6 8	**Gr. Wossek**.....dep	6 18	1 53	5 54	4 8	1,2,3	12.4	Nimburg ..... arr	8 34	5 51	...	9 50	12 58	11 48	...
...	...	...	...	(*Restr.*)dep	6 34	2 14	5 58	4 24	1,2,3	15.3	Podebrad ..... ,,	8 47	6 6	...	10 12	...	12 0	...
42.6	12 48	10 41	6 25	Podebrad (*Restr.*)	6 34	2 41	6 5	4 25	3 21	15.3	**Gr. Wossek** .....arr	8 59	6 30	...	10 27	1 17	12 39	...
43.6	12 76	10 66	6 40	Nimburg (*Restr.*) arr	6 46	2 47	6 11	4 33	3 32	16.3	(*Restr.*) dep	9 2	6 30	...	10 27	1 17	12 39	...
...	...	...	...	NIMBURG ..... dep	...	6 8	2 8	...	...	17.5	**Kolin** .....arr	9 15	6 47	...	10 40	1 29	...	...
2.8	13 62	11 35	6 91	WLKAWA..... ,,	...	6 44	2 37	...	...		,, (*Restr.*)...dep	9 21	6 53	...	10 45	1 33	...	...
4.3	13 90	11 66	7 6	Dobrawitz ..... ,,	...	7 17	3 1	...	...									
5.2	14 6	11 86	7 16	Jenikau (*Restr.*)	...	7 31	3 15	...	...									
7.1	14 34	12 14	7 34	G. Wossek	...	7 48	3 32	...	...									
8.5	14 62	12 42	7 52	Kuttenberg	...	8 6	3 50	...	...									
11.4	15 19	13 19	8 19	Caslau	...	8 36	4 20	...	...									
12.8	15 47	13 47	8 37	Svetla	...	8 54	4 38	...	...									
14.7	16 19	14 19	8 57	Deutschbrod ..... arr	...	9 14	4 58	...	...									
...	...	...	...	(*Restr.*)...dep	...	9 20	5 4	...	...									
15.8	16 47	14 47	9 7	Okrouhlitz	...	9 36	5 20	...	...									
16.9	16 76	14 76	9 16	Poina	...	9 45	5 29	...	...									
18.3	17 19	15 19	9 45	Trebitsch (*Restr.*)	...	10 8	5 52	...	...									
19.2	17 47	15 47	10 5	Brenn	...	10 26	6 10	...	...									
20.5	17 76	15 76	10 14	Trebitsch	...	10 36	6 20	...	...									
21.3	18 4	16 4	10 24	Kostelitz	...	10 46	6 30	...	...									
23.2	18 32	16 32	10 44	Jarmeritz	...	11 6	6 50	...	...									
24.1	18 61	16 61	10 54	M. Budwitz	...	11 16	7 0	...	...									
25.6	18 90	16 90	11 14	Groschelmauth	...	11 36	7 20	...	...									
26.9	19 18	17 18	11 34	Schönwald	...	11 56	7 40	...	...									
28.2	19 47	17 47	11 54	Wolframitzkirchen.....	...	12 16	8 0	...	...									
29.6	19 76	17 76	12 14	Schattau	...	12 36	8 20	...	...									
30.7	20 4	18 4	12 24	**Znaim** .....arr.	...	12 46	8 30	...	...									
...	...	...	...	(*Restr.*)...dep	...	1 6	8 50	...	...									
32.5	20 33	18 33	12 43	Retz	...	1 25	9 9	...	...									
33.3	20 47	18 47	12 53	Schattau	...	1 35	9 19	...	...									
34.8	20 76	18 76	1 13	Zellerndorf(*Rest.*)ar	...	1 55	9 39	...	...									
...	...	...	...	ZELLERNDORF ..dep	...	...	...	...	...									
35.8	21 5	19 5	1 23	FULKAU ..... ,,	...	...	...	...	...									
37.2	21 33	19 33	1 43	HORN (*Restr.*) ....arr	...	...	...	...	...									
...	...	...	...	HORN (*Restr.*) ....dep	...	...	...	...	...									
37.2	21 33	19 33	1 43	FULKAU ..... ,,	...	...	...	...	...									
...	...	...	...	ZELLERNDORF ..arr	...	...	...	...	...									
38.2	21 52	19 52	1 53	Guntersdorf.....	...	...	...	...	...									
39.1	22 11	20 11	2 13	Göllersdorf.....	...	...	...	...	...									
40.5	22 40	20 40	2 33	S erndorf.....	...	...	...	...	...									
41.9	23 9	21 9	2 53	Stockerau	...	...	...	...	...									
42.8	23 28	21 28	3 6	Korneuburg	...	...	...	...	...									
43.6	23 47	21 47	3 19	Langenzersdorf.....	...	...	...	...	...									
44.4	24 0	22 0	3 32	Jedlesee	...	...	...	...	...									
45.2	24 19	22 19	3 45	**Vienna** (*Restr.*) ...arr.	...	...	...	...	...									

STOCKERAU and VIENNA.

Stations.	1—4	1, 2, 3	1, 2, 3	1—4	1—4	1, 7, 3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Stockerau ..... dep	6 24	7 35	7 59	11 7	2 12	3 32	6 45	8 7
Korneuburg	6 46	7 55	8 11	11 24	2 31	4 1	7 6	8 28
Langenzersdorf	6 56	8 5	...	11 32	2 53	4 15	7 16	8 39
Jedlesee	7 7	8 16	...	11 50	3 15	4 10	7 2	8 56
Vienna ..... arr	7 19	8 28	8 37	12 2	3 29	4 54	7 3	9 9

TRAUTENAU and FREIHEIT.

Stations.	1—4	1—4	1—4	1—4	1—4
	a.m.	noon	p.m.	p.m.	p.m.
Parschnitz dep	4 8	...	2 0	...	6 43
A. Paka ..... ,,	1 55	...	10 54	3 59	...
Trautenau ..... dep	5 36	9 9	12 25	3 9	7 6
Freiheit ..... arr	6 18	9 51	1 7	7 41	7 48

Stations.	1—4	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.	p.m.
Freiheit ..... dep	8	6 10	10 16	2 11	4 6	9 51
Trautenau ..... arr	8 39	10 49	2 44	4 36	10 2
A. Paka ..... arr	...	2 47	...	6 36	11 56
Parschnitz ..... ,,	...	11 11	3 14	5 14	11 42

TURNAU and KRALUP—Turnau-Kreinberg-Prager Eisenbahn.

Stations.	1—4	1—4	1—4	1—4	1st	2nd	3rd	4th
	a.m.	p.m.	p.m.	a.m.	gl. kr.	gl. kr.	gl. kr.	gl. kr.
Turnau ..... dep.	5 15	2 36	5 55	10 30	—	—	—	—
Münchengrätz	8 41	4 4	9 26	11 6	—	—	—	—
Bakov	9 50	4 50	10 16	12 32	0 72	0 54	0 36	0 24
Jungbunzlau	10 23	5 20	10 46	12 40	...	...	...	...
Kralup ..... dep	6 28	6 15	...	...	2 16	1 62	1 8	0 72
Neratovic ..... arr	7 0	7 2	...	...	2 70	2 3	1 35	0 90
Neratovic ..... dep.	7 38	6 22	9 37	1 31	2 6	1 53	1 2	0 76
Vyrotcenan	8 35	7 18	10 51	2 27	1 71	1 14	...	...
Prague ..... arr.	8 48	7 30	11 6	3 16	4 14	2 11	2 7	1 34

Stations.	1—4	1—4	1—4	1—4	1—4
	a.m.	p.m.	p.m.	p.m.	p.m.
Prague ..... dep.	7 50	6 24	9 12	...	...
Vyrotcenan ..... arr.	8 35	7 18	9 57	4 49	8 30
Neratovic ..... dep.	8 35	...	9 57	4 49	8 30
Kralup ..... arr.	9 12	...	10 37	9 21	5 36	11
Kattenthal	9 27	...	10 53	9 43	6 4	3 45	11
Jungbunzlau	10 27	9 21	11 53	10 43	7 0	4 40	12
Bakov	10 53	9 43	12 19	11 9	7 26	5 6	1
Neratovic ..... dep.	11 7	10 0	12 34	11 24	7 41	5 21	1
Neratovic ..... arr.	11 34	10 28	1 0	11 50	8 7	5 47	1

[To May.

Stations.	1—4	1—4	1—4	1—4	1st	2nd	3rd	4th
	a.m.	p.m.	p.m.	a.m.	gl. kr.	gl. kr.	gl. kr.	gl. kr.
Turnau ..... dep.	5 15	2 36	5 55	10 30	—	—	—	—
Münchengrätz	8 41	4 4	9 26	11 6	—	—	—	—
Bakov	9 50	4 50	10 16	12 32	0 72	0 54	0 36	0 24
Jungbunzlau	10 23	5 20	10 46	12 40	...	...	...	...
Kralup ..... dep	6 28	6 15	...	...	2 16	1 62	1 8	0 72
Neratovic ..... arr	7 0	7 2	...	...	2 70	2 3	1 35	0 90
Neratovic ..... dep.	7 38	6 22	9 37	1 31	2 6	1 53	1 2	0 76
Vyrotcenan	8 35	7 18	10 51	2 27	1 71	1 14	...	...
Prague ..... arr.	8 48	7 30	11 6	3 16	4 14	2 11	2 7	1 34

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DEUTSCHBROD, PARDUBITZ, and LIEBAU.

G. M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1—4	1,2,3	1,2,3	G.M.	Stations.	1—4	1,2,3	1,2,3	1—4	1,2,3
Dis.	gl.kr	gl.kr	gl.kr		p.m.	p.m.				Dis.				a.m.	a.m.	a.m.
...	...	...	...	VIENNA	...	...	...	...	...	...	**Berlin** .. dep.	...	...	...	8 45	10 0
...	...	...	...	,, ... dep.	...	7 13	...	...	8 3	...	FRANKFURT O.	...	...	...	10 4	12 16
...	...	...	...	D.-BROD	...	...	...	...	...	...	KOHLFURT	...	...	9 48	12 54	4 25
...	...	...	...	,, ... arr.	...	9 53	a.m.	...	3 49	...	HIRSCHBERG	...	a.m.	11 56	3 15	6 45
...	...	...	...	PRAGUE ...dep	8 10	10 0	6 40	...	3 35	...	**Breslau**	...	6 30	10 10	1 10	6 30
...	...	...	...	KONIGGRATZar.	12 7	2 8	11 0	...	8 35	...	RUHBANK	...	9 45	1 22	4 22	9 45
...	...	...	...	GRULICH ...dep.	...	4 18	10 31	...	4 11	...	**LIEBAU** .....arr.	...	10 24	1 58	4 55	10 24
...	...	...	...	KONIGGRATZ ,,	1 45	6 49	12 54	...	7 27				p.m.	p.m.	p.m.	p.m.
				(*Restr.*).	a.m.	a.m.	a.m.		p.m.	—	**Liebau** (*Rest.*)dep.	...	10 46	3 47	5 29	10 47
—	...	...	...	**Deutschbrod**dp	...	3 3	...	...	4 1	0,6	Königshain	...	10 54	3 56	5 44	11 2
1,4	...	...	...	Rosochatetz	...	3 22	...	...	4 19	1,1	Bernsdorf	...	11 1	4 4	5 54	11 12
2,3	...	...	...	Chotebor	...	3 36	...	...	4 32	2,4	**Parschnitz** ...arr	a.m.	11 16	4 22	6 18	11 36
3,6	...	...	...	Zdiretz-Kreuzberg	...	3 56	...	...	4 50	...	,, (*Restr.*) dep.	4 21	11 22	–	6 33	11 56
5,3	...	...	...	Hlinsko	...	4 21	...	...	5 13	3,9	Schwadowitz (*Rest.*)	4 46	11 39	...	6 53	12 36
7,3	...	...	...	Skuc	...	4 52	...	...	5 43	4,9	Kosteletz	5 7	11 54	...	7 19	1 5
9,1	...	...	...	Chrast	...	5 19	...	...	6 9	6,2	**Nachod**	5 30	12 11	...	7 32	1 31
10,1	...	...	...	Skalitzek	...	5 34	...	...	6 23	6,9	Skalitz	5 45	12 23	...	7 46	2 0
10,7	...	...	...	Chrudim	...	5 43	...	...	6 31	8,5	**Josefstadt** ...arr	6 8	12 40	a.m.	8 3	2 24
...	...	...	...	**Pardubitz** arr.	...	6 30	a.m.	...	7 16	...	,, (*Restr.*) dep	6 21	12 48	7 44	8 15	2 44
...	...	...	...	,,(*Restr.*) dep.	...	5 49	10 50	...	6 37	9,4	Smiritz	6 34	12 59	7 56	8 27	3 3
13,1	...	...	...	Steblowa	...	6 27	11 19	...	7 11	10,2	Predmeritz	6 46	1 8	8 5	8 37	3 19
14,0	...	...	...	Opatowitz	1—4	6 39	11 33	...	7 21	10,8	**Koniggratz** arr.	6 54	1 15	8 12	8 44	3 28
14,8	...	...	...	**Koniggratz** arr.	a.m.	6 50	11 46	p.m.	7 30	...	,, (*Restr*) dep.	...	...	8 21	9 10	...
...	...	...	...	,, (*Restr.*) dep.	12 29	7 36	11 58	2 23	7 3	11,6	Opatowitz	...	...	8 29	9 19	...
15,4	...	...	...	Predmeritz	12 42	7 44	12 8	2 31	7 46	12 5	Steblowa	...	...	8 39	9 31	...
16,2	...	...	...	Smiritz	12 58	7 55	12 21	2 40	7 55	...	**Pardubitz** arr.	...	...	9 15	10 9	...
17,1	...	...	...	**Josefstadt** ...arr.	1 12	8 6	12 35	2 50	8 5	...	,, (*Restr.*) dep	...	...	8 37	9 31	...
...	...	...	...	,, (*Restr.*) dep.	1 32	8 21		2 58		14,9	Chrudim	...	...	9 20	10 16	...
18,7	...	...	...	Skalitz	2 11	8 45		3 20	...	15,5	Sattnan	...	...	9 29	10 26	...
19,5	...	...	...	Nached	2 30	8 57	...	3 30	...	16,5	Chrast	...	...	9 42	10 40	...
20,8	...	...	...	Kosteletz	3 5	9 21	...	3 51	...	18,3	Skutsch	...	...	10 12	11 12	...
21,8	...	...	...	Schwadowitz(*Rest.*)	3 31	9 35	...	4 3	...	20,4	Hlinsko	...	...	10 44	11 46	...
23,3	...	...	...	**Parschnitz** ...arr.	3 55	9 52	a.m.	4 17	...	22,0	Zdiretz-Kreuzberg	...	...	11 4	12 8	...
...	...	...	...	,, (*Restr.*) dep.	4 15	10 12	11 26	4 23	...	23,3	Chotebor	...	...	11 20	12 26	...
24,6	...	...	...	Bernsdorf	4 41	10 38	11 47	4 41	...	24,2	Rosochatetz	...	...	11 33	12 39	...
25,1	...	...	...	Königshain	4 56	10 55	11 56	4 49	...	25,6	**Deutschbrod**arr.	...	...	11 59	12 57	...
25,6	...	...	...	**Liebau**(*Restr.*)arr.	5 5	11 4	12 4	4 55	...		(*Restr.*)	a.m.	a.m.			a.m.
					a.m.	p.m.	p.m.	p.m.		...	KONIGGRATZ ar	7 16	11 21	...	8 51	...
...	...	...	...	LIEBAU .....dep.	5 16	12 31	12 31	5 11	...	...	GRULICH ...arr	1 22	3 29	p.m.	p.m.	p.m.
...	...	...	...	RUHBANK ...arr.	5 40	12 47	12 47	5 32	...	...	KONIGGRATZ dp	7 7	...	1 27	4 6	3 55
...	...	...	...	**Breslau**	9 11	4 10	4 10	9 5	...	...	PRAGUE .....arr.	12 0	a.m.	5 3	8 32	7 37
...	...	...	...	HIRSCHBERG ...	6 50	2 2	2 2	...	...	...	D.-BROD.....dep.	...	12 15	...	1 9	...
...	...	...	...	KOHLFURT dep.	9 8	4 8	4 8	...	...	...	VIENNA .....arr.	...	7 39	...	8 28	...
...	...	...	...	FRANKFURT O.	1 34	8 27	8 27	...	...						a.m.	
...	...	...	...	**Berlin**... arr.	4 0	10 50	10 50	...	...							

»AAB and KIS-CZELL. [April 1.

G.M	1 cl.	2 cl.	3 cl.	Stations.	1—4	1—4	Stations.	1—4	1—4
Dis.	gl.kr	gl.kr	gl.kr		p.m.	a.m.		a.m.	a.m.
—	—	—	—	NEUZONY ..... dep	3 51	2 38	STUHLWEISSENBURG dp	9 34	12 7
2,3	0 83	0 62	0 41	**Raab** ..... dep	9 33	5 42	**Kis-Czell** ..... dep	2 38	6 20
3,5	1 26	0 95	0 63	Szemere	10 11	6 21	Mezolak	3 19	7 0
5,1	1 81	1 38	0 92	Gyomore	10 31	6 43	Papa	3 40	7 33
6,1	2 20	1 65	1 10	Vaszar	10 55	7 8	Vaszar	3 56	7 49
7,1	2 56	1 92	1 28	Papa	11 15	7 44	Gyomore	4 20	8 16
9,5	3 42	2 57	1 71	Mezolak	11 32	8 1	Szemere	4 49	8 36
...	...	...	...	**Kis-Czell** ..... arr	12 13	8 40	**Raab 220** ..... arr	5 17	9 14
				STUHLWEISSENBURG ..	5 57	3 72	NEUZONY	11 9	1 18

GEIERSBERG and WILDENSCHWERT.

Mls.	Stations.	a.m.	a.m.	p.m.	Stations	1—4	1—4	1—4		
	KONIGGRATZ .....dep	7 16	11 21	8 51		a.m.	p.m.	p.m.		
	GRULICH ..... ,,	9 30	...	...	BRUNN .....dep	11 27	...	11 59	...	...
...	...	a.m.	p.m.	p.m.	**Wildenschwert**	2 57	1 14	3 30	...	...
...	**Geiersberg** .....dep	11 34	2 22	11 33	Liebenthal	3 26	1 46	3 56	...	...
...	Liebenthal	11 46	2 37	11 43	**Geiersberg** ..... arr	3 37	1 57	4 5	...	...
6½	**Wildenschwert**.....arr	12 14	3 5	12 8	GRULICH ..... arr	...	3 29	...	...	...
	BRUNN	a.m.		3 58	KONIGGRATZ	6 49	...	7 22	...	...

OELS and »ILSELMSBRUCK.—Breslau-Warschauer Eisenbahn.

Mls.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4	1—4	1—4	Stations.	1—4	1—4	1—4
Dis.	m.p.f	m.pf	m.pf	m pf		a.m	a.m	p.m		a.m	a.m.	p.m
—	—	—	—	—	BRESLAU .....dep	6 22	9 45	5 36	»Wilhelmsbrück dep.	7 7	12 6	6 43
12½	1 60	1 20	0 80	0 40	**Oels** .....dep.	7 32	10 56	6 53	Kempen	7 38	12 29	7 4
15½	2 0	1 50	1 0	0 50	Stradam	8 7	11 31	7 28	Bralin	7 52	12 51	7 25
23½	3 0	2 30	1 50	0 80	Poln. Wartenberg.....	8 23	11 47	7 45	Poln. Wartenberg.....	8 18	1 15	7 53
24½	3 0	2 30	1 50	0 80	**Bralin**	8 38	12 17	8 15	Stradam	8 31	1 27	8 10
28½	3 70	2 80	1 90	1 0	Kempen	9 9	12 33	8 32	**Oels** .....arr.	8 58	1 54	8 37
34½	4 50	3 40	2 30	1 20	**Wilhelmsbrück** arr.	9 38	12 50	8 49	BRESLAU ..... ,,	10 9	3 15	9 53

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JOSEFSTADT and REICHENBERG.

G.M.	Cl. 2	Cl. 3	Cl.	Stations.	1—4	1—4	1—4	1—4	1—4	G.M.	Stations.	1—4	1—4	1—4	1—4	1—4
Dis.	gl.kr	gl.kr	gl.kr				p.m.		a.m.	Dis.						a.m.
	...	...	...	Vienna ...dep.	...	...	7 13	...	8 3	—	**Berlin**(Gör)dp	...	...	...	...	7 0
	...	...	...	„ ...dep.	...	...	...	...	...		Cottbus	...	a.m.	a.m.	a.m.	10 1
	...	...	...	Josefstadt arr	...	...	8 6	a.m.	8 5		Görlitz	...	5 25	7 55	11 15	2 45
	...	...	...	Prague ... dep.	...	...	a.m.	6 40	...		**Dresden** (Nst)	...	...	...	...	...
	...	...	...	Josefstadt arr	...	...	...	12 35	...		Lobau	...	6 10	9 10	12 30	4 0
	...	...	...	Grulich ...dep.	...	...	...	...	1 47		Zittau	...	7 45	10 45	2 5	5 35
	...	...	...	Josefstadt arr	...	...	8 6	a.m.	8 5		Reichenberg a	...	8 40	11 40	3 0	6 30
	...	...	...	Parubitz dep.	...	...	5 49	10 50	6 37		(*Restr.*)	a.m	a.m.	p.m.	p.m	p.m.
	...	...	...	Josefstadt arr	...	...	8 6	12 35	8 5	—	**Reichenberg**dep	3 23	8 51	1 33	3 53	7 7
					1 2, 3	p.m.	p.m.	p.m	1,4		Langenbruck.....	3 44	9 20	2 5	4 14	7 36
				Josefstadt....dep.	...	...	8 16	12 50	8 12	2,1	Ite chenau-Gablonz	3 54	9 34	2 19	4 24	7 50
1,9	...	...	...	Kukus	...	...	8 31	1 9	8 29	3,0	Liebenau.....	4 8	9 52	2 38	4 38	8 8
2,7	...	...	...	Königinhof.....	...	...	8 46	1 29	8 35	3,7	sichrow	4 19	10 6	2 52	4 49	8 22
3,7	...	...	...	Tremosna	...	...	8 58	1 44	8 52	4,8	**Turnau**.....arr	4 33	10 24	3 11	5 3	8 40
5,0	...	...	...	Mastig	...	...	9 14	2 6	9 5	...	„ (*Restr.*)...dep	4 43	10 37	p.m.	5 13	p.m.
6,0	...	...	...	Falgendorf	...	...	9 35	2 38	9 25	5,9	Kleinskal	4 58	10 58	...	5 28	...
6,0	...	...	...	**Alt-Paka**.....arr.	...	...	9 49	2 55	9 38	6,7	Eisenbrod	5 15	11 24	...	5 45	...
	...	...	...	„ (*Restr.*) dep.	...	...	9 57	3 10	9 46	7 6	Semil	5 29	11 44	...	5 59	...
	...	...	...	Liebstadt.....	...	...	10 14	3 32	10 2	8,7	Liebstadt	5 45	12 5	...	6 15	...
	...	...	...	Semil	...	...	10 30	3 55	10 17	9,9	**Alt-Paka** .....arr	6 1	12 26	...	6 31	...
	...	...	...	Eisenbrod	...	...	10 45	4 20	10 31	...	„ (*Restr.*)...dep	6 9	12 41	...	6 43	...
	...	...	...	Kleinskal	...	...	10 59	4 37	10 44	11,0	Falgendorf	6 26	1 5	...	7 0	...
	...	...	...	**Turnau**.....arr.	a.m.	a.m.	11 13	4 55	10 58	12,3	Mastig	6 45	1 28	...	7 19	...
	...	...	...	„ (*Restr.*)...dep	5 16	7 23	11 45	5 15	11 6	13,1	Tremesna	6 58	1 45	...	7 32	...
	...	...	...	Sichrow	5 47	7 42	12	5 38	11 22	14,0	Königinhof.....	7 10	2 3	...	7 44	...
	...	...	...	Liebenau	6 17	7 55	12 12	5 59	11 33	14,9	Kukus	7 22	2 20	...	7 56	...
	...	...	...	Reichenau-Gablonz	6 46	8 13	12 27	6 21	11 48	15,9	**Josefstadt**...arr.	7 35	2 34	...	8 9	...
	...	...	...	**Langenbruck**.....	7 10	8 27	12 40	6 39	12 1		(*Restr.*)	a.m.	p.m.	...	p.m.	...
	...	...	...	**Reichenberg** arr	7 41	8 50	1 0	7 6	12 21	...	Josefstadt dp	7 44	2 53	...	8 15	...
				(*Restr.*)	a.m.	a.m.	p.m.	p.m.	a.m.	...	Parubitz arr.	9 15	4 36	...	10 9	...
				Reichenberg d	9 15	9 15	1 15	7 35	...	...	Josefstadt dp.	7 44	...	...	8 15	...
				Zittau	10 0	10 0	2 0	8 20	...	...	Grulich ....arr.	3 29	...	...	...	...
				Lobau	11 25	11 25	3 25	10 0	...	...	Josefstadt dp.	2 33	...	...	...	...
				Dresden (Nst)	...	...	...	...	...	...	Prague .....arr.	8 32	...	...	p.m.	...
				Görlitz ...dep	12 5	12 5	4 20	11 5	...	...	Josefstadt dp.	7 44	...	...	8 15	...
				Cottbus	p.m.	...	7 4	...	...	...	Vienna .....arr.	7 39	...	...	8 28	...
				Berlin (Gör) arr	...	...	10 10	...	...	...		p.m.			a.m.	

GRULICH and PRAGUE.

G.M.	Stations.	1 & 2	1,2,3	1—4	1—4	1—4	1—4	G.M.	Stations.	1—4	1—4	1,2,3	1—4	1,2,3	2,3
Dis.			a.m.	a.m.	a.m.	a.m.	noon	Dis.		a.m.	p.m.	a.m.	p.m.	p.m.	p.m.
	Liebau.....dep	...	10 47	...	10 46	...	...	—	**Prague** (*Restr.*)dp	6 40	...	a.m.	p.m.	p.m.	p.m.
	Konioggratzar	...	3 28	...	1 15	...	...	0,7	Vyscan	6 53	...	10 1a	3 54	8 23	11 14
	Parschnitz dp	...	11 43	4 8	...	4 32	12 0	1,8	Chwàla-Poc'rnz ...	7 12	...	10 31	4 16	8 41	11 32
	Chlumetz arr	...	4 30	7 50	a.m.	9 7	5 14	2,6	Mstetitz	7 24	...	10 43	4 30	8 52	11 48
	Olmutz.....dep	...	...	...	4 48	...	a.m.	3,4	Celàkowitz	7 36	...	10 55	4 43	9 4	12 1
	Sternberg	...	...	...	4 38	...	...	4,5	**Lysa**	7 50	...	11 8	5 0	9 19	12 17
	Schonberg	...	...	...	6 58	...	...	...	(*Restr.*)...dep	8 3	7 14	11 19	5 11	9 31	12 28
	Grulich ...arr	...	...	...	9 19	...	...	5,7	Kostomlat	8 17	7 44	11 32	5 28	9 45	...
	Grulich (*Restr*)dp	...	...	...	9 30	1 47	...	6,5	**Nimburg** .....arr	8 28	8 3	11 42	5 41	9 55	12 43
0,6	Wichstadtl Li'au „	...	...	...	9 41	2 10	...	...	(*Restr.*) dep	8 34	—	11 48	5 51	9 59	12 53
2,1	Gnabl ..... „	...	...	a.m.	10 6	2 54	...	7,5	Podebrad.....	8 47	...	12 0	6 6	10 12	...
3,1	Gelersberg	...	...	4 18	10 33	4 11	...	8,5	**Gr.-Wosek**...arr	8 59	a.m.	12 11	6 20	10 24	1 10
4,2	Senftenberg	...	...	4 38	10 53	4 40	...	...	(*Restr.*) dep	9	5 40	12 39	6 40	10 32	a.m.
6,0	Pottenstein	...	...	5 10	11 24	5 14	...	9,4	Libnowes	9 22	5 55	12 50	6 55	10 44	...
7,1	Adler-Kosteletz ..	...	...	5 34	11 48	6 1	...	10,9	Zizelitz	9 46	6 19	1 10	7 19	11 5	...
8,7	Tinist	...	...	6	12 15	6 31	...	11,5	**Chlumetz**.....arr	9 56	6 29	1 18	7 29	11 13	1 2,3 class
9,8	Hohenbruck	1 & 2 class	...	6 20	12 34	6 59	...	...	(*Restr.*)...dep	10 4	—	1 21	7 39	11 19	1 & 2 class
11,6	**Koniggratz** ...arr	...	a.m.	6 49	1 0	7 27	p.m.	13,5	Dobrenitz-S. ...	10 34	...	1 47	8 9	11 45	+ class
	„ (*Restr.*)...dep	...	3 52	7 7	1 27	...	4 6	15,2	**Koniggratz**...arr	11 0	a.m.	2 8	8 35	12 7	...
13,3	Dobrenitz-Syto „	...	4 13	7 32	1 48	...	4 31	...	(*Restr.*)...dep	11 21	7 16	...	8 51	...	...
15,3	**Chlumetz** .....arr	...	4 36	7 59	2 10	p.m.	4 58	17,0	Hohenbruck ... „	11 54	8 4	...	9 18	...	...
	„ (*Restr.*)...dep	...	4 42	8 9	2 13	9 17	5 24	18,1	Tinist ..... „	12 16	8 35	...	9 36	...	...
18,9	Zizelitz „	...	4 51	8 20	2 22	9 28	5 35	19,7	Adler-Kosteletz „	12 50	9 20	...	10 4	...	...
17,4	Libnowes ..... „	...	5 9	8 42	2 39	9 50	5 57	20,8	Pottenstein ..... „	1 15	10 13	...	10 26	...	...
19,3	**Gr.-Wosek** ...arr	a.m.	5 20	8 56	2 49	10 4	6 11	22,6	Senftenberg ... „	1 53	11 7	...	10 59	...	...
	(*Restr.*)...dep	4 4	5 28	9 14	3 6	—	6 21	23,5	Gelersberg ..... „	2 19	11 43	...	11 15	...	...
19,3	Podebrad ..... „	...	5 41	9 31	3 21	...	6 34	24,7	Gnabl ..... „	2 44	12 27	...	p.m.	...	...
20,3	**Nimburg** .....arr	4 25	5 53	9 47	3 32	a.m.	6 46	26,2	Wichstadtl-Lich... „	3 17	1 8	...	...	...	...
	(*Restr.*)...dep	4 30	5 58	9 57	3 38	7 14	6 51	26,9	**Grulich** (*Restr*)ar	3 29	1 22	...	...	...	...
21,1	Kostomlat ..... „	...	6 7	10 10	3 47	7 37	7 0	...	Grulich ...dep	3 39	p.m.	...	...	...	...
22,0	**Lysa**.....arr	4 48	6 20	10 27	3 59	8 1	7 13	...	Schonberg	6 11	...	...	...	...	...
	„ (*Restr.*)...dep	4 58	6 28	10 37	4 6	—	7 25	...	Sternberg	8 46	...	...	...	...	...
23,4	Celàkowitz ..... „	5 10	6 42	10 56	4 18	...	7 39	...	Olmutz .....arr	9 32	...	a.m.	...	p.m.	...
24,2	Mstetitz ..... „	5 21	6 56	11 11	4 29	...	7 52	...	Chlumetz dep	10 6	...	6 30	...	11 26	...
25 0	Chwàla-Poc'rn'z ...	5 32	7 11	11 27	4 40	...	8 5	...	Parschnitz ar	3 14	p.m.	11 11	...	4 7	...
26,9	Vyscan ..... „	5 46	7 27	11 40	4 51	...	8 22	...	Koniggratz d	...	2 23	a.m.	...	12 20	...
26,9	**Prague** (*Restr.*) ar	5 55	7 37	12 0	5 3	...	8 32	...	Liebau .....arr	4 45	4 56	...	...	5 5	...
		a.m.	a.m.	noon	p.m.	...	p.m.			p.m.	p.m.			a.m.	

CHLUMETZ and PARSCHNITZ.

G.M. Dis.	Stations.	1—4.	1—4	1—4	1,2,3	1—4		G.M. Dis.	Stations.	1—4	1—4	1,2,3	1—4	1—4	
		p.m.	a.m.	a.m.									a.m.	a.m.	
...	VIENNA.....dep	7 13	...	8 3	...	...	...	...	BERLIN ...dep	...	...		8 45	10 0	...
...	,, ...dep	...	...	...	...	...	...	...	FRANKFURT-O... ,,	...	...		10 4	12 16	...
...	CHLUMETZ ...arr	6 29	...	7 29	p.m.	...	...	...	KOHLFURT ... ,,	...	...		12 56	4 25	...
...	PRAGUE .....dep	...	6 40	3 35	6 10	...	...	...	HIRSCHBERG ,,	...	a.m.		3 15	6 45	...
...	CHLUMETZ ...arr	...	9 56	7 29	11 13	...	...	...	BRESLAU ... ,,	...	6 30		1 25	6 30	...
		a.m.	a.m.	p.m.	p.m.			...	RUHBANK..... ,,	...	9 45		4 22	9 45	...
—	Chlumetz (Rest. dp	6 39	10 6	7 53	11 26	...	...	...	LIEBAU..... ,,	...	10 46		5 29	10 47	...
1,4	Neu-Bidschow ... ,,	7 7	10 34	8 19	11 54	...	...	...	PARSCHNITZ arr	...	11 16		5 52	11 36	...
2,2	Smidar ..... ,,	7 21	10 48	8 34	12 8	...	...			a.m.	noon	p.m.	p.m.	a.m.	
3,4	Westromer(R) arr	7 43	11 10	8 40	12 30	...	...	—	Parschnitz (Rest)	4 8	12 0	4 32	6 43	11 43	...
...	WOSTROMER d ,,	...	...	...	...	...	...	0,5	Frantenau(Res arr	4 16	12 10	4 45	6 56	11 52	...
1,2	TUR-LUTOWES ...	...	...	...	...	...	...	...	TRAUTENAU dep	...	...	...	...	...	...
2,3	JICIN .....arr	...	...	...	...	...	...	0,7	ALSTADT..... ,,	...	...	...	...	...	...
...	,, ...dep	...	...	...	...	...	...	1,3	FREIHEIT.....ar	...	...	...	...	...	...
1,0	TUR-BUTOWES...	...	...	...	...	...	...	...	,, ...dep	...	...	...	...	...	...
2,3	WOSTROMER arr	...	...	...	...	...	...	0,6	ALSTADT ..... ,,	...	...	...	...	...	...
...	Wostr mer ...dep	7 48	11 15	8 43	12 35	...	...	1,3	TRAUTENAU arr	...	...	...	...	...	...
4,8	Belohrad ..... ,,	8 13	11 40	9 3	1 0	...	...	...	Frantenau.....dep	4 20	12 15	4 49	...	11 56	...
6,2	Neu-Paka..... ,,	8 43	12 10	9 25	1 30	...	...	1,7	Pilnikau ..... ,,	4 37	12 38	5 8	...	12 17	...
8,8	Alt-Paka .....a r	8 54	12 21	9 23	1 41	...	...	2,8	Kottwitz..... ,,	4 45	12 48	5 16	...	12 26	...
...	,, (Rest.) . dep	9 2	12 34	9 49	1 55	...	+ 1, 2, 3 class.	2,8	Arnau ..... ,,	4 55	1 5	5 27	...	12 38	...
7,9	Kruh ..... ,,	9 20	12 57	10 5	2 13	...		4 2	Pelsdorf (Rest.) ar	5 11	1 30	5 46	...	12 59	...
8,2	Starkenbach ..... ,,	9 35	1 19	10 19	2 29	...		...	PELSDORF ...dep	...	...	...	...	...	...
9,8	Pelsdorf (Rest) arr	9 52	1 40	10 34	2 47	...		0,6	HOHENELBE arr	...	...	...	...	...	...
...	PELSDORF ...dep	...	...	...	...	...		...	,, ...dep	...	...	...	...	...	...
0,6	HOHENELBE arr	...	...	...	...	...		0,6	PELSDORF ...ar	...	...	...	...	...	...
...	,, ...dep	...	...	...	...	...		...	Pelsdorf .....dep	5 14	1 41	5 49	...	1 2	...
0,6	PELSDORF ...arr	...	...	...	...	...		5,3	Starkenbach ..... ,,	5 29	2 7	6 6	...	1 21	...
...	Pelsdorf.....dep	9 56	1 45	10 37	2 49	...		6,1	Kruh ..... ,,	5 42	2 25	6 20	...	1 36	...
11,2	Arnau ..... ,,	10 18	2 13	10 58	3 11	...		7,2	Alt-Paka .....arr	5 56	2 47	6 36	...	1 54	...
11,7	Kottwitz..... ,,	10 26	2 23	11 5	3 23	...		...	,, (Rest.)...dep	6 16	3 3	6 54	...	2 9	...
12,2	Pilnikau ..... ,,	10 36	2 35	11 14	3 34	...		7,8	Neu-Paka ..... ,,	6 25	3 15	7 6	...	2 22	...
13,4	Frantenau(Res)arr	10 54	2 49	11 30	3 54	...		9,2	Belohrad ..... ,,	6 45	3 44	7 35	...	2 32	...
...	TRAUTENAU dep	...	...	...	...	...		10,5	Westromer(R) arr	7 0	4 5	7 36	...	3 13	...
0,7	ALTSTADT ..... ,,	...	...	...	...	...		...	WOSTROMER dep	...	...	...	...	...	...
1,3	FREIHEIT.....arr	...	...	...	...	...		1,2	TUR-BUTOWES...	...	...	...	...	...	...
...	,, dep	...	...	...	...	...		2,3	JICIN .....arr	...	...	...	...	...	...
0,6	ALTSTADT ..... ,,	...	...	...	...	...		...	,, ... dep	...	...	...	...	...	...
1,3	TRAUTENAU arr	...	...	p.m.	a.m.	p.m.		1,0	TUR-BUTOWES...	...	...	...	...	...	...
...	Trautenau .....dep	10 58	3 4	11 34	3 58	5 1		2,3	WOSTROMER arr	...	...	...	...	...	...
14,0	Parschnitz Res arr	11 1	3 14	11 42	4 8	5 14		...	Westromer ...dep	7 5	4 10	7 41	...	3 23	...
...	PARSCHNITZ dep	11 28	4 28	...	4 15	...		11,8	Smidar ..... ,,	7 22	4 32	8 25	...	3 47	...
...	LIEBAU..... ,,	12 31	5 11	...	5 16	...		12,6	Neu-Bidschow..... ,,	7 35	4 50	8 43	...	4 6	...
...	RUHBANK..... ,,	12 47	5 32	...	5 40	...		14,0	Chlumetz(Rest) arr	7 50	5 14	9 7	...	4 30	...
...	Breslau ..... ,,	4 10	9 5	...	9 11	...		...	CHLUMETZ ...dep	8 9	5 24	...	...	4 42	...
...	HIRSCHBERG ...	2 2	p.m.	...	6 50	...		...	PRAGUE.....arr	12 0	8 32	p.m.	...	7 37	...
...	KOHLFURT ...dep	4 8	...	...	9 8	...		...	CHLUMETZ ...dep	8 9	p.m.	9 17	...	a.m.	...
...	FRANKFURT-O ...	8 27	...	...	1 34	...		...	VIENNA .....arr	7 39	...	8 28	...	...	...
...	Berlin .....arr	10 50	...	...	4 0	...					p.m.				

OLMÜTZ and TROPPAU.—Mährisch-schlesische Central-Bahn.

G. M. Dis.	1 Cl. gl. kr	2 Cl. gl. kr	3 Cl. gl. kr	Stations.	1—3 p.m.	1—3	1—3	Stations.	1—3 a.m.	1—3 a.m.	1—3 p.m.
...	...	...	...	B. TRUBAU...dep	10 14	...	10 32	ODERBERG ...dep	...	11 5	3 47
...	...	...	...	BRUNN ..... ,,	11 35	...	11 53	SCHONBRUNN ,,	4 55	11 33	4 50
...	...	...	...	PRERAU ..... ,,	2 33	...	2 58		a.m.	p.m.	p.m.
					a.m.	p.m.	p.m.	Troppau Nordb. dp	6 39	1 56	7 0
—	—	—	—	Olmütz Nordb dep	4 0	—	4 3	Troppau M. Schl. Bf.	6 53	2 12	7 16
0,8	...	...	...	Gross-Wisternitz	4 16	...	4 24	Skrochowitz-Brdf. ...	7 20	2 43	7 49
2,9	...	...	...	Domstadtl	5 17	...	5 42	HENNERSDORF...	6 34	2 6	...
4,8	...	...	...	Bärn-Andersdorf.....	5 38	...	6 7	Jägerndorf	7 53	3 26	8 17
6,0	...	...	...	Ditterdorf	6 0	...	6 35	Branusdorf.....	8 10	3 45	...
8,5	...	...	...	Freudenthal	6 49	...	7 37	Erbersdorf	8 28	4 6	...
9,6	...	...	...	Erbersdorf	7 11	...	8 2	Freudenthal	8 53	4 41	...
10,5	...	...	...	Branusdorf	7 27	...	8 19	Ditterdorf	9 36	5 36	...
11 5	...	...	...	Jägerndorf	7 43	1 0	8 35	Bärn-Andersdorf ...	9 59	6 8	...
...	...	...	...	HENNERSDORF a	9 3	...	10 1	Domstadtl.....	10 15	6 28	...
12,1	...	...	...	Skrochowitz-Brdf....	8 19	1 31	9 21	Gross-Wisternitz.....	11 11	7 39	...
14,8	...	...	...	Troppau M. Schl. Bf.	8 49	2 5	9 57	Olmütz Nordb. arr	11 27	7 54	...
15,2	...	...	...	Troppau Nordb. ar	8 57	2 13	10 5	PRERAU ..... ,,	12 35	10 20	...
...	...	...	...	SCHONBRUNN ,,	10 29	4 9	...	BRUNN ..... ,,	3 55	3 18	...
...	...	...	...	ODERBURG ... ,,	...	4 50	...	B. TRUBAU ... ,,	6 15	9 1	...

JÄGERNDORF and HENNERSDORF.

G. M. Dis.	1 Cl. gl. kr	2 Cl. gl. kr	3 Cl. gl. kr	Stations.	1—3 a.m.	1—3 p.m.		Stations.	1—3 a.m.	1—3 p.m.	
—	—	—	—	Jägerndorf...dep	8 5	9 2	...	Hennersdorf dep	6 34	2 6	...
					8 27	9 25		Olbersdorf	9 27	2 27	

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KARLSTADT and FIUME.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3			
Dis.					p.m.			
—	—	—	—	**Karlstadt** .....dep	12 20	...	...	...
—	—	—	...	Dugaresa	12 44	...	...	...
—	—	—	...	Generalski Stol	1 30	...	...	...
—	—	—	...	Touin	2 3	...	...	...
—	—	—	...	Ogulin	3 3	...	...	...
—	—	—	...	Gomirje	7 42	...	...	...
—	—	—	...	Vrlovsko	7 7	...	...	...
—	—	—	...	Cameral-Moravica	5 2	...	...	...
—	—	—	...	Skrad	5 44	...	...	...
—	—	—	...	Delnice	6 19	...	...	...
—	—	—	...	Lokve	6 42	...	...	...
—	—	—	...	Fuzine	7 7	...	...	...
—	—	—	...	Lic	7 27	...	...	...
—	—	—	...	Plase	7 57	...	...	...
—	—	—	...	Neja	8 22	...	...	...
—	—	—	...	Buccari	8 4[illegible]	...	...	...
—	—	—	...	**Fiuve** .....arr	9 25	...	...	...

Mls.	Stations.	1—3	1—3	
Dis.		a.m.	p.m.	
—	**Fiume** .....dep	6 0	6 40	...
...	Buccari	6 40	7 40	...
...	Neja	7 5	8 21	...
...	Plase	7 31	9 4	...
...	Lic	7 59	9 44	...
...	Fuzine	8 22	10 22	...
...	Lokve	8 45	11 5	...
...	Delnice	9 6	11 45	...
...	Skrad	9 37	12 40	...
...	Cameral-Moravica	10 35	2 20	...
...	Vrlovsko	11 0	3 8	...
...	Gomirje	11 18	3 31	...
...	Ogulin	12 2	4 30	...
...	Touin	12 57	5 43	...
...	Generalski Stol	1 24	7 14	...
...	Dugaresa	2 3	8 15	...
...	**Karlstadt** .....arr	2 25	8 45	...

UNGVAR and NYIREGYHAZA. [May 15.

Mls.	Stations.	1—4	1—4	1—4	2—4
Dis.		p.m.	a.m.	p.m.	
	Ungvar .....dep	12 24	4 52	7 15	...
	Szurthe	1 11	5 34	7 57	...
	Csap .....arr	1 43	6 6	8 29	...
	„ .....dep	2 54			...
	Tuzser ..... „	3 33	...	...	...
	Tenyes-Litke..... „	4 1	...	a.m.	...
	Kisvarda ..... „	4 32	...	6 52	...
	Patrotha..... „	4 59	...	7 42	...
	Demecser ..... „	5 31	...	8 24	...
	Kemecse..... „	6 5	...	9 25	...
	Sosto ..... „	6 37	...	10 3	...
—	**Nyiregyhaza** ...dep	6 51	...	10 28	...

Mls.	Stations.	1—4	1—4	1—4	2—4
Dis.		p.m.			p.m.
—	**Nyiregyhaza** ...dep	8 31	...	...	6 58
	Sosto ..... „	8 53	...	...	7 23
	Kemecse..... „	9 34	...	...	8 6
	Demecser ..... „	10 23	...	...	9 11
	Patrotha ..... „	10 55	...	...	9 58
	Kisvarda..... „	11 50	...	...	10 36
	Tenyes-Litke ..... „	12 14	...	...	...
	Tuzser..... „	12 51	...	...	...
	Csap.....arr	1 32	a.m.	p.m.	...
	„ .....dep	3 4	6 56	9 37	...
	Szurthe ..... „	3 46	7 33	10 14	...
	Ungvar..... arr	4 23	8 10	10 51	...

SZOMOTOR and PERBENYIK.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3
Dis.					p.m.	p.m.
—	—	—	—	**Szomotor**.....dep	12 11	7 3
½	...	...	...	Nagy-Geres	12 29	7 18
½	...	...	...	**Perbenyik** .....arr	1 4	7 52

Mls.	Stations.	1,2,3	1,2,3
Dis.		p.m.	a.m.
—	**Perbenyik** .....dep	3 31	7 28
½	Nagy-Geres	3 59	7 46
½	**Szomotor** ..... arr	4 29	8 7

LAIBACH and VILLACH.

M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	
Mls.	gl.kr	gl.kr	gl.kr		p.m.	a.m.	
	—	—	—	TRIEST .....dep	10 27	7 7	...
					a.m.	p.m.	
0	—	—	—	**Laibach** S. B. dep.	3 55	4 0	...
0	—	—	—	**Laibach** R. B. dep.	4 1	4 10	...
23	0 75	0 63	0 38	Laak	4 30	5 5	...
47	1 11	0 93	0 56	Krainburg	4 53	5 38	...
71	1 53	1 28	0 77	Podnart	5 15	6 9	...
94	2 1	1 68	1 1	Radmannsdorf-Lees	5 40	6 47	...
118	2 52	2 10	1 26	Assling.....	6 7	7 23	...
142	3 69	3 8	1 85	Ratschach-Weissenf'l	7 13	8 39	...
165	4 2	3 35	2 1	**Tarvis**	7 31	9 10	...
189	4 44	3 70	2 22	Arnoldstein.....	8 0	10 2	...
213	4 98	4 15	2 49	Bad Villach	8 29	10 37	...
236	5 13	4 28	2 57	**Villach** S. B. ...arr.	8 39	10 58	...
					a.m.	a.m.	
	—	—	—	FRANZENSFESTE	...	...	...
	—	—	—	LEOBEN.....arr	3 56	6 43	...
	—	—	—	AMSTETTEN... „	11 12	1 57	...
	—	—	—	ST. VALENTIN „	9 40	12 53	...
					a.m.	p.m.	

Stations.	1—4	1—4	1—4	
	p.m.	a.m.		
ST. VALENTIN dp	1 35	7 20	...	
AMSTETTEN... „	12 27	6 32	...	
LEOBEN..... „	8 3	1 51	...	
FRANZENSFESTE	2 50	...	...	
	a.m.	p.m.		
Villach S. B. ...dep.	4 48	9 5	...	
Bad Villach	5 5	9 20	...	
Arnoldstein	5 49	9 58	...	
Tarvis	6 38	10 29	...	
Ratschach-Weissenf'l	7 9	10 50	...	
Assling.....	8 30	12 5	a.m.	
Radmannsdorf-Lees	9 11	12 34	4 44	
Podnart	9 46	1 5	5 16	
Krainburg	10 23	1 29	5 47	
Laak.....	10 53	1 50	6 4	
Laibach R. B.	11 39	2 25	6 59	
Laibach S. B. arr.	11 50	2 30	7 5	
TRIEST .....arr.	8 55	7 45	...	
	p.m.	a.m.		

Market Days only.

SATORALJA-UJHELY and KASCHAU.—Ungarische Nordostbahn [May 15.

M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
					a.m.	a.m.	p.m.	p.m.	
	—	—	—	**S. A. Ujhely** .....dep	3 22	9 8	6 20	11 56	...
0	—	—	—	**Legenye-Mihalyi** arr	4 3	9 43	6 55	12 31	...
				„ dep	4 13	9 58	7 25	...	...
23	—	—	—	Kozma	4 42	10 21	8 27	...	...
47	—	—	—	N.-Szalancz	5 25	10 54	9 15	...	...
71	—	—	—	Mislye	6 11	11 44	9 53	...	...
94	—	—	—	**Kaschau** .....arr	6 55	12 22	...	...	...

G.M.	Stations.	1,2,3	1,2,3	1,2,3
Dis.		p.m.	p.m.	
—	**Kaschau** .....dep	5 20	1 40	...
1,88	Mislye	6 8	2 30	...
1,95	N.-Szalancz	6 54	3 28	...
1,46	Kozma	7 39	3 59	...
1,03	**Legenye-Mihalyi** arr	7 50	4 20	...
...	„ dep	8 30	5 4	...
2,11	**S. A. Ujhely** (206 arr	9 7	5 11	...

GARAM-BERZENCZE and SCHEMNITZ.—Kong-Ung Staatsbahn.

G.M.	Stations.	1,2,3	1,2,3
Dis.		a.m.	p.m.
—	**Garam-Berzencze** dep	9 45	1 21
1,95	Dilln	11 21	2 57
1,12	**Schemnitz** .....arr	12 19	3 59

G.M.	Stations.	1,2,3	1,2,3
Dis.		p.m.	p.m.
—	**Schemnitz** .....dep	4 25	5 21
1,12	Dilln	5 21	6 22
1,95	**Garam-Berzencze** ar	6 22	...

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WEIDEN and BAYREUTH.

Dis.	1 Cl. gl.kr	2 Cl. gl.kr	3 Cl. gl.kr	Stations.	2 & 3 a.m.	2 & 3 a.m.	1,2,3 a.m.	2 & 3 p.m.	2 & 3 p.m.	Dis.	Stations.	2 & 3 a.m.	1,2,3 a.m.	2 & 3 p.m.	2 & 3 p.m.
...	...	...	...	FURTH .....dep	2 30	...	5 45	1 10	...	—	Bayreuth.....dep.	5 30	10 40	3	0
...	...	...	...	NURNBURG ..... "	...	...	7 0	2 15	...	1	Seybothenreuth.....	6 5	10 57	3 39	
...	...	...	...	PASSAU ..... "	12 45	...	4 45	9 30	...	14	Kirchenlaibach.....	6 25	11 11	4 0	
...	...	...	...	MUNICH ..... "	...	...	7 0	10 15	...	22	Kemnath-Neustadt.....	6 45	11 23	4 21	
...	...	...	...	REGENSBURG ... "	3 30	...	10 18	2 40	...	24	Trabitz	7 1	11 33	4 39	
...	...	...	...	SCHWANDORF ... "	4 52	...	11 30	4 15	...	3	Pressath	7 21	11 44	4 57	
...	...	...	...	EGER ..... "	...	6 50	...	5 45	...	34	Schwarzenbach.....	7 38	11 55	5 13	
										4	Partstein-Hütten	7 52	12 2	5 25	
—	...	...	...	Weiden .....dep.	6 25	9 0	1 15	7 40	5	Weiden .....arr.	8 20	12 18	5 51	
7	...	...	...	Partstein-Hütten	6 51	w 34	1 33	8 8							
9	...	...	...	Schwarzenbach	7 1	9 44	1 41	8 19		EGER .....dep.	...	1 45	7 58	
13	...	...	...	Pressath	7 17	10 5	1 59	8 35	8	SCHWANDORF	10 4	3 19	...	
16½	...	...	...	Trabitz	7 33	10 25	2 18	8 52	13	REGENSBURG	11 41	4 37	...	
20	...	...	...	Kemnath-Neustadt	7 50	10 48	2 15	9 9	25	MUNICH	4 10	8 5	...	
24½	...	...	...	Kirchenlaibach	8 10	11 12	2 28	9 28	21	PASSAU	4 45	11 0	...	
28½	...	...	...	Seybothenreuth	8 20	11 35	2 40	9 47	103	NUNBERG	1 33	7 45	...	
36½	...	...	...	Bayreuth .....arr	9 0	12 7	3 0	10 17	144	FURTH	1 34	9 18	...	

NURNBURG, AMBERG, SCHWANDORF, FURTH, and PRAGUE.

G.M. Dis.	Stations.	2 & 3 a.m.	p.m.	night	G.M. Dis.	Stations.	1 & 2 p.m.	2 & 3 a.m.	1,2,3 a.m.	2 & 3 a.m.	1,2,3 a.m.	2 & 3 p.m.	2 & 3 p.m.
...	COLOGNE d.	3 0	12 0	...	...	PRAGUE...d	8 35	...	...	...	6 55	...	...
...	MAYENCE ...	8 40	5 25	...			a.m.				p.m.		
...	Nurnburg d	3 45	7 10	1 15	3 30	8 10	8 45	—	Furth ...dep	2 30	...	5 45	...	1 10	...	5 35
...	Mögeldorf.....	4 0	7 11	1 26	3 44	...	8 59	0 65	Ahrnschwand	...	...	6 3	...	1 23	...	5 39
...	Röthenbach.....	4 19	7 26	1 39	4 3	...	9 18	1,65	Kothmaisling	...	...	6 24	...	1 36	...	5 50
...	Lauf	4 35	7 36	1 50	4 21	8 35	9 34	2,60	Cham	2 57	...	7 10	...	1 53	...	6 26
...	Ottensoos	4 47	7 43	2 00	4 30	...	9 47	3,80	Pfaing	...	...	7 30	...	2 8	...	6 36
...	Henfenfeld ...	5 1	7 51	2 6	4 45	...	9 59	4,30	Reding	...	...	7 57	...	2 22	...	7 14
...	Hersbruck ...	5 23	8 6	2 15	5 5	8 50	10 30	5,10	Neuhäu.....	...	...	8 17	...	2 26	...	7 28
...	Pommelsbr'n	5 41	8 10	2 25	5 18	...	10 32	6,40	Hodenwöhr ..	3 34	...	8 54	...	2 47	...	8 0
...	Hartmannshof	6 3	8 21	2 36	5 35	...	10 50	7,35	Altenschwand	...	...	9 16	...	2 57	...	8 20
...	Etzelwang ...	6 19	8 33	2 48	5 51	...	11 8	9,10	Schwa'd'f'a	4 0	...	9 46	...	3 17	...	8 47
...	Neukirchen ...	6 35	8 47	2 58	6 4	...	11 17	...	... ...de	4 10	5 5	10 15	11 40	4 26	...	10 26
...	Sulzbach	7 20	9 3	3 18	6 40	9 39	11 56	...	Irrenlohe ...ar	...	5 17	10 33	11 54	4 36	...	10 46
...	Rosenberg	7 35	...	3 25	6 53	...	12 14	...	...de	...	5 27	10 25	12 2	4 27	...	10 55
...	Altmannshof	7 47	9 15	3 3	7 3	...	...	...	Frehöls	...	5 42	10 39	12 26	4 51	...	11 21
...	Amberg arr	8 1	9 30	3 43	7 16	9 49	12 38	...	Amberg arr	4 53	6 14	10 59	1 0	5 13	...	11 53
...	....dep	...	9 30	3 46	7 35	9 53	3 15	...	....dep	4 57	6 20	11 3	1 25	5 17	6 0	2 0
...	Frehöls.....	...	9 51	4 9	8 7	...	3 51	...	Altmannshof	...	6 54	11 14	1 43	5 38	6 16	...
...	Irrenlohe...ar	...	10 5	4 21	8 26	...	4 12	...	Rosenberg ...	...	7 10	11 22	2 0	...	6 31	2 34
...	....dep	...	10 7	4 24	8 36	...	4 30	...	Sulzbach	5 4	7 25	11 30	2 10	5 42	6 55	2 56
...	Schwand'f	...	10 15	4 32	8 48	10 26	4 44	...	Neukirchen ...	...	7 55	11 46	...	6 3	7 37	3 35
—	... ...dep	...	11 36	5 25	...	10 35	6 15	...	Etzelwang	...	8	11 59	...	6 11	7 37	3 46
1,75	Altenschwa'd	...	11 55	5 57	...	...	6 47	...	Hartmannsh'f	...	8 25	12 11	...	6 22	7 50	4 10
2,70	Bodenwöhr....	...	12 8	6 27	...	11 2	7 17	...	Pommelsbr'n	...	8 39	12 22	...	6 39	8 10	4 28
4,00	Neuhäu.....	...	12 24	6 53	...	...	7 43	...	Hersbruck ...	5 50	9	12 33	...	6 44	8 34	4 50
4,90	Roding	...	12 36	7 20	...	...	8 7	...	Henfenfeld ...	...	9 12	12 43	...	6 52	8 45	5 3
5,30	Pfaing	...	12 47	7 33	...	...	8 19	...	Ottensoos	...	9 25	12 56	...	7 0	9 10	5 20
6,50	Cham.....	...	12 59	8 13	...	11 39	9 2	...	Lauf	6 0	9 50	1 20	...	7 16	9 25	5 41
7,45	Kothmaisling	...	1 11	8 36	...	...	9 24	...	Röthenbach....	...	9 54	1 30	...	7 21	9 34	5 52
8,65	Ahrnschwang	...	1 24	8 58	...	...	9 45	...	Mögeldorf.....	...	10 10	1 51	...	7 36	10 15	6 41
9,10	Furth ...arr	...	1 34	9 12	...	12 5	10 0	...	Nurnburg a	6 30	10 29	1 30	...	7 45	10 30	7 0
								...	MAYENCE a	2 40	...	10 20	...	6 10	...	...
...	PRAGUE ,,	9 7	...	...	...	6 30	...	...	COLOGNE a	7 15	...	5 35	...	11 20	...	...

ESSAU and TIRSCHENREUTH.

Mls. Dis.	1 Cl. gl.kr	2 Cl. gl.kr	3 Cl. gl.kr	Stations.	2 & 3 a.m.	2 & 3 p.m.	2 & 3 p.m.	Mls. Dis.	Stations.	2 & 3 a.m.	2 & 3 p.m.	2 & 3 p.m.
—	...	...	...	Wiesau .....dep	7 45	2 30	7 10	—	Tirschenreuth ...dep	6 30	12 30	5 45
62	...	...	...	Tirschenreuth ...arr	8 15	3 0	7 40	62	Wiesau .....arr	7 0	1 0	6 15

EGGENDORF and PLATTLING.

Mls. Dis.	1 Cl. gl.kr	2 Cl. gl.kr	3 Cl. gl.kr	Stations.	2 & 3 a.m.	2 & 3 a.m.	2 & 3 p.m.	2 & 3 p.m.	2 & 3 p.m.	2 & 3 p.m.	Mls. Dis.	Stations.	2 & 3 a.m.	2 & 3 a.m.	2 & 3 p.m.	2 & 3 p.m.
													a.m.	a.m.	p.m.	p.m.

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GEISELHORING AND SUNCHING.

Dis.	Stations.	2 & 3	1 & 3	2 & 3	2 & 3
		a.m.	a.m.	a.m.	p.m.
—	MUNICH ..... dep	...	5 15	10 15	...
—	LANDSHUT ..... ,,	3 14	7 24	12 26	...
—	**Geiselhoring** ..... ,,	7 40	9 40	2 0	6 30
—	**Sunching** ..... arr	7 59	10 0	2 20	6 50
—	**Regensburg** ..... ,,	8 55	11 41	...	7 55

Dis.	Stations.	2 & 3	1 & 3	2 & 3	2 & 3
		a.m.	noon	p.m.	p.m.
—	**Regensburg** ..... dep	7 30	...	3 0	6 45
—	**Sunching** ..... ,,	8 48	12 9	5 46	7 42
—	**Geiselhoring** ..... arr	9 7	12 28	6 0	8 1
—	LANDSHUT ..... ,,	...	1 55	8 9	...
—	MUNICH ..... ,,	...	4 10	10 23	...

TRIEST, CORMONS and VENICE. [May 15.

Mls.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1—3	1—3	1—3	1 Cl.	1—3	1—3	1—3	1—3
Dist.	fl. kr.	fl. kr.	fl. kr.	fl. kr.									
								p.m.	p.m.	p.m.	a.m.	p.m.	
					Triest ..... dep	...	...	3 45	...	...	5 0	6 10	...
7½	0 54	0 41	0 27		**Grignano** ..... ,,	...	...	9 9	...	...	5 23	6 30	...
11½	0 80	0 68	0 45		**Nabresina** ..... arr	...	...	9 32	...	...	...	6 50	...
					VIENNA ..... dep	...	...	7 0	...	...	...	1 30	...
					GRAZ ..... ,,	...	...	12 45	...	...	...	7 55	...
					PEST ..... ,,	...	...	...	...	...	...	7 15	...
					NABRESINA ..... arr	...	...	9 21	...	...	...	6 54	...
					Nabresina ..... dep	...	...	9 50	...	...	...	7 5	...
9½	0 72	0 54	0 36		**Monfalcone** ..... ,,	...	...	10 54	...	...	6 22	7 33	...
22½	1 80	1 35	0 90		**Görz** ..... ,,	...	...	12 1	...	...	7 25	8 18	...
33½	2 52	1 89	1 26		**Cormons** ..... arr	...	...	12 25	...	...	7 48	8 35	...
					,, ... dep	...	...	12 35	...	...	8 35	9 0	...
	2 70	2 3	1 35		S. Giov. Manzano ..... ,,	...	...	12 57	...	...	...	...	p.m.
	3 42	2 57	1 71		Udine ..... ,,	...	...	1 59	...	5 55	9 46	9 50	4 5
	5 76	4 32	2 88		Pordenone ..... ,,	...	...	3 5	...	7 21	...	...	5 27
	7 20	5 40	3 60		Conegliano ..... ,,	a.m.	...	3 50	...	8 17	...	...	6 23
	8 28	6 21	4 14		Treviso ..... ,,	5 50	...	4 33	...	9 14	...	...	7 23
	9 36	7 2	4 68		**Mestre** ..... arr	7 27	...	5 10	...	10 0	1—3	3 35	8 12
	9 72	7 29	4 86		**Venice** ..... arr	7 40	...	5 30	...	10 14	p.m.	3 54	8 26
					..... dep	...	...	5 0	6 15	10 20	12 5	3 30	...
	0 90	0 70	0 45		**Mestre** ..... dep	6 38	...	5 24	6 38	10 51	12 30	3 56	...
71	13 35	10 0	6 70		**Verona** [Port V] arr	11 49	...	9 0	9 20	1 20	4 5	7 35	...
					BOTZEN ..... ,,	...	...	...	...	...	11 31	...	...
					,, ... dep	...	...	...	...	6 29	...	...	a.m.
					Verona [Port V.] dp	...	...	9 55	9 44	2 0	4 40	...	4 10
177	35 0	25 90	17 80		**Milan** ..... arr	...	...	4 2	1 34	6 12	10 25	...	9 50
								p.m.	p.m.	p.m.			
					MILAN ..... dep	...	...	4 30	2 25	7 5	...	...	10 45
	51 90	37 80	26 30		TUKIN ..... arr	...	...	10 5	6 7	10 55	...	...	4 45
					MILAN ..... dep	...	...	6 45	1 55	6 45	...	...	p.m.
					GENOA ..... arr	...	...	12 0	8 10	12 0	...	...	...

Mls.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1—3	1—3	1—3	1—3	1 Cl.	1 & 2	1—
Dist.	L. c.	L. c.	L. c.	L. c.								
										p.m.	a.m.	
					Genoa ..... dep	...	...	...	...	11 30	8 0	...
					Milan ..... arr	...	...	...	...	8 2	1 0	a.m.
					Turin ..... dep	...	...	...	...	5 40	12 5	6
					Milan ..... arr	...	...	...	...	9 25	3 40	11
						a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.
					Milan ..... dep	...	...	...	5 50	9 40	3 55	11
					Verona (Port V.) arr	...	...	...	11 22	1 6	7 20	5
					BOTZEN ..... ,,	...	...	...	...	...	...	12
					,, ... dep	...	a.m.	12 33	6 29	6 29	...	...
					Verona (V.) ..... dep	...	8 56	5 35	11 50	1 30	7 30	5
					Mestre ..... arr	...	9	9 15	3 26	3 53	9 52	9
					Venice ..... arr	a.m.	9 35	9 40	3 50	4 14	10 15	9
					..... dep	5 40	...	9 55	...	4 50	...	9
5	0 90	0 70	0 45		**Mestre** ..... dep	6 10	...	10 20	...	...	...	...
18	2 60	2 20	1 60		Treviso ..... ,,	6 52	...	11	...	...	...	...
25	4 70	3 5	2 25		Conegliano ..... ,,	7 45	...	12	...	...	...	...
33½	10 25	7 70	5 15		Pordenone ..... ,,	8 42	...	1	a.m.	...	...	...
46	16 0	12 0	8 0		Udine ..... ,,	10 7	...	3	6 0	8 45	...	2 53
53½	17 80	13 35	8 90		S. Giov. Manzano ..... ,,	...	...	3 31	...	...	...	...
57	18 25	13 70	9 15		**Cormons** ..... arr	...	...	3 42	6 45	9 20	...	3 35
					,, ... dep	...	...	4 0	7 20	9 40	...	3 50
68	19 60	14 70	9 80		**Görz** ..... ,,	...	...	5 0	8 26	10 29	...	4 55
					Monfalcone ..... ,,	...	...	6 28	9 24	10 58	...	5 53
125½	34 9	18 0	12 0		**Nabresina** ..... arr	...	...	7 20	...	11 28	...	6 43
					NABRESINA ..... dep	...	...	...	...	11 48	...	7 19
					PEST ..... arr	...	...	...	...	8 30	...	6 4
					GRAZ ..... ,,	...	...	...	...	10 25	...	3 57
					VIENNA ..... ,,	...	...	...	...	6 0	...	9 40
					Nabresina ..... dep	...	...	7 45	...	11 55	...	7 19
					Grignano ..... ,,	...	...	8 4	10 18	12 14	...	7 31
153	33 80	19 35	12 90		**Triest** ..... arr	...	...	8 21	10 40	12 31	...	7 40

PASSAU, STRAUBING, NEUFAHRN, and MUNICH.

Dis.	Stations.	1 & 2	1,2,3	2 & 3	1,2,3	1,2,3	1 & 2	1,2,3
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
	PASSAU ..... dep	12 45	4 45	...	3 30	3 45	...	...
	Straubing ..... arr	2 27	7 12	...	5 7	6 11	...	...
	,, ... dep	2 37	7 18	...	5 30	6 30	6 44	...
7	Pilling ..... ,,	2 56	7 36	...	5 49	6 53	7 3	...
13	**Geiselhoring** ..... arr	3 31	8 10	...	6 24	7 28	7 38	...
	,, ... dep	3 50	8 15	8 45	6 44	...	7 50	8 0
19	Laberweinting ..... ,,	4 20	8 45	9 15	7 14	...	8 20	8 30
25	Niederlindhart ..... ,,	4 50	9 15	9 45	7 44	...	8 50	9 0
31	**Neufahrn** ..... arr	5 17	9 42	10 12	8 11	8 12	9 17	9 27
	NEUFAHRN ..... dep	5 37	9 57	...	8 31	...	9 37	9 47
	LANDSHUT ..... ,,	8 10	12 45	...	11 4	...	12 10	12 20
	Munich ..... arr	9 0	1 35	...	11 55	...	1 0	1 10

Dis.	Stations.	2 & 3	1,2,3	1,2,3	1 & 2	1,2,3	1 & 2
		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
	MUNICH ..... dep	5 15	10 15	3 0	6 45	...	...
	LANDSHUT ..... ,,	8 48	12 9	5 46	7 42	...	...
	Neufahrn ..... dep	9 7	12 28	6 0	8 1	...	...
	Niederlindhart ..... ,,	9 37	12 58	6 30	8 31	...	...
	Laberweinting ..... ,,	9 57	1 18	6 50	8 51	...	...
	Geiselhoring ..... arr	10 22	1 43	7 15	9 16	...	...
	,, ... dep	10 32	1 53	7 27	9 26	9 44	10 0
	Pilling ..... ,,	10 51	2 12	7 46	9 45	10 3	10 19
	Straubing ..... arr	11 10	2 31	8 5	10 4	10 22	10 38
	,, ... dep	11 20	2 41	8 15	10 14	10 32	10 48
	PASSAU ..... arr	11 55	3 16	8 50	10 49	11 7	11 23

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PRAGUE to BRUX.

Mils.	1 Cl.	2 Cl.	3 Cl.	Stations	1—3	1—4	1—3
Dist.	gl. kr.	gl. kr.	gl. kr.		a.m.	p.m.	p.m.
—	—	—	—	**Prague** ...dep	8 49	2 29	10 46
2½	0 30	0 25	0 15	Hlubocep	8 58	2 47	10 55
9½	0 63	0 53	0 32	Dusnik	9 26	3 35	11 23
13	0 84	0 71	0 43	Litovik	9 37	3 50	11 34
17	1 11	0 93	0 56	Herrndorf	9 49	4 5	11 46
20	1 29	1 8	0 65	Noutonic	9 58	4 16	11 55
25¼	1 65	1 38	0 83	Kolce	10 16	4 45	12 22
34½	2 19	1 83	1 10	Schlan	10 54	5 54	1 5
40½	2 58	2 16	1 30	Zlonitz	11 17	6 35	1 29
44½	2 85	2 38	1 43	Klobuk	11 30	6 53	1 42
48½	3 15	2 63	1 58	Peruc	11 46	7 24	1 58
59	3 72	3 10	1 86	Chlumcan.....	12 16	8 1	2 28
61	3 84	3 21	1 93	Laun	12 23	8 28	2 44
74	4 74	3 96	2 38	Obernitz	1 14	9 34	3 33
					p.m.		
...	...	...	...	Dux	1 42	...	...
					p.m.	p.m.	a.m.
77½	4 98	4 16	2 50	**Brüx**.....arr	1 31	9 52	3 45
77½	5 4	4 21	2 53	**Brüx**.....	1 34	9 55	3 48
...	...	...	...	Komotau	6 38	...	6 36

Stations.	1—3	1—4	1—3			
	a.m.	a.m.	p.m.			
Komotau	10 30	...	12 51	...	...	...
Brüx.....dep	2 7	5 57	3 12	...	...	...
Brüx.....dep	...	6 1	3 20	...	...	...
Dux	...	5 24	3 6	...	...	...
Obernitz	2 21	6 17	3 42	...	...	...
Laun	3 3	7 24	4 24	...	...	...
Chlumcan.....	3 9	7 33	4 31	...	...	...
Peruc	3 39	8 20	5 1	...	...	...
Klobuk	3 53	8 37	5 15	...	...	...
Zlonitz	4 14	9 0	5 35	...	...	...
Schlan	4 35	9 36	5 56	...	...	...
Kolce	5 1	10 17	6 21	...	...	...
Noutonic	5 20	10 44	6 40	...	...	...
Herrndorf.....	5 31	10 58	6 51	...	...	...
Litovik	5 43	11 14	7 3	...	...	...
Dusnik	5 54	11 31	7 17	...	...	...
Hlubocep	6 17	12 4	7 41	...	...	...
Prague ...arr	6 25	12 14	7 49	...	...	...

OBERNITZ, BILIN to DUX.

Mils.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—3
Dist.	gl. kr.	gl. kr.	gl. kr.		p.m.	a.m.
...	...	...	...	Prague ...	10 46	8 49
					a.m.	p.m.
—	—	—	—	**Obernitz** dep	3 40	1 15
6½	0 39	0 33	0 20	Bilin	4 14	1 33
8½	0 54	0 46	0 28	Dux-Ladowitz	4 23	1 39
9	0 60	0 50	0 30	**Dux** .....arr	...	1 42
...	...	...	...	Teplitz ...	8 6	2 39

Stations.	1—4	1—4	1—4			
	a.m.	a.m.	p.m.			
Teplitz ...	...	4 55	2 24	...	...	...
Dux .....dep	...	5 24	3 6	...	...	...
Dux-Ladowitz	1 41	5 28	3 10	...	...	...
Bilin	1 50	5 35	3 17	...	...	...
Obernitz arr	2 15	5 53	3 35	...	...	...
	a.m.	p.m.	p.m.			
Prague ...	6 25	12 14	7 49	...	...	...

PILSEN, PRIESEN, BRUX, and DUX.—Pilsen Priesen (Komotau) Eisenbahn.

Mils.	1 Cl.	2 Cl.	3 Cl.	Stations	1—3	1—3	1—3
Dist.	gl. kr.	gl. kr.	gl. kr.		a.m.	a.m.	p.m.
...	...	...	...	Budweis	2 22	3 43	12 31
...	...	...	...	Furth	12 45	...	...
					a.m.	a.m.	p.m.
—	—	—	—	**Pilsen** .....dep	6 0	10 55	3 26
6½	0 39	0 33	0 20	Tremosna	6 38	11 19	...
20½	1 29	1 8	0 65	Plass	7 46	12 12	4 34
31½	1 98	1 65	0 99	Scholes	8 36	12 50	5 3
40½	2 58	2 15	1 29	Petersburg-Jechnitz...	9 19	1 25	5 32
42½	2 74	2 30	1 38	Kriegern	9 34	1 33	...
46½	2 97	2 44	1 49	Rudig	9 52	1 44	...
51½	3 27	2 73	1 64	Podersam.....	10 19	2 4	6 2
55½	3 51	2 93	1 76	Kaschitz-Schönhof ...	10 39	2 19	6 14
63½	3 90	3 25	1 95	Neusatt-Schabegl.....	11 11	2 44	6 31
...	...	...	...	Neuss.-Schabgl dep	11 18	...	8 10
68½	4 35	3 63	2 18	**Priesen** .....arr	11 50	...	8 46
...	...	...	...	Komotau	1 10	...	9 22
66	4 20	3 50	2 10	Saaz.....	11 46	3 4	6 47
70½	4 50	3 75	2 25	Lischan	12 6	3 19	...
73	4 65	3 88	2 33	Postelberg	12 20	3 29	7 6
84	5 37	4 48	2 69	**Obernitz**.....arr	1 5	4 5	7 33
				Obernitz .....dep	1 14	4 10	7 40
85½	5 64	4 70	2 82	**Brüx-Tepl-B** ar	1 34	4 30	8 0
84	...	...	...	**Obernitz** .....dep	1 15	4 11	7 37
90½	5 78	4 80	2 88	Bilin	1 33	4 28	7 55
92½	...	...	...	Dux-Ladowitz	1 39	4 41	8 1
93½	5 78	4 99	2 99	**Dux** A. T. Bhf ...arr	1 42	4 45	8 4
...	...	...	...	Teplitz	2 39	5 43	8 34

Stations.	1—3	1—3	1—4			
	a.m.	a.m.	p.m.			
Teplitz	4 55	10 27	2 24	...	...	...
	a.m.	a.m.	p.m.			
Dux A. T. Bhf ...dep	5 24	11 35	3 6	...	...	...
Dux-Ladowitz	5 28	11 40	3 10	...	...	...
Bilin	5 35	11 46	3 17	...	...	...
Obernitz .....arr	5 53	12 9	3 36	...	...	...
Brüx-Tepl-B.dp	5 30	11 43	3 42	...	...	...
Obernitz .....arr	5 48	12 4	4 3	...	...	...
Obernitz .....dep	5 57	12 14	4 9	...	...	...
Postelberg	6 26	12 57	4 33	...	...	...
Lischan.....	6 33	1 7	5 1	...	...	...
Saaz.....	6 47	1 20	5 19	...	...	...
Komotau	1 23	1 11	...	...	...	...
Priesen .....dep	6 30	1 33	...	...	...	...
Neuss.-Schabgl. arr	6 50	1 55	...	...	...	...
Neusatt-Schabegl ...	7 2	1 58	5 50	...	...	...
Kaschitz Schönhof ...	7 19	2 26	6 18	...	...	...
Podersam	7 31	2 35	6 42	...	...	...
Rudig	...	2 53	7 6	...	...	...
Kriegern	...	3 5	7 22	...	...	...
Petersburg-Jechnitz...	8 0	3 16	7 38	...	...	...
Scholes	8 33	3 50	8 26	...	...	...
Plass	9 6	4 25	9 16	...	...	...
Tremosna	...	5 20	10 19	...	...	...
Pilsen.....arr	10 6	5 48	10 30	...	...	...
Furth	12 49	...	2 13	...	...	...
Budweis	1 27	10 51	2 13	...	...	...

NYIREGYHAZA and BATYU-MUNKACS. (May 15.

O.M.	1 cl.	2 cl.	3 cl.	Stations.	1—4	1—4
Dist.	gl. k.	gl. k.	gl. k.		a.m.	p.m.
—	—	—	—	Nyiregyhaza .....dep	6 0	4 35
3	1 8	0 81	0 54	Ungvár .....arr	2 4	5 43
				Batyu .....dep	2 25	...
	1 26	0 95	0 63	Munkács.....arr	4 36	...

Stations.	1—4	1—4			
	a.m.	p.m.			
Ungvár .....dep	11 19	2 27	...	...	...
Nyiregyhaza .....arr	6 28	3 45	...	...	...
Munkács .....dep	12 4	...	...	...	...
Batyu .....arr	1 12	...	...	...	...

MOHACS and BARCS.—Mohacs-Funfkirchen-Barcscerbahn.

Kilm.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4				Stations.	1—4	1—4	1—4			
Dis.	gl. kr.	gl. kr.	gl. kr.		a.m.	p.m.	p.m.					a.m.	a.m.	p.m.			
—	—	—	—	Mohács ...dep	6 19	12 29	4 59	...	...	...	Triest ...dep	...	...	10 27	...	...	...
—	—	—	—	Szegedin ,,	...	...	2 47	...	...	...	Vienna ,,	...	7 30	9 38	...	...	...
—	—	—	—	Essegg ... ,,	5 34	...	2 44	...	...	...	Pest ..... ,,	...	9 40	7 15	...	...	...
13½	1 8	0 81	0 54	Villány	7 35	1 38	5 56	...	...	...	Kanizsa ,,	...	5 2	2 22	...	...	...
—	—	—	—	Essegg ...arr	1 13	...	2 18	...	...	...	Zakany ... ,,	...	6 7	3 32	...	...	...
25	2 70	2 8	1 35	Uszág	6 34	2 47	7 12	...	...	...	Barcs .....dep	...	8 2	6 35	...	...	...
37½	3 93	2 17	1 44	Funfkirchen	8 42	2 57	7 22	...	...	...	Darány	...	8 24	7 3	...	...	...
—	—	—	—	,, dep	8 49	...	8 57	...	...	...	Saigotvár	...	8 54	7 45	...	...	...
50	5 50	3 38	2 25	Saigotvár	9 46	...	10 13	...	...	...	Funfkirchen ...	...	9 51	8 58	...	...	...
76	5 69	4 6	2 70	Darány	10 12	...	10 40	...	...	...	,, dep	7	10 1	9 22	...	...	...
77	5 94	4 46	2 97	Barcs (1880)arr	10 22	...	11 14	...	...	...	Uszág	7 37	10 12	10 17	...	...	...
—	—	—	—	Zakany ... ,,	12 23	...	2 41	...	...	...	Essegg ...dep	8 54	...	2 44	...	...	...
128	9 99	7 43	4 96	Kanizsa ,,	1 23	...	4 8	...	...	...	Villány	8 43	11 22	11 23	...	...	...
208	20 58	15 39	10 26	Pest ..... ,,	8 30	...	4 56	...	...	...	Essegg ...arr	...	1 13	2 18	...	...	...
264	31 78	23 84	16 69	Vienna ... ,,	10 43	...	...	...	...	...	Szegedin ,,	...	12 17	12 9	...	...	...
393	37 99	28 93	13 96	Triest ... ,,	7 45	...	8 55	...	...	...	Mohács ... ,,	9 39	12 19	12 29	...	...	...

STEINBRUCK to SISSEK and AGRAM to CARLSTADT.—K. k Priv. Sudbahn Gesellschaft.

Kilm.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	2 & 3	2 & 3	Kilm.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	2 & 3	2 & 3
Dis.	gl. k.	gl. k.	gl. k.		p.m.	p.m.	a.m.	Dis.	gl. k.	gl. k.	gl. k.		a.m.	a.m.	p.m.
—	—	—	—	Vienna .....dep	1 35	9 36	7 0	—	—	—	—	Sissek.....dep	5 40	...	5 44
—	—	—	—	Triest .....dep	10 30	6 45	7 10	4½	2 52	1 89	1 26	Agram 235 .....arr.	7 0	...	7 41
—	—	—	—	Steinbrück(Buffet)d.	6 8	1 6	4 52	89	—	—	—	Carlstadt ...dep.	4 56	...	2 21
61	3 60	2 70	1 80	Agram(Buffet) ...arr.	8 41	3 31	7 54	...	2 52	1 89	1 26	Agram .....arr.	6 53	...	4 23
—	—	—	—	Agram .....dep.	9 53	...	8 23	...	...	...	...	Zakany ... arr	12 7	...	8 17
4½	2 52	1 89	1 26	Carlstadt ...arr.	11 46	...	10 28	4½	...	...	...	Agram .....dep.	7 41	10 36	8 11
—	—	—	—	Fiume .....arr	9 7	...	...	104	6 12	4 59	3 6	Steinbrück 235 arr.	10 56	3 4	11 16
109	—	—	—	Agram (Buda time) d	9 38	...	8 18	...	...	...	...	Vienna .....arr	9 44	5 38	6 9
235	6 12	4 59	3 6	Sissek (Buffet) ...arr.	11 2	...	10 16	...	...	...	...	Triest ... ,,	8 55	9 51	7 48

BRUCK, LEOBEN, and VORDERNBERG.—K. k. Priv. Sudbahn Gesellschaft.

Kilm.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3		Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	
Dis.	gl. kr.	gl. kr.	gl. kr.		p.m.	a.m.	a.m.	p.m.			a.m.	a.m.	p.m.	p.m.	
2½	0 29	0 21	0 14	Vienna .....dep.	9 38	...	7 8	1 38	...	Vordernberg dep.	4 52	...	2 17	7 2	...
2½	—	—	—	Graz.....arr.	...	7 6	11 4	4 19	...	Trofayach	5 33	...	2 58	7 49	...
	a.m.	a.m.	p.m.		a.m.	a.m.	p.m.	p.m.		St. Peter-Freyenst ...	5 58	...	3 22	8 16	...
—	—	—	—	Bruck.....dep.	4 30	8 53	1 3	7 13	...	Donawitz.....	6 14	...	3 49	8 36	...
73	73	54	36	Leoben.....arr.	5 6	9 30	1 43	7 53	...	Leoben.....arr.	6 36	...	4 1	8 56	...
—	—	—	—	Villach .....arr.	12 28	...	9 5	10 13	...	Villach ..... dep.	5 56	...	9 50	2 33	...
—	—	—	—	Leoben.....dep.	5 58	9 53	...	8 13	..	Leoben.....dep.	6 58	10 13	4 16	10 23	...
7½	0 90	0 68	0 45	Donawitz.....	6 14	10 8	...	8 33	...	Bruck .....arr.	7 23	10 50	5 2	11 3	...
14½	1 8	0 81	0 54	St. Peter-Freyenst ...	6 22	10 16	...	8 41	...	Graz.....arr.	10 10	12 29	7 22	...	...
14½	1 8	0 81	0 54	Trofayach	6 42	10 33	...	9 0	...	Vienna .....arr.	2 55	6 6	9 48	5 46	...
26½	1 44	1 8	0 72	Vordernberg...arr.	7 14	11 3	...	9 33	...						

KOCSARD and VASARHELY.

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4		Stations.	1—4	1—4	1—4		
Dis.	gl. kr.	gl. kr.	gl. kr.		p. m.	Wed	Mon			p.m.	a.m.	p.m.		
—	—	—	—	Grosswardein ...dep	5 23	and	Tues	...	Staros-Vásárhely dp	10 13	4 36	5 0	...	...
—	—	—	—	Karlsburg .....dep	...	Sat.	Thu.	&Sat	Caspó-Radnóth	11 12	5 45	5 58	...	...
					a.m.	p.m.	a.m.		Maros-Ludas	11 55	6 41	6 44	...	...
—	—	—	—	Kocsárd..... dep	2 50	6 27	9 5	...	Kocsárd ..... arr	12 34	7 21	7 22	...	...
3½	0 90	0 68	0 45	Maros-Ludas	4 49	9 18	9 57	...		a.m.	Mon	Wed		
4.6	1 08	1 22	0 81	Caspó-Radnóth	5 31	9 56	10 44	...	Karlsburg .....arr	...	Tues	and	...	...
7.8	2 48	2 16	1 44	Maros-Vásárhely arr	6 39	10 58	11 42	...	Grosswardein ...arr	10 27	Thu.	Frid	...	...

ALTSOHL to NEUSOHL.—Konig. ung. Staats Eisenbahn.

Dis.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4			Dis.	Stations.	1—4	1—4		
G.M.	gl. kr.	gl. kr.	gl. kr.		a.m.	p.m.			G.M.		p.m.	a.m.	p.m.	
—	—	—	—	Altsohl .....dep	8 28	10 19	...	...	—	Neusohl .....dep	2 45	6 8	8	...
0,77	0 34	0 27	0 19	Selisce	9 54	10 48	...	...	1,25	Farkasfala	...	...	...	...
0,80	...	...	...	Farkasfala	...	...	...	...	0,80	Selisce	3 26	8 50	...	...
1,25	1 1	0 76	0 50	Neusohl.....arr	9 58	11 46	...	...	0,77	Altsohl .....arr	3 37	9 13	...	...

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VIENNA and BUDA.—K. K. Priv-Oesterr. Staats Eisenbahn.—Wien Oener Eisenbahn.

M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	G. M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
s.	kr.	kr.	kr.		a. m.	p. m.	Dis.	kr.	kr.	kr.		a. m.	a. m.	p. m.
				Vienna.....dep	7 45	5 55	...	...	...	...	Buda (Festh).....dep	7 15	10 45	9 40
5	36	27	18	Simmering	7 51	6 4	1,0	36	27	18	Promontor	7 22	11 17	10 2
5	36	27	18	Schwechat Kledering	8 2	6 12	2,5	72	54	36	Tétépy	7 44	11 37	10 19
5	54	41	27	Lanzendorf	8 8	6 18	4,5	162	122	81	Martonvásár	8 22	12 20	10 45
5	72	54	36	Himberg	8 17	6 26	6,0	216	162	108	Nyék	8 34	1 10	11 15
5	90	68	45	Gutenhof Velm	8 24	6 33	8,0	270	203	135	Binnyék	9 1	1 45	11 36
5	108	81	54	Gramatneusiedlar	8 30	6 39	9,0	324	243	162	Stuhlweissenburg	9 17	1 59	11 47
				..... dep	8 34	6 43	...	...	...	...	,, 220,225 dep	10 15	4	12 30
5	144	108	72	Götzendorf	8 43	6 58	10,3	84	41	27	Moha	10 43	...	12 56
5	162	122	81	Trautmannsdorf	8 56	7 6	12,0	108	81	54	Sodalik	11 10	...	1 13
5	198	149	99	Wilfleinsdorf	9 5	7 15	13,8	144	108	72	Mor	11 29	...	1 32
5	216	162	108	Bruck 211 ..... arr	9 18	7 22	15,5	181	136	117	Kis Ber	11 52	...	1 55
				,, ... dep	9 22	7 38	17,4	204	220	153	Nagy Igmand	...	...	2 20
1	252	198	126	Pardorf	9 42	7 50	20,0	300	197	156	Neuszony (Komorn)	1 32	...	2 36
5	306	220	153	Zurndorf	10 1	8 11					,, dep	2 30	...	2 51
5	360	270	180	Strass Somerein	10 18	8 32	21,5	450	338	225	Acs	2 1	...	4 9
5	414	311	207	Wieselburg	10 43	8 57	23,0	464	378	252	St. Janos	3 24	...	4 38
5	486	365	243	Mihlos	11 8	9 22	25,0	576	432	288	Raab ..... arr	3 9	...	5 27
5	576	432	288	Raab ..... arr	11 36	9 50	...	...	...	...	,, ... dep	3 12	...	5 35
				,, ... d. p	11 48	9 56	27,6	666	500	333	Miklos	4 21	...	6 25
5	648	486	324	St. Janos	12 30	10 31	29,5	738	554	369	Wieselburg	5 7	...	6 51
5	702	527	351	Acs	12 56	10 51	31,0	846	635	423	Strass Somerein	5 30	...	7 21
5	756	567	378	Neuszony (Komorn)	1 18	11 9	32,5	909	676	450	Zurndorf	5 48	...	7 41
				..... dep	2 29	11 23	34,0	936	702	468	Parndorf	6 12	...	7 3
5	810	605	423	Nagy Igmand	2 11	12 13	35,9	964	716	477	Bruck 211 ..... arr	6 31	a. m.	7 14
5,5	918	689	459	Kis Ber	3 56	12 57	...	...	...	...	..... dep	6 39	11 27	7 23
5,0	1008	756	501	Mor	4 46	1 49	38,5	1080	743	495	Wilfleinsdorf	6 51	11 39	7 31
5,1	1044	781	522	Bordalik	5 7	2 19	40,5	1080	756	504	Trautmansdorf	6 59	11 46	7 46
5,5	1090	824	549	Mohr	5 31	2 37	42,0	1044	783	522	Götzendorf	6 59	12 37	7 46
1,0	1153	864	576	Stuhlweissenburg	5 50	2 56	p. m. 43,0	1062	797	531	Gramatneusiedl a	7 18	1	8 5
				220,225 dep	6 20	3 45	1 56				..... dep	7 14	1 16	8 3
5,0	1198	891	594	Dinnyék	6 25	4 17	48,5	1080	810	540	Gutenhof Velm	7 21	1 30	8 10
5,0	1260	945	630	Nyék	6 47	4 41	52,0	1008	864	540	Himberg	7 32	1 45	8 16
5,5	1314	985	756	Martonvásár	7 18	5 4	53,5	1116	837	540	Lanzendorf	7 36	1 50	8 21
6,5	1389	1040	693	Tétény	7 34	5 21	3 51	1134	851	567	Schwechat Kledering	7 42	1 57	8 31
1,0	1440	1080	720	Promontor ..... arr	8 4	5 52	...	1134	851	576	Simmering	7 52	2 17	8 45
1,0	1476	1107	738	Buda (Festh) 210 arr	8 30	6 4	4 56	1134	1188	864	576	Vienna. 216 ..... dep	7 58	2 20	8 52

MARBURG and FRANZENSFESTE.—K.K. priv. Sudbahn Gesellschaft.

M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Stations.	1—3.	1—3.	1—3.
Dis.	gl. kr	gl. kr	gl. kr		a. m.	a. m.	p. m.	p. m.		p. m.	a. m.	a. m.
...	...	...	...	Vienna .....dep	9 30	...	7 0	1 20	Ala .....dep	9 0		1 0
...	...	...	...	Murzzuschlag	11 57	5 45	10 27	4 17	Franzensfeste	6		5 17
...	...	...	...	Marburg	8 51	1 44	2 8	9 49	Kufstein ..... dep	10 0		6 55
...	...	...	...	Trieste .....dep	10 7	7 30	6 45	7 10	Innsbruck	12 12		9 26
...	...	...	...	Marburg .....arr	8 35	12 11	2 30	4 51	Franzensfeste a	4 18		1 37
					a. m.	p. m.	p. m.	a. m.				p. m.
—	—	—	—	Marburg .....dep.	9 20	2 50	10 20	...	Franzensfeste dp	4 46		2 50
84	3 6	2 20	1 52	Unter Drauburg	11 27	5 21	12 50	...	Mühlbach	5 1		3 12
12	4 22	3 24	2 16	Bleiburg	12 28	6 24	1 56	...	Brunneck ..... arr	5 57		4 1
19	6 12	4 56	3 6	Klagenfurt ..... arr	1 32	7 32	3 8	...	,, ... dep	6 9		4 13
				,, ... dep	1 59	7 43	3 20	...	Olang	6 37		4 41
19	6 54	5 13	3 42	Maria Wörth	2 26	8 10	3 47	...	Niederdorf	7 12		5 16
26	7 36	5 40	3 66	Velden	2 40	8 29	4 6	...	Toblach	7 47		5 51
32	7 92	6 04	3 96	Villach ..... arr	3 19	9 2	4 32	...	Innichen	7 43		5 59
				,, ... dep	3 40		5	...	Abfaltersbach	8 22		6 38
25	9 6	6 76	4 50	Paternion-Feistritz	4 15		5 36	...	Lienz ..... arr	8 39		6 55
27	9 72	7 29	4 86	Spittal	4 45		6 5	...	,, ... dep	9 49		7 0
29½	10 62	7 97	5 31	Kleblach-Lind	5 22		6 42	...	Ober Drauburg	10 20		7 31
31	11 16	8 37	5 58	Greifenburg	5 41		7 1	...	Dellach	10 44		7 55
32	11 52	8 64	5 76	Dellach	5 56		7 16	...	Greifenburg	11 0		8 11
33½	11 6	9 6	6 3	Ober Drauburg	6 11		7 31	...	Kleblach-Lind	11 23		8 34
36	13 94	9 72	6 48	Lienz (Prag time) a	6 44		8 4	...	Spittal	11 52		9 3
				,, (Munich time) d	6 55		8 10	...	Paternion-Feistr.	12 26		9 37
39	15 6	10 80	7 2	Abfaltersbach	8 39		9 50	...	Villach ..... arr	12 46		9 57
41½	15 84	11 28	7 47	Innichen	9 36		10 2	...	,, ... dep	1 12	6 15	11 45
47	18 12	11 34	7 56	Toblach	9 48		10 20	...	Velden	1 44	6 52	12 30
42½	15 30	11 48	7 65	Niederdorf	10		10 32	...	Maria Wörth	2	7 8	12 56
44	15 84	11 99	7 92	Olang	10 47		11	...	Klagenfurt ..... arr	2 36	7 34	1 17
49	16 56	12 45	8 28	Brunneck ..... arr	11 34		11 36	pm.	,, ... dep	2 49	7 46	1 30
				,, ... dep	12		11 36	pm.	Bleiburg	3 44	8 41	2 26
49	17 64	13 23	8 82	Mühlbach	1 16		12 26	...	Unter Draubg.	4 20	9 17	3 2
56	19 0	13 50	9 0	Franzensfeste	1 54		12 45	...	Marburg ..... arr	5 42	9 7	3
				Franzensfeste	2 34	a. m.	3 10	p. m.	,, ... dep	6	10	4
...	...	...	...	Innsbruck	6 55	...	7 37	p. m.	Trieste	2 day	8 45	12 45
...	...	...	...	Kufstein	8 36	...	...	...	Marburg ..... dep	6	10	4
...	...	...	...	Franzensfeste d	4 27	a. m.	2 0	p. m.	Murzzuschlag	12 50	9 10	6 17
				Ala	9 25		7 3		Vienna	5 36		9 46

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PRAGUE and FURTH.—K.k. priv. Bomischen Westbahn.

[15th May.

G.M.	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1,2,3	1,2,3	2 & 3	1,2,3		Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3	1,2,3
Dist.	fl.kr.	fl.kr.	fl.kr.		a. m.	p. m.	p. m.	p. m.		fl.kr.	fl.kr.	fl.kr.		a. m.	p. m.	a.m.	
	—	—	—	(Buffet)	7 0	2 10	5 0	8 30	...	—	—	—	**Furth** .....dep	12 54	2 54	...	...
14	1 80	1 35	0 90	**Prague** ...dep.	8 9	2 19	6 37	9 27	...	1 8	0 81	0 54	Taus	1 26	3 36	...	...
34	3 42	2 57	1 71	Zbirow	9 18	4 21	—	10 31	...	2 34	1 76	1 17	Staab	2 32	4 34	...	...
60	4 68	3 51	2 34	**Chrast** .....arr.	9 57	5 8	...	11 20	...	2 96	2 97	1 98	**Pilsen 225** ...	3 18	5 43	10 26	...
					a.m.	p.m.									p.m.	a.m.	
7	0 54	0 41	0 27	**Chrast** ...dep.	9 10	4 21	...	...	...	—	—	—	**Radnitz** dep	...	6 12	10 53	...
				Radnitz arr.	9 45	4 56	...	...	...	0 54	0 41	0 27	**Chrast** ...arr	...	6 50	11 31	...
67	5 22	3 92	2 61	**Pilsen** (Buffet)	10 15	5 26	...	11 38	...	4 50	3 38	2 25	**Chrast** .....dep	3 51	6 2	10 45	...
81	6 48	4 68	3 24	Staab	11 14	—	...	12 37	...	5 76	4 32	2 88	Zbirow	4 39	6 49	11 36	...
105	8 10	6 8	4 5	Taus	12 14	...	...	1 35	...	7 38	5 54	3 69	Beraun	5 41	7 51	12 40	...
118	9 18	6 89	4 59	**Furth 232** arr	12 54	...	...	2 14	...	9 18	6 89	4 59	**Prague**.....arr	6 50	9 2	1 50	...
													204				

GROSSWARDEIN and ESSEGG. Alfold-Fiumaner-Eisenbahn.

G.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4	1—4
—	gl.kr	gl.kr	gl.kr	KLAUSENBEG dep.	p.m.	...	5 15	gl.kr	gl.kr	gl.kr	FUNFKIRCHEN dp.	a.m.	9 55	p.m.	10 4
—	...	...	...	DEBRECZIN ... ,,	10 12	...	12 43	...	...	...	MOHACS ..... ,,	...	...	...	6 20
					a.m.		p.m.				VILLANY ..... ,,	...	12 0	...	11 32
—	—	—	—	**Grosswardein** dp.	9 11	...	5 5						a.m.		p.m.
4	1 44	1 8	0 72	Cséfa	10 22	...	6 0	—	—	—	**Essegg** .....dep.	...	3 0	...	5 0
5	1 80	1 35	0 90	Szalonta	11 17	...	6 34	...	...	...	Szarvas	...	3 33	...	5 26
8	2 88	2 16	1 44	Sarkad.....	12 7	...	7 13	...	...	...	Erdöd	...	4 23	...	6 9
10	3 60	2 70	1 80	Gyula	1 8	...	7 47	...	...	...	Gombos-Bogojeva ...	...	5 40	...	7 22
12	4 32	3 24	2 16	**Csaba** .....arr.	1 40	...	8 16	...	...	...	Szonta	...	6 1	...	7 41
	...	...	...	ARAD..... ,,	3 36	...	...	...	...	...	Priglevitza-Szt-Ján	...	6 26	...	8 2
	...	...	...	ARAD.....dep.	12 30	...	...	...	...	...	Zombor	...	7 19	...	8 41
	...	...	...	**Csaba** .....dep	2 45	...	8 40	...	...	...	Militics.....	...	7 46	...	9 2
14	5 22	3 92	2 61	Csorvás	3 39	...	9 22	...	...	...	Bajmok	...	8 43	...	9 46
16	5 94	4 46	2 97	Orosháza	4 47	arr.	10 29	...	...	...	M. Theresiopol	...	10 22	...	10 48
20	7 38	5 54	3 69	H. M. Vásárhely	6 32	4 30	11 9	...	...	...	Pallics	...	10 41	...	11 6
22	8 10	6 8	4 5	Algyö	7 13	5 12	11 44	...	...	...	Horgos.....	...	11 24	...	11 38
23	8 46	6 35	4 23	**Szegedin 214** ...ar.	7 35	5 34	12 3	...	...	...	**Szegedin 214** arr.	...	12 5	...	12 13
	...	...	...	TEMESVAR ..... ,,	...	...	4 37	...	...	...	PEST ..... ,,	...	7 42	Wednesday and Saturday only.	8 4
	...	...	...	TEMESVAR ...dep.	9 22	...	9 42	...	...	...	TEMESVAR ..... ,,	...	5 5		4 37
	...	...	...	PESTH ..... ,,	7 5	...	6 50	...	...	...	TEMESVAR ...dep.	a.m.	...	a.m.	9 42
26	...	...	...	**Szegedin** .....dep.	2 5	...	2 43	...	...	...	**Szegedin** .....dep	8 45	...	4 30	2 30
28	9 36	7 2	4 68	Horgos.....	2 54	...	3 24	...	...	...	Algyö	9 8	...	4 55	2 51
28	10 14	7 56	5 4	Pallics	3 33	...	4 0	...	...	...	H. M. Vásárhely	10 23	...	5 33	3 32
29	10 41	7 83	5 22	M. Taeresiopol	4 30	...	4 33	...	...	...	Orosháza	12 4	...	...	4 36
33	11 88	8 91	5 91	Bajmok	5 44	...	5 36	...	...	...	Csorvás	12 46	...	...	5 5
35½	12 78	9 59	6 39	Militics.....	6 38	...	6 23	...	...	...	**Csaba 222**.....arr	1 34	...	...	5 43
37	13 32	9 99	6 66	Zombor	7 39	...	7 39	...	...	...	ARAD .....arr.	3 36	...	...	a.m.
39	14 4	10 53	7 2	Priglevitzá-Szt.Iván	8 9	...	7 30	...	...	...	ARAD.....dep.	12 30	...	...	a.m.
40	14 40	10 80	7 20	Szonta	8 31	...	7 48	...	...	...	**Csaba** .....dep.	2 25	...	...	6 3
41	14 76	11 7	7 38	Gombos-Bogojeva ...	8 49	...	8 3	...	...	...	Gyula	3 35	...	...	6 38
43½	14 96	11 21	7 47	Erdöd	10 0	...	9 15	...	...	...	Sarkad.....	4 19	...	...	7 5
44	15 86	11 88	7 92	Szarvas	10 48	...	9 54	...	...	...	Szalonta	5 31	...	...	7 48
46½	16 38	12 29	8 19	**Essegg(235, 237)**a.	11 20	...	10 23	...	...	...	Cséfa	6 7	...	...	8 13
...	...	...	...	VILLANY ..... ,,	p.m.	...	1 17	...	...	...	**Grosswardein** arr	7 15	...	...	9 10
...	...	...	...	MOHACS ..... ,,	...	...	p.m.	...	...	...	DEBRECZIN ... ,,	3 38	...	...	3 24
...	...	...	...	FUNFKIRCHEN ...	3 0	...	...	...	...	...	KLAUSENBG.... ,,	...	...	...	10 42

ESSEGG and VILLANY.

G.M. Dist.	1 Cl. gl.kr	2 Cl. gl.kr	3 Cl. gl.kr	Stations.	1—4 a.m.	1—4 a.m.		1 Cl. gl.kr	2 Cl. gl.kr	3 Cl. gl.kr	Stations.	1—4 a.m.	1—4 p.m.	
—	—	—	—	**Essegg** .....dep.	5 35	10 55	...	...	...	...	**Villány**.....dep	11 32	12 0	...
13	0 54	0 41	0 27	Dárda	6 4	11 32	...	...	...	...	Baranyavár-Monost	12 12	1 0	...
4	1 44	1 8	0 72	Baranyavár-Monost	6 40	12 25	...	...	...	...	Dárda	12 46	1 46	...
6	2 16	1 62	1 8	**Villány 235** ...arr.	7 17	1 11	...	—	—	—	**Esseg 237** ...arr.	1 14	2 19	...

HOHENSTADT and ZOPTAU.—K. k. priv. Mahrische Grenzbahn.

Mls. Dis.	1 Cl. gl.kr	2 Cl. gl.kr	3 Cl. gl.kr	Stations.	1—3 a.m.	1—3 p.m.	1—3 Sundays.	G.M. Dis.	Stations.	1—3 a.m.	1—3 p.m.	1—3 p.m.	
—	—	—	—	OLMUTZ .....dep	7 50	3 43	...	—	**Zoptau** .....dep	7 42	3 10	9 4	...
—	—	—	—	TRUBAU..... ,,	10 32	2 57	...	0,5	Peitersdorf-Ullersdorf	7 56	3 24	9 17	...
					a.m.	a.m.	p.m.	1,2	**Schonberg** .....arr	8 6	3 25	9 30	...
—	—	—	—	**Hohenstadt** ...dep	12 20	5 45	6 0	2,2	,, ...dep	8 22	3 50	9 43	...
0,7	0 36	0 27	0 18	Hellendorf	12 35	6 3	1 13	2,9	Hellendorf.....	8 52	4 20	10 7	...
1,7	0 72	0 54	0 36	**Schonberg** .....arr	1 0	6 21	6 20	...	**Hohenstadt** ... arr	9 4	4 32	10 19	...
...	...	...	...	,, ...dep	1 12	6 57	6 46	...	OLMUTZ .....arr	12 56	6 30	...	...

GROSSWARDEIN-KARLSBURG-KRONSTADT.—Ungarische Ostbahn.

G.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4	1—4		Stations.	1—4	1—4	1—4	1—4
Dis	gl kr	gl.kr	gl kr		p.m.	a.m.					p.m.	p.m.	a.m.	
—	—	—	—	**Grosswardein** ...dep	5 23	6 20	...	...		**Kronstadt** (Restr.) dep	2 38	*4 25	...	...
3.0	1 8	0 81	0 54	Mező-Telegd	6 7	7 38	...	...		**Marienburg**	3 23	5 23	...	...
4,4	1 62	1 22	0 81	Elesd	6 31	8 17	...	...		Apácza	3 58	6 13	...	...
6,1	2 16	1 62	1 8	Rév	7 0	9 10	...	...		Agostonfalva.....	4 24	6 51	...	...
7,8	2 70	2 3	1 35	Brátka	7 29	9 53	...	...		Homoród	5 23	8 22	...	...
10,6	3 78	2 84	1 89	Csucsa	8 31	11 31	...	...		Katzendorf	5 38	8 49	...	...
13,5	4 86	3 65	2 43	Bánffy-Hunyad	9 24	12 55	...	...		Erked	6 26	9 59	...	...
16,3	5 94	4 46	2 97	Egeres	10 18	2 9	...	...		Héjasfalva	6 58	10 50	...	...
18,5	6 66	5 0	3 33	Magyar-Nádas	0 51	2 51	...	...		**Schassburg** .....arr	7 18	11 18	...	...
20,0	7 20	5 40	3 60	**Klausenb. (Kol.)**...arr	11 12	3 17	a.m.			„ (Restaur.) dep	7 28	11 38	...	...
...	...	...	...	„ .....dep	11 38	4 15	4 58			Dános	7 50	12 9	...	...
22,2	7 92	5 94	3 96	**Kolos-Kara**	12 20	5 8	5 49			Elisabethstadt	8 13	12 48	...	...
26 8	9 72	7 29	4 86	Gyéres	2 3	7 10	7 43			**Mediasch** .....arr	8 47	1 40	...	...
29,0	10 44	7 83	5 22	**Kocsárd** .....arr	2 41	8 0	8 30			„ .....dep	8 50	1 58	...	...
...	...	...	...	VASARHELY .....arr	...	...	...			**Kis-Kapus** .....arr	9 9	2 28	...	...
...	...	...	...	**Kocsárd** .....dep	2 58	8 45	9 30			HERMANNSTADT...dep	...	...	...	...
29 8	10 39	8 10	5 40	Felvincz	3 17	9 11	9 59			**Kis-Kapus** .....dep	9 34	3 8	...	
31,7	11 34	8 51	5 67	Nagy-Enyed	3 42	9 57	10 49			Mikeszászа	9 56	3 39	...	
33,4	12 6	9 5	6 3	**Tövis** .....arr	4 0	10 31	11 27			Balázsfalva.....	10 36	4 36	...	
...	...	...	...	Tövis .....dep	5 30	11 43	12 0			Karácsonfalva	10 53	1	...	
...	0 90	0 68	0 45	**Karlsburg** .....arr	7 8	12 21	12 40			**Tövis** .....arr	11 26	5 44	...	
...	...	...	...	ARAD .....dep	8 2	11 46				Karlsburg .....arr	...	...	p.m.	
41,6	14 94	11 21	7 47	**Karlsburg** .....dep	...					ARAD .....arr	6 20	6 20	4 16	...
...	...	...	...	**Tövis** .....arr	4 26	...				Karlsburg .....dep	9 30	5 16	3 22	...
35,8	12 78	9 59	6 39	Karácsonfalva	...	...				Tövis .....arr	10 10	5 54	4 0	p.m.
36,5	13 14	9 86	6 57	Balázsfalva.....	...	...				**Tövis** .....dep	11 48	6 14		6 10
38,8	14 4	10 53	7 2	Mikeszászа	...	...				Nagy-Enyed	12 15	6 58	...	6 46
40,2	14 40	10 80	7 20	**Kis-Kapus** .....arr	...	...				Felvincz	12 43	7 39	...	7 23
...	...	...	...	HERMANNSTADT,arr	...	...				**Kocsárd** .....arr	12 59	8 1	...	7 43
...	...	...	...	**Kis-Kapus** .....dep	...	...				VASARHELY .....dep	...	...	...	...
41,7	14 94	11 21	7 47	**Mediasch** .....arr	8 0	...				**Kocsárd** .....dep	1 17	8 31	...	8 3
...	...	...	...	„ .....dep	8 23	...				Gyéres	2 2	9 30	...	9 3
43,9	15 84	11 88	7 92	Elisabethstadt	8 53	...				Kolos-Kara	9 50	3 41	11 16	10 47
45,4	16 38	12 29	8 19	Dános	9 50	...				**Klausenburg** .....arr	10 25	4 24	12 6	11 37
46,7	16 74	12 56	8 37	**Schassburg** .....arr	10 58	...				„ (Kol.) dep	10 55	4 47	12 46	...
...	...	...	...	„ .....dep	11 31	...				Magyar-Nádas	5 11	1 17	...	
48,6	17 28	12 96	8 64	Héjasfalva	12 7	...				Egeres	5 46	2 4	...	
50,2	18 0	13 50	9 0	Erked	...	...				Bánffy-Hunyad	6 51	3 31	...	
52,7	18 90	14 18	9 45	Katzendorf	1 58	...				Csucsa	7 52	4 38	...	
53,8	19 44	14 58	9 72	Homoród	2 42	...				Brátka	8 39	5 29	...	
57,1	20 52	15 39	10 20	Agostonfalva	4 3	...				Rév	9 12	6 5	...	
58,7	21 6	15 30	10 53	Apácza	4 40	...				Elesd	9 30	6 38	...	
60,8	21 96	16 47	10 98	Marienburg	5 31	...				Mező-Telegd	10 1	7 12	...	
63,7	22 86	17 15	11 43	**Kronstadt** .....arr	6 30	...				**Grosswardein** .....arr	10 27	8 4	...	

From Klausenburg only, on Wednesdays & Saturdays.

Mondays, Tuesdays, Thursdays, and Saturdays only.

Tuesdays, Thursdays, and Saturdays.

Wednesdays and Fridays only.

* From Kronstadt to Klausenburg, every Sund., Monday, Wednesday, and Friday, and from Karlsburg every Wednesday and Saturday.

MURI, AARAU, and OLTEN.

Kil.	1 Cl	2 Cl.	3 Cl.	Stations.	2 & 3	1, 2, 3	1, 2, 3	1, 2, 3	2 & 3	1, 2, 3	2 & 3	1 & 2	1, 2, 3	
Dist.	fr. c	fr. c.	fr. c		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
—	—	—	—	**Muri** .....dep	...	...	6 40	10 0	11 20	1 58	...	...	6 5	
10	...	...	...	Wohlen	...	...	7 0	10 20	11 50	2 18	...	...	6 25	...
20	...	...	...	Lenzburg	...	...	7 22	10 42	12 28	2 40	...	...	6 50	...
23	...	...	...	Rupperswyl	...	...	7 30	10 50	12 42	2 48	...	...	7 0	...
...	...	...	...	BRUGG	...	...	8 23	...	1 4	...	...	...	7 30	...
29	...	...	...	**Aarau** .....arr	...	...	8 40	11	12 55	2 58	...	...	7 47	...
...	...	...	...	ZURICH ..... „	5	5 6	6 40	9 50	...	5 40	...	4 50	5 48	...
...	...	...	...	**Aarau** .....dep	4 5	6 44	7 53	11 15	1 45	3 10	4 20	6 4	7 33	...
43	1 40	1 0	0 70	**Olten** .....arr	4 40	7 9	8 11	11 40	2 23	3 30	5 5	6 23	7 58	...
					a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
...	...	...	...	LUZERN .....dep	7 55	..	10 5	1 54	...	5 48	...	8 6	10 36	...
...	...	...	...	BERN ..... „	8 0	9 45	10 5	1 55	...	6 0	8 25	8 27	10 35	...
...	5 45	3 85	2 75	BASEL .....arr	7 38	9 0	9 35	1 25	4 40	5 3	7 20	7 52	9 45	...

OLTEN, AARAU, and MURI.

Mls.	1 Cl	2 Cl.	3 Cl.	Stations.	1, 2, 3	& 7 2 & 3	2 & 3	1, 2, 3	1, 2, 3	2 & 3	1 & 2	1, 2, 3	2 & 3	
	fr. ct	fr. ct	fr. ct		a.m.	a.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
...	...	...	...	BASEL .....dep	5 30	7 0	...	8 0	10 30	2 15	...	5 10	6 15	7 42
...	...	...	...	BERNE ..... „	4 50	6 30	...	5 30	9 35	1 40	...	4 40	5 30	7 15
...	...	...	...	LUCERNE..... „	4 45	6 50	...	...	9 50	1 40	1 40	4 40	...	7 20
					a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Olten** .....dep	7 22	8 23	...	10 10	12 5	3 45	4 0	6 34	8 3	10 15
...	1 40	1 0	0 70	**Aarau** .....arr	7 46	8 41	...	10 58	12 30	4 12	4 35	6 57	8 28	10 50
...	...	...	...	ZURICH..... „	9 26	9 55	...	...	2 5	5 38	...	8 17	10 0	...
...	...	...	...	**Aarau** .....dep	8 0	...	8 55	...	12 43	4 38	...	7 20	...	...
...	...	...	...	BRUGG	7 23	...	...	...	...	4 12	...	6 55	...	...
...	...	...	...	Rupperswyl	8 10	...	9 15	...	12 58	4 49	...	7 30	...	...
...	...	...	...	Lenzburg	8 19	...	9 35	...	1 2	4 58	...	7 39	...	...
...	...	...	...	Wohlen	8 41	...	10 19	...	1 24	5 20	...	8 1	...	...
...	...	...	...	**Muri** .....arr	9 0	...	10 47	...	1 43	5 40	...	8 20	...	...

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Central Swiss Railway.—OLTEN TO LUCERNE.—Schweizerische Centralbahn.

1 cl.	2 cl.	3 cl.	Stations.	2 & 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	2 & 3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	fr. c.	fr. c.	fr. c.			a.m.	a.m.	p.m.	p.m.
From Basle			Basle .....dep		7 0	10 30	2 15	5 15				Genoa .....dep	...	...	...	...	...
10 50	7 25	5 25	Biel(Bienne) „	...	6 10	9 15	1 10	4 33	...	...	...	Milan..... „	...	...	...	1 10	...
10 60	7 45	5 30	Berne..... „	...	6 30	9 35	1 40	4 45	...	...	...	Bellinzona „	...	...	...	10 15	...
5 30	3 75	2 65	Aarau.....	4 5	7 53	11 15	3 10	6 0	...	...	...	Andermatt... „	...	...	6 15	9 55	...
4 10	2 85	2 5	Olten.....arr	a.m.	a.m.	noon	p.m.	p.m.	...	...	...	Fluelen	6 15	10 15	2 0	2 30	
—	—	—	Olten .....dep	5 25	8 18	12 0	3 41	6 48	...	...	...	Brunnen... „	6 45	10 45	2 30	3 20	
0 40	0 30	0 20	Aarburg	5 39	8 26	12 8	3 53	6 56	...	...	...	Vitznau .....arr	a.m.	8 0	11 45	3 25	4 50
0 90	0 65	0 45	Zofingen.....	5 56	8 35	12 18	3 59	7 7	—	—	—	Lucerne.....dp	5 20	9 50	1 30	4 40	6 25
2 60	1 40	1 0	Nebikon	6 33	8 58	12 41	4 19	7 33	1 60	1 15	0 80	Sempach.....	5 54	10 24	2 5	5 12	7 19
3 0	2 10	1 50	Sursee	7 2	9 7	1 0	4 33	7 55	2 60	1 85	1 30	Sursee	6 14	10 44	2 25	5 32	7 54
4 0	2 80	2 0	Sempach	7 27	9 35	1 28	4 58	8 16	3 60	2 55	1 85	Nebikon	6 34	11 3	2 46	5 53	8 24
5 50	3 85	2 75	Lucerne.....arr	8 5	10 5	1 50	5 20	8 50	4 70	3 30	2 35	Zofingen	7 0	11 31	3 8	6 19	8 59
			Vitznau.....	9 20	11 0	2 45	6 10	6 45	5 20	3 65	2 60	Aarburg	7 10	11 34	3 17	6 25	9 20
			Brunnen ..... „	9 50	12 15	3 40	7 0	7 40	5 50	3 85	2 75	Olten .....arr	7 16	11 40	3 24	6 31	9 30
			Fluelen.. ..... „	1 45	1 0	4 25	7 45	8 25									
			Andermatt ... „		6 15	...	...	1 10	...	...	...	Aarau ..... „	7 46	12 30	4 12	7 2	10 45
			Bellinzona ... „	...	...	...	...	11 0	...	...	...	Berne ..... „	9 45	2 0	6 2	8 25	...
			Milan ..... „	...	...	...	...	9 55	...	...	...	Biel (Bienne) „	10 8	2 23	6 25	8 50	...
			Genoa	...	...	...	...	...	...	...	...	Basle .....arr.	9 0	1 25	5 3	7 38	...

Booking Offices close 5 minutes before the departure.

NEUCHATEL, CHAUX-DE-FONDS, and LOCLE.—Chemin de Fer de Jura Industriel. [1st June.

1 cl.	2 cl.	3 cl.	(All 1, 2, 3 classes.)	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
fr. c.	fr. c.	fr. c.	247 Arr. From Bienne	...	7 50	11 26	3 46	...	...
...	...	...	246 „ „ Lausanne...	...	7 15	11 21	3 21	...	...
...	...	...	247 „ „ Pontarlier	...	8 15	9 50	3 0	...	...
—	—	—	Neuchatel .....dep	5 23	9 12	1 13	5 23	8 26	12 10
0 60	0 40	0 35	Corcelles	5 35	9 24	1 25	5 35	8 58	12 22
3 0	2 15	1 70	Hauts-Geneveys	5 49	9 38	1 39	5 49	9 32	12 36
3 75	2 70	2 10	Convers	5 54	9 48	1 49	6 8	...	...
...	...	...	D. For Bienne *via* St. Imier	6 0	10 4	1 59	6 19	...	...
4 50	3 25	2 55	Chaux-de-Fonds.....arr	6 11	10 20	2 0	6 36	...	...
...	...	...	„ (242) ...dep	6 12	10 32	2 16	6 45	...	...
...	...	...	For Bienne, Jura, Berne	...	10 59	2 30	...	...	...
...	...	...	From „ „ „ arr.	...	...	2 57	7 16	...	...
5 0	3 65	2 85	Eplatures	8 0	...	3 16	7 35	...	...
5 70	4 40	3 20	Locle .....arr	8 12	11 59	3 26	7 45	...	...

(All 1, 2, 3 classes.)	a.m.	a.m.	p.m.	p.m.	p.m.
Locle .....dep	4 57	9 37	3 57	8 2	
Eplatures	5 5	9 49	4 11	8 15	
Chaux-de-Fonds.....arr	5 44	10 15	4 40	8 44	
„ (242) ...dep	6 9	10 39	5 5	9 16	
Convers	6 28	10 56	5 22	9 27	
For Bienne *via* St. Imier dp	6 44	11 12	5 38	9 43	
From Bienne .....arr	...	11 13	5 41	9 44	
Hauts-Geneveys	6 55	...	5 52	9 55	
Corcelles	7 6	11 24	6 5	10 5	
Neuchatel (240).....arr	7 20	11 36	...	10 31	
246 Dep. For Bienne.....	7 24	...	...	...	
246 „ „ Pontarlier	7 46	11 46	6 19	...	
247 „ „ Yverdon.....	8 0	11 58	6 31	...	

WYL TO EBNAT.—Toggenburg Railway.

O. Fares.		Stations.	2—3 class	2—3 class	2—3 class	2—3 class	2—3 class
2 cl.	3 cl.		a.m.	a.m.	p.m.	p.m.	p.m.
...	...	Fro Winterthur	7 0	11 50	...	4 34	8 10
...	...	Wyl Fro St. Gall.. „	7 1	11 1	2 30	4 27	7 2
...	...	Wyl .....dep	7 15	11 56	2 34	4 44	8 20
0 55	0 40	Batzenheid	7 36	12 14	2 49	5 1	8 37
0 90	0 65	Lütisburg	7 45	12 22	2 56	5 9	8 45
1 5	0 75	Bütschwyl	7 55	12 30	3 2	5 19	8 53
1 25	0 90	Dietfurt	8 2	12 36	3 8	5 25	8 59
1 40	1 0	Lichtensteig	8 13	12 43	3 15	5 31	9 ...
1 60	1 15	Wattwyl	8 23	12 51	3 21	5 38	9 14
1 95	1 40	Ebnat-Kappel ar	8 35	1 1	3 30	5 49	9 25

EBNAT TO WYL.—Toggenburg Railway.

O. Fares.		Stations.	2—3 class	2—3 class	2—3 class	2—3 class	2—3 class
2 cl.	3 cl.		a.m.	a.m.	p.m.	p.m.	p.m.
—	—	Ebnat-Kappel d	5 35	9 50	1 20	3 40	6 40
0 35	0 25	Wattwyl	5 51	10 2	1 32	3 51	6 51
0 55	0 40	Lichtensteig	6 2	10 9	1 39	3 58	6 59
0 70	0 50	Dietfurt	6 11	10 17	1 41	4 5	7 7
0 90	0 65	Bütschwyl	6 19	10 23	1 53	4 11	7 13
1 5	0 75	Lütisburg	6 29	10 31	2 1	4 17	7 21
1 40	1 0	Batzenheid	6 40	10 40	2 10	4 24	7 30
1 95	1 40	Wyl (244).....arr	6 56	10 55	2 25	4 37	7 45
...	...	For St. Gallen ..	7 9	11 54	...	4 39	8 15
...	...	„ Winterthur	7 4	11 4	2 33	6 3	8 10

ARTH and RIGI-BAHN.

Rigi-Kaltbad																		
Rigi-Staffel																		
Rigi-Klösterli																		
Arth																		
Oberarth																		
Goldau																		
Arth																		
Krähbel																		
Klösterli																		
Rigi-Kaltbad																		
Rigi-Staffel																		
Arth																		
Goldau																		
Oberarth																		
Arth																		
Arth, pr. Dp.																		
Zug, pr. Dp.																		
Zug																		
Zürich																		

[1st July.

THUN, BERNE, OLTEN, BASEL, and AARAU.

Mls	1 Cl.	2 Cl.	3 Cl.	Stations.	2 & 3	1, 2, 3	1 & 2	2 & 3	2 & 3	1, 2, 3	2 & 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
						a.m.		a.m.		a.m.		p.m.		p.m.	p.m.
...	...	...	...	BRIENZ ..... dep.	...	...	...	...	...	...	...	7 35	...	11 0	3 50
...	...	...	...	INTERLAKEN	...	...	...	...	...	6 30	...	9 50	...	1 20	6 15
—	From	m. T	hm	Scherzlinken	...	...	...	...	...	...	...	...	...	...	...
1¾	—	—	—	**Thun**	...	...	6 20	...	8 20	...	...	12 10	...	3 27	4 35
4½	0 60	0 45	0 30	Uttigen	...	...	6 35	...	...	...	...	12 21	...	...	4 50
6½	0 90	0 65	0 45	Kiesen	...	...	6 49	...	8 33	...	...	12 28	...	...	5 2
7½	1 10	0 80	0 55	Wichtrach	...	...	6 58	...	...	...	...	12 34	...	...	5 12
9½	1 50	1 5	0 75	Münsingen	...	...	7 14	...	8 43	...	...	12 42	...	3 47	5 25
11	1 80	1 30	0 90	Rubigen	...	...	7 27	...	...	...	...	12 50	...	...	5 38
15	2 30	1 65	1 15	Gümlingen	...	...	7 44	...	...	...	...	1 2	...	...	5 54
16¾	2 60	1 85	1 30	Ostermundingen	...	...	7 55	...	...	...	...	1 9	...	...	6 9
20½	3 10	2 20	1 55	**Berne** ..... arr.	...	a. m	...	...	8 10	...	9 7	1 18	...	4 10	6 20
...	...	...	...	MARSEILLES ..... dep.	...	10 15	...	...	...	...	...	...	...	9 45	...
...	...	...	...	LYON	...	9 10	...	...	...	...	...	5 5	...	6 10	a.m.
...	...	...	...	GENEVA	...	9 30	...	...	5 40	...	5 45	11 30	...	11 30	8 45
...	...	...	...	LAUSANNE	...	7	a.m.	...	5 15	...	4 35	...	1 8	...	11 10
...	...	...	...	FREIBURG	...	7 43	4 35	...	a.m.	8 5	...	11 22	p.m.	4 28	p.m.
20¾	From	m. B	erne	**Berne**	...	4 50	6 30	...	5 30	9 35	...	1 40	2 0	4 45	5 30
25	0 80	0 60	0 40	Zollikofen	...	5 3	...	...	5 52	9 52	...	1 53	2 23	1 & 2	5 47
25	2 30	1 65	1 15	Burgdorf	...	5 38	7 2	...	7	9 10	24	a.m.	2 15	3 18	5 17
45	4 0	2 80	2 0	**Herzogenbuchsee** ..... arr.	...	6 8	7 25	...	7 57	10 54	12 47	2 38	4 5	5 40	6 49
...	...	...	...	Neuchatel Biel, Solothurn ...	...	...	7 23	...	8 5	10 45	...	2 22	4 20	5 33	6 36
45	...	...	...	**Herzogenbuchsee** dep	...	6 12	7 28	...	8 15	10 58	1 0	2 42	4 30	5 44	6 54
49½	4 80	3 40	2 40	Langenthal	...	6 30	7 39	...	8 43	11 12	1 23	2 57	4 52	5 56	7 10
54½	5 50	3 85	2 75	Morgenthal	...	6 45	...	...	9	3 11 24	1 36	3 8	5 12	...	7 24
61	6 40	4 50	3 20	Aarburg	...	7 3	8 4	...	9 32	11 40	1 43	3 23	5 43	6 19	7 43
63½	6 70	4 70	3 55	**Olten** ..... arr.	...	7 10	8 10	a.m.	9 42	11 47	2 20	3 30	5 53	6 25	7 50
...	...	...	...	**Olten** ..... dep.	...	7 22	8 25	8 37	10 24	12 7	...	3 45	...	6 41	8 3
6½	...	...	...	Schönenwerth	...	7 3	...	9 0	10 48	12 23	...	4 4	...	6 55	8 20
9½	8 10	5 70	4 5	**Aarau**	...	7 46	9 13	10 58	12 30	...	...	4 12	...	7 2	8 28
...	13 35	9 40	6 70	ZURICH	...	9 26	9 55	12 5	...	2 5	...	5 35	...	8 17	10 0
...	21 85	15 35	10 95	ROMANSHORN	...	...	11 57	...	...	5 23	...	8 55	...	...	...
...	22 50	15 85	11 30	ST. GALLEN	...	...	12 50	...	...	5 50	...	9 20	...	...	...
...	27 45	19 20	13 75	CHUR	...	...	2 7	...	...	7 10	...	10 17	p.m.	...	...
63½	From	m O	lten	**Olten**	5 25	7 28	8 23	10 50	1C 33	12 8	2 35	3 46	5 15	6 43	8 5
67	0 90	0 65	0 45	Länfelfingen	6 0	7 50	8 44	11 25	11 4	12 30	3 7	4 10	5 44	7 4	8 28
73½	1 90	1 35	0 95	Sissach	6 33	8 13	9 4	11 59	11 39	12 51	3 39	4 51	6 14	7 25	8 53
77½	2 50	1 75	1 25	Liestal	6 44	8 29	9 15	12 21	11 52	1 2	4 1	4 43	6 32	7 37	9 9
87	3 90	2 75	1 95	**Basel** ..... arr.	7 38	9 0	9 35	1 0	12 3	1 25	4 40	5 3	7 10	7 58	9 40
...	...	...	...	**Basel** (Badisch Station) ...	...	...	...	...	12 45	...	...	...	...	...	7 58
...	...	...	...	MULHAUSEN	...	...	10 26	...	...	3 14	...	6 16	8 34	...	...
...	...	...	...	STRASSBURG	...	...	12 39	...	...	5 48	...	...	11 33	...	...
...	...	...	...	PARIS	...	...	5 30	...	...	10 20	...	5 20	...	...	...
...	...	...	...	FRANKFURT	...	...	...	...	...	...	...	a.m.	...	...	...
...	...	...	...	COLN	...	...	10 0	...	...	...	...	...	...	...	...
...	...	...	...	BERLIN	...	...	...	...	...	...	...	...	...	...	...

+ Express.

RIGIBAHN. [June 1.

Stations.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
dep LUCERNE arr	5 0	8 0	10 0	11 25	1 45	...	4 10	5 45	
" FLUELEN "	...	7 40	...	10 50	1 30	2 45	...	4 40	
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Vitznau ...dep	5 55	9 15	11 5	1 0	3 10	4 40	6 5	7 0	
Romiti Felsenthr	6 31	9 51	11 41	1 36	3 46	5 16	6 41	7 36	
Kaltbad ...arr	6 47	10 7	11 57	1 52	4 2	5 32	6 57	7 52	
Kaltbad dep	6 50	10 20	12 10	2 15	4 5	5 40	...	...	
First ..... "	6 55	10 25	12 15	2 20	4 10	5 45	...	...	
Scheidegk a	7 15	10 45	12 35	2 40	4 30	6 5	...	...	
Kaltbad ...dep	6 50	10 10	12 0	1 55	4 5	5 35	7 0	7 55	
Staffelhöhe	6 55	10 15	12 5	2 0	4 10	5 40	7 5	8 0	
Staffel	7 3	10 23	12 12	2 8	4 18	5 48	7 13	8 8	arr
Kulm .....arr	7 15	10 35	12 25	2 20	4 30	6 0	7 25	8 20	"

Stations.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Kulm.....dep	6 10	7 20	9 25	10 50	1 10	3 0	4 35	...	
Staffel	6 27	7 32	9 37	11 2	1 22	3 12	4 47	...	
Staffelhöhe	6 30	7 40	9 45	11 10	1 30	3 20	4 55	...	
Kaltbad ...arr	6 35	7 45	9 50	11 15	1 35	3 25	5 0	...	
Scheideck d	7 20	...	...	11 50	12 10	2 45	4 35	6 10	
First ..... "	7 40	...	...	12 10	0	3 5	4 55	6 30	
Kaltbad...arr	7 45	...	...	11 15	1 5	3 10	5 0	6 35	
Kaltbad ...dep	6 38	7 48	9 53	11 18	1 34	3 28	5 3	...	
Romiti Felsenthr	6 52	8 2	10 7	11 32	1 52	3 42	5 17	...	
Vitznau ...arr	7 30	8 40	10 45	12 10	2 30	4 40	5 55	...	
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
...	...	10 40	1 0	2 30	4 25	...	8 40	...	
" LUCERNE ..	9 0	10 10	...	1 10	4 0	5 30	7 15	...	

LOCARNO and BIASCA.—Gotthard Railway.

Mls	Stations.	1—3	1—3	1—3	1—3	1—3	
...	...	...	4 30	10 0	...	2 30	p.m.
...	ARONA	...	9 20	2 0	...	7 32	...
...	LOCARNO	a.m.	a.m.	p.m.	p.m.	p.m.	...
—	**Locarno** .....dep	9 15	10 0	2 30	6 30	9 30	...
13½	**Bellinzona**.....arr	7 34	10 45	3 18	7 15	10 16	...
...	" .....dep	7 40	10 49	3 24	...	10 34	...
25½	**Biasca** .....arr	8 35	11 30	4 5	...	10 41	...
...	BIASCA	...	12 0	4 30	...	11 30	...
...	AIROLO	...	5 30	10 15	...	4 45	a.m.
...	ANDERMATT	...	9 35	...	...	5 15	p.m.
...	FLUELEN	...	...	...	...	9 20	...
...	FLUELEN	...	...	...	...	1 30	...
...	LUCERNE	...	...	...	...	4 0	...

Stations.	1—3	1—3	1—3	1—3	1—3	
LUCERN	2 0	...	10 15	a.m	5 6	a.m.
FLUELEN	4 45	...	1 0	p.m.	7 20	...
ANDERMATT	10 30	...	6 30	...	12 50	p.m.
ANDERMATT	10 30	...	6 0	...	1 20	...
AIROLO	2 20	...	9 24	...	5 15	...
BIASCA	6 0	...	11 45	...	8 35	...
	a.m.	...	p.m.	p.m.	p.m.	...
Biasca .....dep	6 40	...	12 10	4 45	9 10	...
Bellinzona.....arr	7 27	a.m.	12 51	4 46	9 51	...
" .....dep	7 30	9 15	1 0	5 54	10 0	...
Locarno .....arr	8 15	10 0	1 45	7 0	10 47	...
LOCARNO	10 20	...	2 15	...	11 40	...
ARONA	6 0	...	7 15	...	6 0	...

1st & 2nd & 3rd Class

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BASEL, AARAU, OLTEN, BERN, and THUN.

[June 15.

Dis	1 cl.	2 cl.	3 cl.	Stations	1,2,3	1 & 2	2 & 3	1,2,3	1 & 2	2 & 3	1,2,3	1 & 2	2 & 3	1,2,3	1 & 2	1,2,3	2 & 3
	fr. c.	fr. c.	fr. c.					a.m.	a.m.		a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	Berlin ..... dep	...	...	...	...	...	...	...	...	...	...	...	...	...
—	—	—	—	Cologne	...	...	...	...	...	...	...	...	...	6 0	12 2	...	...
—	—	—	—	Frankfort	...	...	...	...	...	...	...	...	...	...	...	...	...
—	—	—	—	Paris	...	...	...	...	...	...	...	...	8 25	...	9 25	...	...
—	—	—	—	Strassburg	...	...	...	...	...	...	...	...	8 48	...	2 25	12 52	...
—	—	—	—	Mulhausen	...	...	...	...	...	...	6 24	9 13	...	12 41	4 31	5 47	...
3½	—	—	—	Basel Badisch Stat. dep	...	...	...	...	5 55	...	...	8 55	...	...	5 2	...	...
—	Fare	from	Bas'l	,, dep	...	...	...	5 30	7 0	...	8 0	10 30	10 35	2 15	2 45	5 10	6 10
13	1 40	1 0	0 70	Liestal	...	...	...	6 1	7 31	...	8 45	10 52	11 10	2 31	3 27	5 33	6 47
17	2 10	1 50	1 5	Sissach	...	...	...	6 18	7 33	...	9 10	11 4	11 40	2 56	3 51	5 48	7 6
23	3 10	2 20	1 55	Läufelfingen	...	...	...	6 45	7 54	...	9 43	11 27	12 29	3 11	4 32	6 6	7 33
34	3 90	2 75	1 95	Olten	...	...	...	7 3	8 15	...	10 3	11 45	12 50	3 29	4 55	6 24	7 59
—	—	—	—	Chur ..... dep	...	...	...	...	...	...	...	...	...	8 15	...	12 55	...
—	—	—	—	St Gallen	...	...	...	...	...	...	...	...	...	10 0	...	1 30	...
—	—	—	—	Romanshorn	...	...	...	...	...	...	...	6 15	...	10 0	...	2 15	...
—	—	—	—	Zurich	...	...	...	a.m. 5 5	6 40	...	...	9 50	...	1 40	...	4 50	5 48
—	—	—	—	Aarau ..... dep	...	...	...	4 5	6 44	7 53	...	11 15	1 45	3 10	4 20	6 4	7 33
3	—	—	—	Schönenwerth	...	...	...	4 18	6 53	...	...	11 24	2 0	3 17	4 40	6 12	7 42
8	—	—	—	Olten ..... arr	...	...	...	4 40	7 9	8 11	a.m.	11 40	2 23	3 30	5 5	6 23	7 58
31	Fare	from	Olt'n	Olten ..... dep	...	...	...	4 50	7 21	8 24	8 35	12 0	1 7	3 44	5 27	6 38	8 8
22	0 40	0 30	0 20	Aarburg	...	...	...	4 59	7 30	8 31	8 48	...	12 8	1 23	3 52	5 42	6 45	8 16
22	1 30	0 95	0 65	Morgenthal	...	...	...	5 23	7 48	...	9 14	...	12 22	1 45	4 8	6 11	6 57	8 34
12	2 0	1 40	1 0	Langenthal	...	...	...	5 44	8 5	8 53	9 42	...	12 35	2 11	4 21	6 42	7 10	8 51
11	2 90	2 0	1 40	Herzogenbuchsee ..... arr	...	...	...	6 3	8 20	9 4	1 0	...	12 47	2 24	4 31	7 9	7 20	9 5
—	—	—	—	Solothurn, Biel, Neuchâtel	...	...	...	6 20	8 35	9	8 11	0	...	1 16	2 44	4 42	...	7 26	9 10
—	—	—	—	Herzogenbuchsee ..... dep	...	...	...	6 15	8 24	9	7 10	6	...	12 50	3 5	4 35	...	7 25	9 10
7	1 50	3 15	2 25	Burgdorf	...	...	...	7 1	8 59	9	32 11	0	...	1 18	4 4	5 12	...	7 50	9 45
26	4 70	4 70	3 35	Bern ..... arr	...	...	...	8 0	9 45	10	5 12	38	...	1 55	5 8	6 6	...	8 27	10 35
—	—	—	—	Freiburg	...	...	...	10 16	...	11	25	...	...	3 48	...	7 42	...	...	...
—	—	—	—	Lausanne	...	...	...	5 20	...	1	30	...	...	6 30	...	10 10	...	...	...
—	—	—	—	Geneva	...	...	...	...	...	2	15	...	...	9 20	...	...	...	...	...
—	—	—	—	Lyons	...	...	...	...	...	8	26	...	...	12 46	...	...	...	...	...
—	—	—	—	Marseilles	a.m.	...	...	...	...	6	33	...	...	...	...	...	...	...	...
—	Fare	from	Bern	Bern ..... dep	6 0	8 30	...	10 20	...	...	2 20	...	...	6 20	...	8 47	...	...	...
8	0 50	0 35	0 25	Ostermundingen	6 10	8 45	...	...	...	...	2 30	...	...	6 30	...	9 0	...	...	...
7½	0 60	0 60	0 40	Gümligen	6 17	9 0	...	...	...	...	2 37	...	...	6 39	...	9 8	...	...	...
7½	1 30	0 95	0 65	Rubigen	6 27	9 13	...	...	...	...	2 47	...	...	6 49	...	...	...	...	...
7½	1 60	1 15	0 80	Münsingen	6 35	9 26	...	...	...	...	2 55	...	...	6 56	...	9 21	...	...	...
9	2 0	1 40	1 0	Wichtrach	6 43	9 36	...	...	...	...	3 3	...	...	7 4	...	...	...	...	...
10½	2 30	1 65	1 15	Kiesen	6 50	9 48	...	...	...	...	3 10	...	...	7 10	...	9 32	...	...	...
12	2 60	1 75	1 25	Uttigen	6 57	9 58	...	...	...	...	3 17	...	...	7 17	...	...	...	...	...
15½	3 10	2 20	1 55	Thun ..... arr	7 7	10 13	...	11 2	...	...	3 27	...	...	7 27	...	9 45	...	...	...
8	3 20	2 25	1 60	Scherzlingen ..... dep	7 16	...	...	11 10	...	...	3 35	...	...	7 34	...	...	...	...	...
—	—	—	—	Interlaken ..... ,,	9 26	...	...	12 55	...	...	5 25	...	...	9 15	...	...	...	...	...
—	—	—	—	Brienz ..... ,,	11 0	...	...	3 5	...	...	7 20	...	...	...	...	...	...	...	...

DARLIGEN and BONIGEN.—Brünig-Bahn.

K.M.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.	a.m.	a.m.	p.m.	p.m.		
—	Scherzlingen ...dep	5 30	7 35	11 20	3 45	7 45	...	...
—	Darligen ..... ,,	6 40	9 0	12 30	5 10	8 50	...	...
—	Darligen.....dep	6 50	9 10	12 40	5 20	9 0	...	...
—	Interlaken.....arr	7 0	9 25	12 55	5 35	9 15	...	...
—	,, ...dep	7 10	9 35	1 40	5 50	...	...	...
—	Bonigen .....arr	7 25	9 50	1 55	6 5	...	...	...
—	Bonigen ..... ,,	7 35	10 0	2 5	6 15	...	...	...
—	Brienz	8 35	11 0	3 5	6 20	...	...	...

Stations.	1 2 3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.	a.m.	a.m.	p.m.	p.m.	
Brienz ..... dep	...	7 35	11 0	3 50	6 20	...	...
Bonigen ..... ,,	a.m.	8 45	12 5	4 55	7 20	...	...
Bonigen.....dep	...	8 55	12 15	5 5	7 30	...	...
Interlaken .....dep	...	9 10	12 30	5 20	7 45	...	...
,, ...arr	6 30	9 50	1 20	6 15	...	...	...
Darligen .....arr	6 45	10 5	1 35	6 30	...	...	...
Darligen..... ,,	6 55	10 15	1 45	6 40	...	...	...
Scherzlingen ... ,,	8 0	11 35	3 0	8 0	...	...	...

CHIASSO and LUGANO.—Gothard Railway.

Dis	Stations.	1—3	1—3	1—3	1—3	1—3	1—3
				a.m.		p.m.	p.m.
—	Bellinzona	...	...	7 20	...	3 15	10 30
—	Lugano	...	...	11 10	...	7 5	2 30
		a.m.	a.m.	a.m.	p.m.	p.m.	a.m.
—	Lugano .....dep	5 19	7 9	11 45	3 20	7 20	2 40
1½	Capolago	5 55	7 45	12 31	4 8	7 56	...
4½	Mendrizio	6 7	7 56	12 33	4 23	8 7	...
12½	Chiasso.....arr	6 26	8 15	12 51	4 45	8 26	...
—	Chiasso	...	8 45	1 0	5 20	9 0	...
—	Como	...	...	...	9 45	...	...
—	Camerlata	...	9 45	2 0	6 20	...	6 20
—	Camerlata	...	10 10	2 52	7 0	...	7 5

Stations.	1—3	1—3	1—3	1—3	1—3	1—3
		a.m.	a.m.	p.m.		p.m.
Milan	...	6 0	9 35	1 10	...	6 30
Camerlata	...	7 24	11 7	2 32	...	8 30
Camerlata	...	7 35	12 0	2 40	...	...
Como	4 45	...	...	...	...	...
Chiasso	5 30	8 25	1 0	3 40	...	...
	a.m.	a.m.	p.m.	p.m.		
Chiasso .....dep	5 45	6 45	1 30	4 0	6 45	...
Mendrisio	6 6	9 5	1 58	4 20	7 8	...
Capolago	6 17	9 16	2 13	4 31	7 16	...
Lugano .....arr	6 52	9 51	2 56	5 6	6 52	11 55
Lugano	...	10 10	...	5 30	...	3 25

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HERZOGENBUCHSEE and BIEL.—Schweizerische Centralbahn.

Mls.	Sing. Fares.			Mel. Fares.				Stations.	1, 2, 3	2 & 3	1, 2, 3	2 & 3	1, 2, 3	2 & 3	1, 2, 3	1, 2, 3	2 & 3
Dis.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.
63½	10 50	7 35	5 25	16 80	11 90	8 40		Bale ..... dep	...	5 30	7 0	...	10 30	10 35	2 15	5 10	6 15
30	11 40	8 0	5 70	18 20	12 90	9 15		Lucerne ..... ,,	...	5 30	5 20	...	9 50	...	1 30	4 10	...
17	6 60	4 65	3 30	10 60	7 40	5 30		Berne ..... ,,	4 50	5 35	6 30	9 35	...	1 40	3 0	5 30	7 15
									a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
	Fro	m He	rzo	genb	uchs	ee		Herzogenbuchsee ..... dep.	6 20	8 25	9	11 0	1 10	2 44	4 48	7 30	9 11
8½	1 50	1 5	0 75	2 40	1 70	1 20		Solothurn ..... arr.	6 54	9 19	9 28	11 40	1 42	3 22	5 26	8 0	9 39
12½								,, ... dep	6 56	9 20	9 29	...	1 45	...	5 31	8 0	9 53
...	3 0	2 10	1 50	4 80	3 40	2 40		Pieterlen ..... ,,	7 29	10 20	...	...	2 17	...	6 10	8 34	10 18
23	3 90	2 78	1 95	6 25	4 40	3 15		Biel (Bienne) ..... arr.	7 45	10 40	10	8	2 32	...	6 25	8 50	10 50
20½	7 20	5 20	3 75	...	...	...		Neuenburg (Neuchatel) ,,	9 7	...	11 26	...	3 46	...	7 47	10 10	...
63½	14 40	10 70	7 70	...	...	...		Lausanne ,,	12 19	...	1 40	...	6 45	...	...	...	...
...	20 15	14 25	10 35	...	...	...		Geneva ,,	2 20	...	3 15	...	9 15	...	...	...	...

Mls.	Sing. Fares.			Mel. Fares.			Stations.	2 & 3	1, 2, 3	1, 2, 3	2 & 3	1, 2, 3	2 & 3	1 & 2	2 & 3	1, 2, 3
Dis.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.
...	20 15	14 25	10 35	...	...	...	Geneva ..... dep.	4 30	...	...	...	6 5	...	11 30	...	1 30
63½	14 40	10 70	7 70	...	...	...	Lausanne ,,	7 30	...	...	...	8 45	...	1 15	...	3 50
20½	7 20	5 20	3 75	...	...	...	Neuenburg (Neuchatel) ,,	5 30	5 0	7 25	...	11 32	...	3 31	...	6 20
								a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
	To	Herz	ogen	buch	see		Biel (Bienne) ..... dep.	6 10	6 15	9 15	...	1 0	...	4 33	3 43	7 35
5	0 90	0 65	0 45	1 45	1 5	0 75	Pieterlen ..... ,,	6 25	6 35	9 32	...	1 16	...	...	4 9	7 53
14½	2 40	1 70	1 20	3 85	2 70	1 95	Solothurn ..... arr.	6 53	7 7	10 5	...	1 45	...	5 11	5 31	8 2
...	...	...	...	...	...	...	,, ... dep.	6 54	7 25	10 10	12 5	1 50	3 40	5 13	5 42	8 23
23	3 90	2 78	1 95	6 25	4 40	3 15	Herzogenbuchsee ..... arr.	8 5	8 17	10 45	12 48	2 22	4 20	5 33	6 36	8 55
...	...	...	...	...	...	...										
...	...	...	...	...	...	...	Berne ..... arr.	9 45	9 45	1 5	2 0	5 10	6 2	...	6 30	10 35
...	...	...	...	...	...	...	Lucerne ..... ,,	...	10 5	1 50	...	5 20	...	8 50	...	...
...	...	...	...	...	...	...	Bale ..... ,,	12 45	9 35	1 25	...	5 2	...	7 50	9 40	...

Berne time is 26 min. in advance of Paris time.

CHAUX-DE-FONDS, BIENNE, BERNE, and LANGNAU.—Bernische Eisenbahn. (May 15.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3
		a.m.		a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
From Locle arr	...	9 13	12 10	9 13	1 13	8 35	Fro' Fribourg arr	...	...	...	10 30	...	6 15	6 30
Chaux-de-Fonds d	...	5 49	12 36	9 38	1 49	9 45	Thoune ,,	...	...	...	8 35	...	4 21	4 54
Les Convers ...arr	...	6 20		10 32	2 16	3 15	Langnau ... ,,	...	...	...	7 40	...	1 30	6 10
For Neuchatel ar	...	6 30	...	9 42	1 13	3 38	Berne ..... dep	...	6 15	9 15	12 0	1 50	4 55	7 25
Les Convers...dep	...	6 46	...	10 42	2 25	3 40	Zollikofen ...arr	...	6 31	9 29	12 16	2 2	5 8	7 43
St. Imier	...	7 19	...	11 10	2 58	3 54	Fro' Berthoud arr	...	...	9 30	12 18	1 45	4 40	...
Sonceboz ..... arr	...	7 57	...	11 53	3 36	4 16	Zollikofen ...dep	...	6 32	9 31	12 25	2 3	5 9	7 45
Sonceboz dep	6 40	8 40	...	12 10	4 0	4 24	Schüpfen ..... ,,	...	6 51	9 46	12 39	2 16	5 27	8 4
Tavannes ..arr	7 0	9 0	...	12 35	4 20	4 39	Lyss ..... ,,	...	7 12	10 3	12 49	2 29	5 46	8 24
Sonceboz ....dep	...	8 0	...	11 58	3 39	5 1	Bienne ..... arr	...	7 35	10 22	1 10	2 45	6 10	8 48
Bienne ..... arr	...	8 31	...	12 27	4 10	5 41	Fro' Olten, &c. arr	a.m.	7 45	10 40	2 32	...	6 25	...
Soleure ....dep	a.m.	9 15	a.m.	1 3	4 33	6 2	Bienne ..... dep	5 0	7 50	11 10	2 35	...	6 43	...
Bienne ..... dep	6 30	8 40	10 22	12 45	4 50	...	Sonceboz ....arr	5 50	8 26	11 48	3 21	...	7 22	...
Lyss ..... ,,	6 54	9 3	10 36	1 10	4 49	...	Tavannes dep	...	7 30	11 20	3 0	...	7 0	8 30
Schüpfen ..... ,,	7 15	9 22	10 49	1 31	5 6	...	Sonceboz ....arr	...	7 45	11 45	3 15	...	7 10	8 45
Zollikofen ...arr	7 33	9 40	...	1 51	5 21	...	Sonceboz ....dep	6 14	8 33	11 53	3 36	...	7 25	...
For Berthoud dep	...	9 52	...	2 23	5 45	...	St. Imier	7 34	9 30	12 40	4 21	...	8 16	...
Zollikofen ....dep	7 34	9 41	...	1 55	5 22	...	Les Convers ...arr	8 34	10 1	1 22	5 7	...	9 0	...
Berne ..... arr	7 50	9 55	11 15	2 10	5 36	...	For Neuchatel ...	...	10 5	2 2	6 21	...	9 2	...
For Langnau dep	...	10 40	...	2 30	7 0	...	Les Convers ...dp	8 44	10 11	1 31	5 17	...	9 10	...
Thoune ... ,,	...	10 20	...	2 30	6 20	...	Chaux-de-Fonds	8 53	10 20	1 40	5 21	...	9 20	...
Fribourg ... ,,	8 5	10 30	...	3 0	6 30	...	For Locle ...dep	...	10 25	1 45	5 50	...	9 30	...
2 & 3 Classes.	a.m.	a.m.	p.m.	p.m.			2 & 3 Classes.	a.m.	p.m.	p.m.	a.m.			
Berne ..... dep	8 10	10 50	2 30	7 0	...	...	Fro' Lucerne ...ar	6 10	12 15	...	5 10	...	...	...
Gumligen ....arr	8 30	11 12	2 47	7 17	...	...	Langnau ..... dep	6 30	12 21	3 20	6 40	...	...	...
From Thoune arr	...	8 16	12 57	6 37	...	...	Signau ..... ,,	6 35	12 30	3 31	6 54	...	...	...
Gumligen ...dep	3 27	11 22	2 48	7 18	...	...	Zaziwyl ..... ,,	6 47	12 43	3 52	7 7	...	...	...
Konolingen	8 41	11 38	3 19	7 49	...	...	Konolingen	6 56	12 50	4 16	7 16	...	...	...
Zaziwyl	8 50	12 14	3 28	7 59	...	...	Gumligen ....arr	7 23	1 15	4 33	7 43	...	...	...
Signau	8 59	12 28	3 43	8 13	...	...	For Thoune ...dep	10 37	3 37	4 49	...	...	...	...
Langnau ..... arr	9 9	1 0	4 8	8 30	...	...	Gumligen ...dep	7 24	1 14	5 20	7 43	...	...	...
For Lucerne...dep	9 40	...	4 18	8 45	...	...	Berne ..... arr	7 40	1 30	5 31	8 0	...	...	...

NEUVEVILLE TO BIENNE.

Stations.	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	2 & 3	1 & 2	1, 2, 3	2 & 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Neuchatel dp	5 0	7 25	9 32	11 33	1 55	3 31	6 20	8 25	...	...
Neuveville ar	5 25	8 0	9 54	12 7	2 35	3 55	6 55	9 20	...	...
,, ...dep.	5 28	8 3	9 57	12 10	2 11	3 58	6 58	9 30	...	...
Douanne	5 48	8 14	...	12 20	2 25	4 8	7 8	9 50	...	...
Bienne ...arr.	6 5	8 30	10 18	12 38	2 55	4 22	7 23	10 10	...	...

Stations.	2 & 3	1, 2, 3	1 & 2	1, 2, 3	1 & 2	1, 2, 3	2 & 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Bienne ....dep.	6 5	8 0	10 32	...	1 33	2 55	4 25	6 22	...	...
Douanne	6 20	8 16	10 48	...	1 51	...	4 50	6 48	9 20	...
Neuveville ar	6 45	8 37	10 58	2	2	3 17	5	6 58	9 30	...
,, ...dep.	6 55	8 30	11	2	2	3 20	5 20	7	9	...
Neuchatel ar	7 50	9	11 27	2 45	3 40	6 25	7	7 30	10	...

Extra.—Neuveville to Bienne, 7.0 a.m.

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CHUR, SARGANS, GLARUS, RAPPERSCHWYL, and ZURICH. Vereinigte Schweizerbahnen.

Fares. ORDINARY. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 2 & 3	1, 2, 3	1, 2, 3	2 & 3	1 & 2	1, 2, 3	2 & 3	1, 2, 3
				p.m.	a.m	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
fr. c.	fr. c.	fr. c	MILAN ..... dep.	...	...	...	...	...	1 10	1 10	11 10
—	—	—	COMO	...	...	...	...	...	...	3 15	...
—	—	—	CHIAVENNA	...	...	...	...	...	...	2 20	2 20
—	—	—	CHUR ..... arr.	...	...	...	...	...	4 0	5 0	4 0
—	—	—	**Chur** ..... dep.	4 45	8 15	11 0	1 0	5 15	7 40		
1 50	1 5	0 75	Landquart	5 9	8 41	11 39	1 16	5 41	8 13	...	...
2 30	1 60	1 15	Ragatz (Pfaffers)	5 23	8 58	12 2	1 35	5 58	8 32	...	...
2 80	1 95	1 40	**Sargans**	5 32	9 20	2 10	1 44	6 15	8 44	...	...
4 30	3 0	2 15	**Wallenstadt**	6 5	9 47	3 0	2 2	6 42			
6 20	4 30	3 10	**Weesen** ..... arr.	6 40	10 25	4 0	2 13	7 20	p.m.	...	...
From	Glarus		**Glarus** ..... dep.	7 0	6 22	9 50	11 47	2 5	6 47	4 10	...
1 0	0 65	0 45	Näfels	7 20	6 38	10 11	12 3	2 21	7 3	4 26	...
1 30	0 90	0 65	**Weesen** ..... arr.	7 31	6 47	10 20	12 12	2 30	7 12	4 35	...
From	Weesen		**Weesen** ..... dep.		6 44	10 30	4 40	2 39	7 25	...	...
1 75	1 25	0 90	Utznach		7 18	11 3	5 33	2 40	7 55	2 & 3	
3 0	2 10	1 50	**Rapperschwyl** ar.	a. m.	7 43	11 30	6 10	3 17	8 18	p.m.	...
			,, dep.	5 0	7 50	11 36	6 30	3 22	8 25	4 45	...
From	Rapperswyl		**Ruti**	5 15	8 10	11 53	7 1	3 35	8 38	5 3	...
1 75	1 25	0 90	Wetzikon	5 36	8 22	12 13	7 29	3 56	8 57	5 25	...
2 50	1 75	1 25	**Uster**	5 56	8 37	12 27	7 54	4 2	9 12	5 42	...
3 70	2 20	1 45	**Wallisellen**	6 29	9 5	12 53	8 33	4 19	9 36	6 12	...
4 70	2 20	1 45	**Zurich** ..... arr.	6 48	9 22	1 10	8 55	4 38	9 55	6 30	...

BULACH and DIELSDORF.—Schweizerische Nordostbahn.

G.M. Dis.	Stations.	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	**Bulach** ..... dep.	6 20	11 50	2 34	6 14	...	...	...	...	...	...	...	...
6,7	**Oberglatt** ..... arr.	6 37	12 7	2 51	6 31	...	...	...	...	...	...	...	...
...	,, dep.	6 42	12 12	2 56	6 36	...	...	...	...	...	...	...	...
9,7	Niederhasli	6 48	12 18	3 2	6 42	...	...	...	...	...	...	...	...
11,1	**Dielsdorf** ..... arr.	6 56	12 26	3 10	6 50	...	...	...	...	...	...	...	...

ORDINARY. 1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	2 & 3	2 & 3	1 & 2	1, 2, 3	1, 2, 3	2 & 3	2 & 3
				a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.
fr. c.	fr. c.	fr. c.	**Zurich** ..... dep.	5 10	6 5	8 30	10 15	2 10	5 40	8 35	...
1 0	0 70	0 50	**Wallisellen**	5 27	6 31	8 58	10 30	2 30	5 58	9 2	...
2 30	1 60	1 15	**Uster**	5 53	7 22	9 37	10 48	3 0	6 27	9 42	...
3 0	2 10	1 45	Wetzikon	6 8	7 47	9 56	11 0	3 16	6 43	10 4	...
3 90	2 20	1 45	Ruti	6 27	8 15	10 26	11 14	3 36	7 3	10 27	...
4 70	2 20	1 45	**Rapperschwyl** ar.	6 38	8 32	10 45	11 24	3 50	7 14	10 40	...
			,, dep.	6 43	9 0		11 30	3 58	7 19		
6 0	3 25	2 20	Utznach	7 26	9 40		11 51	4 21	7 41	...	...
7 50	4 30	2 95	**Weesen** ..... arr.	7 58	10 30	...	12 16	4 52	8 10	p.m.	p.m.
From	Chur		**Weesen** ..dep.	8 9	10 37	...	12 27	5 0	8 20	2 45	7 35
6 70	4 65	3 35	Näfels	8 19	10 47	...	12 39	5 10	8 30	2 55	7 48
7 40	5 20	3 70	**Glarus** ..... arr.	8 34	11 2	...	12 57	5 25	8 45	3 10	8 10
...	...	...	**Weesen** ..... dep.	8 4	10 55	...	12 20	4 55	8 15		
9 50	6 5	4 0	Wallenstadt	8 40	12 5	a.m.	12 53	5 34	8 52	...	...
10 90	7 0	4 70	**Sargans**	9 9	2 45	6 30	1 20	6 10	9 23	...	...
11 50	7 45	5 0	Ragatz (Pfaffers)	9 22	3 5	6 42	1 30	6 24	9 35	...	...
12 20	7 95	5 40	Landquart	9 36	3 32	7 2	1 44	6 41	9 50	...	...
13 70	8 90	6 5	**Chur** ..... arr.	10 0	4 10	7 30	2 7	7 10	10 17	...	...
...	...	...	CHUR ..... dep.	...	...	...	5 0	5 0	5 40	...	...
...	...	...	CHIAVENNA ... arr.	...	...	...	...	6 15	...	...	...
...	...	...	COMO ..... ,,	...	...	...	...	...	...	...	...
...	42 35	...	MILAN ..... ,,	...	...	...	...	8 22	7 55	...	...

ZURICH, ZUG, LUCERNE.—Schweizerische Nordostbahn. [15 May.

Stations.	Trains. 1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.		
Zurich ...dep.	5 45	9 38	1 50	6 20	...	...
Altstetten ... ,,	7 13	9 45	1 59	6 29	...	...
Zug ..... arr.	7 24	10 55	3 19	7 46	...	...
,, ...dep.	7 41	10 57	3 23	7 51	...	...
Lucerne ...arr.	8 5	11 46	4 16	8 45	...	...

Stations.	Trains. 1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.
Lucerne dep.	5 0	7 0	1 57	6 10	10 40	...
Zug ..... arr.	5 22	7 15	2 49	7 2	11 34	...
,, ... dep.	5 47	7 25	2 52	7 5	11 42	...
Altstetten ..... ,,	6 40	9 40	4 13	8 26	12 32	...
Zurich ..... arr	7 3	9 59	4 22	8 35	12 57	...

AARAU-WOHLEN.—Aargauische Sudbahn.

Stations.	1, 2, 3	2 & 3	1, 2, 3	1, 2, 3	1, 2, 3
	a. m.	a. m.	p.m.	p.m.	p.m.
Aarau .....dep	8 0	11 8	1 32	4 33	7 20
Ruperswyl	8 10	11 18	1 42	4 52	7 30
Lenzburg	8 19	11 27	1 50	5 12	7 39
Hendschikon.....	8 26	11 34	1 59	5 23	7 46
Dintikon	8 32	11 40	2 4	5 33	7 52
Wohlen ...arr	8 40	11 47	2 12	5 41	8 0

Stations.	Trains. 1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a. m.	a.m.	p.m.	p.m.	p.m.
Wohlen ...dep	0 10	5 12	10	3 30	6 30
Dintikon.....	7 8	10 13	12 18	3 38	6 38
Hendschikon.....	7 14	10 20	12 24	3 45	6 44
Lenzburg	7 22	10 33	12 32	3 58	6 52
Rupperswyl	7 30	10 44	12 40	4 9	7 0
Aarau .....arr	7 40	10 55	12 50	4 20	7 10

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United Swiss Railways.—WINTERTHUR, ST. GALL, RORSCHACH & CONSTANCE.—Overnight Exchange Carriages.

Stations.	1, 2, 3	2 & 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
			a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
GENEVA ..... dep.	...	...	...	...	...	...	...	6 5
LAUSANNE via Neuh ,,	...	...	...	...	...	...	...	8 45
LAUSANNE ,, Frieh ,,	...	...	...	...	...	5 15	8 35	...
NEUCHATEL ..... ,,	...	...	...	...	5 0	7 25	11 32	...
BERN ..... ,,	...	...	...	...	6 30	9 35	1 40	...
BALE (via Olten) ... ,,	...	...	...	...	7 0	10 40	2 15	...
LUCERNE ..... ,,	...	...	...	...	5 45	10 25	1 57	...
AARAU ..... ,,	...	...	5 20	9 47	12 34	4 16	...	...
SCHAFFHAUSEN ..... ,,	...	...	7 7	11 30	2 30	5 48	...	...
ZURICH ..... ,,	...	...	5 0	7 18	10 5	2 30	6 0	...
Winterthur ..... dep	...	...	5 59	8 14	10 48	3 37	7 10	...
Eschlikon ..... ,,	...	...	6 12	8 49	11 34	4 20	7 58	...
Wyl 230 ..... ,,	...	...	5 50	7 8	9 6	11 52	4 39	8 15
Flawyl ..... ,,	...	...	6 32	7 48	9 32	12 21	5 12	8 45
Gossau ..... ,,	...	...	6 48	7 56	9 41	12 31	5 24	8 57
Winkeln 1,2,3	...	...	7 1	8 9	9 49	12 39	5 34	9 6
St. Gallen ..... arr.	a.m.	...	7 20	8 26	10 0	12 50	5 50	9 20
,, ... dep.	11 45	6 0	7 40	8 23	10 10	2 5	6 0	...
Rorschach ..... arr.	12 15	6 30	8 13	9 15	10 40	2 37	6 32	...
,, Hafen ,,	12 18	6 33	8 22	9 20	10 45	2 44	6 38	...
To ROMANSHORN	...	...	...	2 & 3	...	...	...	...
Rorschach ..... dep	12 19	6 34	8 24	9 22	10 47	2 47	6 41	...
,, ... dep.	12 39	6 42	8 32	9 30	10 55	3 0	6 50	...
Rheineck	12 43	6 56	8 51	9 41	11 8	3 17	7 6	...
St. Margrethen	12 50	7 4	9 0	10 5	11 20	3 28	7 20	...
Au		7 10	...	10 16	11 27	3 36	7 26	...
Altstatten		7 31	...	10 58	11 49	4 0	7 52	...
Oberriet		7 42	...	11 19	12 0	4 13	8 4	...
Haag		8 12	...	12 12	12 29	4 47	8 35	...
Buchs		8 26	...	12 25	12 42	5 3	8 50	...
Sargans ..... arr.		8 55	a.m.	p.m.	1 12	5 40	9 20	...
,, ... dep.		9 9	6 30	2 45	1 20	6 10	9 23	...
Ragatz (for Pfaffers)		9 22	6 42	3 5	1 30	6 22	9 35	...
Landquart		9 36	7 2	3 32	1 44	6 41	9 50	...
Chur or Coire ..... arr.		10 0	7 30	4 10	2 7	7 10	10 17	a.m.

Stations.	1, 2, 3	2 & 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	2 & 3
			a.m.	a.m.		p.m.	p.m.	p.m.
MILAN ..... dep.	...	...	...	...	...	11 10	1 10	1 10
CAMERLATA ..... ,,	...	...	...	...	...	Cal-	2 55	2 40
COMO (Str. via Bergamo) ,,	...	...	...	...	...	olzio	...	3 15
COLICO ..... arr.	...	...	...	...	...	6 45	...	6 45
CHIAVENNA (Post)... ,,	...	...	...	...	...	10 45	...	10 45
,, ... dep.	...	...	...	...	...	2 20	...	2 20
SPLUGEN ..... ,,	...	...	...	...	...	10 40	10 40	10 40
THUSIS ..... ,,	...	5 30	...	...	...	1 30	1 30	1 30
CHUR ..... arr.	...	8 0	...	...	...	4 0	4 0	4 0
Chur or Coire ..... dep.	4 45	8 15		12 55	11 0	5 15	7 40	
Landquart	5 0	8 41		1 17	11 39	5 41	8 13	
Ragatz (for Pfaffers)	5 9	8 58		1 31	12 2	5 58	8 32	
Sargans ..... arr.	5 18	9 9		1 40	12 15	6 10	8 44	
,, ... dep.	5 37	9 15		1 48	p.m.	6 17	...	
Buchs	5 59	9 44		2 20	3 4	6 44	...	
Haag	6 22	9 53		2 30	3 20	6 53	...	
Oberriet	6 30	10 21		3 0	4 12	7 21	...	
Altstatten ..... 2 & 3	6 42	10 34		3 14	4 34	7 35	...	
Au ..... a.m.	7 33	10 52	p.m.	3 35	5 7	7 57	...	
St. Margrethen 9 55	7 44	11 2	1 12	3 43	5 20	8 9	...	
Rheineck 10 5	7 54	11 10	1 21	3 53	5 37	8 19	...	
Rorschach 10 23	8 16	11 23	1 25	4 15	6 0	8 35	...	
,, Hafen arr. 10 28	8 18	11 27	1 47	4 20	...	8 41	...	
To ROMANSHORN	...	...	...	...	...	...	...	
Rorschach ..... dep. 10 30	8 33	11 29	1 49	4 22	6 46	8 43	...	
,, ... ,, 10 40	8 35	11 40	1 57	4 35	6 52	8 55	1, 2, 3	
St. Gallen ..... arr. 11 25	9 14	12 25	2 45	5 23	7 37	9 40	a.m.	
,, ... dep.	10 5	1 30	3 0	5 50	8 3	...	6 5	
Winkeln	10 18	1 45	3 20	6 5	8 20	...	6 17	
Gossau	10 25	1 53	3 33	6 15	8 30	...	6 24	
Flawyl	10 35	2 3	3 49	6 27	8 45	...	6 33	
Wyl (230)	11 1	2 35	4 34	7 6	9 20	...	7 4	
Eschlikon	11 10	2 49	5 0	7 21	...	...	7 19	
Winterthur ..... arr.	11 53	3 25	6 0	8 5	...	...	7 57	

	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.
ZURICH ..... arr.	1 0	4 18	7 44	9 13	...	9 10
SCHAFFHAUSEN	1 13	4 40	8 13	...	...	9 10
AARAU ..... arr	3 7	6 1	9 50	...	...	11 10
LUCERNE ..... ,,	4 15	8 45	...	...	...	11 46
BALE (via Olten) ..... ,,	5 3	7 56	...	...	...	1 25
BERNE ..... ,,	6 2	8 25	...	...	...	2 0
NEUCHATEL ..... ,,	7 47	10 10	...	...	...	3 45
LAUSANNE ..... ,,	10 10	...	...	...	...	6 25
LAUSANNE ..... ,,	...	...	...	...	...	6 45
GENEVA ..... ,,	...	...	...	...	...	9 15

Sing. Fares.	Ret.	Fares.	Ret.
—	—	—	—
2 30	1 60	1 15	3 70	2 55	1 85
3 0	2 15	1 50	4 80	3 45	2 40
4 60	3 25	2 30	7 20	5 5	3 60
5 10	3 60	2 55	8 0	5 60	4 0
5 50	3 90	2 75	8 60	6 5	4 30
6 10	4 30	3 5	9 60	6 75	4 80
...	...	...	...	...	...
7 90	5 55	3 95	11 60	8 25	5 80
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
8 90	6 25	4 45	13 20	9 35	6 55
9 30	6 50	4 65	14 0	9 85	6 90
9 50	6 65	4 75	14 40	9 90	7 20
10 50	7 35	5 25	16 20	11 10	8 10
11 20	7 80	5 60	17 40	11 90	8 70
12 80	8 95	6 40	20 40	14 30	10 20
13 30	9 30	6 65	21 20	14 90	10 60
14 90	10 45	7 45	23 80	16 70	11 90
...	...	...	...	...	...
15 50	10 85	7 75	24 80	17 40	12 40
16 20	11 30	8 15	25 80	18 5	12 90
17 70	12 35	8 80	28 20	19 75	14 10

From Rorschach to Coire the Railway follows the course of the River Rhine, and passes through magnificen t scenery. Travellers should stop at Ragatz and see the Gorge of Pfaffers, by far the grande Scille to be found in Switze land.

Via Bernardino.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
CHUR (per Post) ..... dep.	...	...	5 0	5 0	5 0	5 0	
THUSIS ..... ,,	...	...	8 0	7 55	7 55	7 55	
SPLUGEN ..... ,,	...	...	...	12 0	12 0	12 0	
CHIAVENNA (Post)... arr.	...	...	...	6 15	via	6 15	
,, ... dep.	...	...	...	11 0	Bel-	11 0	
COLICO (Steamer) ... dep.	...	...	...	2 15	linz-	5 59	
COMO ..... arr.	...	...	...	Cal-	ona.	9 30	
CAMERLATA ..... ,,	...	...	...	olzio	5 10	10 10	
MILAN ..... arr.	...	...	8 22	7 55	11 37	...	

ST. MARGRETHEN and LINDAU.—Vorarlbergerbahn.

Stations.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	...
St. Margrethen Swiss arr	8 56	2 9	12 55	7 22	8 32	...	...
,, (Bav.) Time dep	9 12	2 25	1 11	7 38	8 48	...	...
Lautrach ..... arr	9 22	2 47	...	7 55	...	...	...
,, ... dep	9 35	3 4	...	8 1	...	...	...
Bregenz ..... ,,	9 47	3 18	1 32	8 14	9 24	...	...
Lindau ..... arr	10 5	3 46	1 46	8 35	9 50	...	...

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.	...
Lindau ..... dep	7 0	8 50	12 34	2 15	7 15	...
Bregenz ..... ,,	7 25	9 16	12 49	2 47	7 44	...
Lautrach ..... arr	...	9 24	...	2 55	7 52	...
,, ... dep	...	9 41	...	3 8	7 58	...
St. Margrethen (Bav.) arr	7 53	10 0	1 9	3 30	8 17	...
,, Swiss Time dep	7 37	9 44	12 53	3 14	8 1	...

ROMANSHORN, ZURICH, AARAU, SCHAFFHAUSEN, WINTERTHUR—TURGI, WALDSHUT.—Schweizerische Nordostbahn.

Stations.	1,2,3.			1 & 2	1,2,3.	1,2,3.	1,2,3.	1,2,3.	1,2,3.	1,2,3.	1 & 2	1 & 2	1 & 2	3	1 & 2	1,2,3	1,2,3
	p.m.				a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Rorschach St. d	8 38	...	...		5 28	7 0	9 18	11 27	1 42	...	...	5 25	...		...	5 55	
„ Hafen	8 42	...	...		5 32	7 6	9 22	11 31	1 46	...	...	5 29	...		...	5 59	
Romanshorn arr	9 12	...	...		5 45	7 47	9 53	12 0	2 7	...	...	6 0	...		...	6 0	
Romanshorn dp		...	...		5 38	...	10 0	...	2 15	1 30	3 55	6 15	...		...	...	
Weinfelden		...	...		5 45	...	10 46	...	2 47	2 50	5 1	7 2	...		...	...	
Frauenfeld		...	...		6 55	...	11 23	...	3 11	3 43	5 50	7 36	...		...	...	
Winterthur arr		...	...		6 6	...	10 9	...	3 53	4 30	6 40	6 12	...		...	...	
					a.m.	a.m.	a.m.		p.m.	1 & 2			1,2,3				
Schaffhausen dp	...	...			5 30	6 53	9 30		12 30	3 30			5 42				
Dachsen	...	...			5 41	7 7	9 40		12 40	3 38			5 52				
Andelfingen	2 & 3	2,3			6 7	7 18	10		1 5	3 50			...				
Winterthur arr	a.m.	a.m.			6 44	8 18	10 32		1 37	3 30			6 45				
Winterthur dep	4 45	5 43			6 50	8 18	10 37	12 8	1 45	3 40		4 50	6 52		8 16		
Wallisellen	5 34	6 19			7 24	8 54	11 11	12 44	2 21	4 6		5 45	7 38		8 54		
Zurich arr	5 55	6 35			7 40	9 10	11 27	1 0	2 37	4 18		6 10	7 44		9 10		
	1,2,3	1 & 2	1,2,3	1,2,3	2 & 3	1,2,3	2 & 3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
Zurich dep	5 5	6 40	7 45	9 50	11 30	1 40	2 40		4 50	5 50		8 17					
Altstetten	5 13	...	7 53	...	11 44	1 48	2 55		...	5 58		8 25					
Baden	5 47	7 8	8 23	10 22	12 20	2 18	3 45	5 20	6 33	6 57							
Turgi arr	5 55	7 15	8 30	10 30	12 41	2 26	3 56	5 27	6 40	7 5							
Turgi dep	6 8	...	8 34	10 33	...	2 40	...	...	6 43	...							
Waldshut arr	6 40	...	9 2	11 1	...	3 15	...	...	7 11	...							
			2 & 3							1,2,3							
Turgi dep	5 55	7 17	8 38	10 32	12 44	2 28	4 0	5 29	6 42	9 7							
Brugg	6 2	7 23	8 49	10 40	12 56	2 35	4 12	5 35	6 50	9 15							
Schinznach	6 4	...	9 1	...	1 8	2 44	4 25	...	6 59	9 24							
Wildegg	6 22	...	9 14	10 55	1 20	2 51	4 38	5 48	7 7	9 32							
Aarau arr	6 40	7 50	9 40	11 10	1 45	3 7	5 7	6 1	7 25	9 50							
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.				
OLTEN	7 9	8 11	10 25	11 36	2 25	3 30	...	6 23	7 53	4 40							
BALE „	9 0	9 35	1 0	1 25	4 40	5 3	...	7 56	9 40	7 88							
PARIS „		9 30	...	...	...	5 30	...	...	8 50	...							
BERN	9 45	10 5	...	2 0	...	6 2	...	8 25	10 35	8 0							
THUN „	...	11 2	...	3 27	...	7 27	...	7 30	7 30	...							
FRIBURG „	...	11 27	...	3 48	...	7 48	...	5 27	5 27	10 10							
LAUSANNE „	...	1 30	...	6 25	...	10 10	...	8 5	8 5	...							
GENEVA „	...	3 15	...	9 15	...	7 36	...	10 20	10 20	...							
NEUENBURG „	...	11 26	...	3 46	...	7 47	...	10 10	7 50	9 7							
LAUSANNE „	...	1 40	...	6 45	...	...	...	7 36	...	12 2							
GENEVA „	...	3 15	...	9 15	...	...	...	10 20	...	2 20							

Via BERN DIRECT. — Approximate Times.

Stations.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.	p.m.	p.m.		a.m.		a.m.		a.m.		a.m.	
GENEVA dep	1 20	...	4 15	...	...	...	6 5	...	11 30			
LAUSANNE „	3 50	...	7 20	...	...	...	8 45	...	1 15			
NEUENBURG „	6 38	...	5 0	...	7 35	...	11 32	...	3 31			
GENEVA „	...	4 15	4 15	...	7 35	...	6 5	...	11 30			
LAUSANNE „	...	6 55	6 55	...	5 15	...	8 55	...	1 8			
FRIBURG „	4 37	9 39	9 39	...	8 5	...	11 05	...	2 05			
THUN „	5 45	...	...	...	7 30	...	12 10	...	2 55	a.m.		
BERN „	7 15	4 50	6 30	...	8 55	...	1 45	...	4 45	5 30		
PARIS „	12 35	7 45	...	...	8 5	a.m.	3 40	...	...			
BALE „	7 50	4 30	7 0	a.m.	10 30	10 40	2 15	...	5 16	6 10		
OLTEN „	10 15	7 22	8 25	8 37	12 7	12 44	3 46	...	6 41	8 8		
	1,2,3	1,2,3	1 & 2	1 & 2	1,2,3	1,2,3	1 & 2	1,2,3	1 & 2	1 & 2	1,2,3	
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
Aarau dep	5 39	7 50	9 47	9 30	12 34	1 42	4 16	5 19	7 5	9 38		
Wildegg	5 57	8 5	9 0	9 51	12 49	2 3	4 39	5 31	...	9 47		
Schinznach	5 46	8 13	...	10 2	12 57	2 14	...	5 43	...	9 55		
Brugg	5 57	8 24	9 13	10 16	1 5	2 26	4 53	5 54	7 31	9 8		
Turgi arr	6 5	8 32	9 18	10 28	1 12	2 37	4 50	6 3	7 37	9 10		
Waldshut dep	5 5	8 0	...	9 30	12 8	...	4 8	5 38	...	8 36		
Turgi arr	6 0	8 31	...	10 20	12 40	...	4 43	6 7	...	9 0		
								1—3				
Turgi dep	6 6	8 35	9 19	10 33	1 14	2 42	4 52	6 10	7 38	9 12		
Baden	6 17	8 46	9 28	10 52	1 33	3 1	5 3	6 21	7 48	9 23		
Altstetten	6 47	9 17	...	11 48	1 57	3 32	...	6 52	...	9 52		
Zurich arr	6 55	9 25	9 55	12 5	2 5	4 8	5 35	7 0	8 17	10 0		
	1,2,3	1,2,3	1,2,3	2 & 3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	2 & 3	1,2,3	
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
Zurich dep	5 0	7 18	8 55	10 5	11 5	1	2 30	4 35	6 0	7 10	8 22	
Wallisellen	5 18	7 35	9 12	10 17	11 22	1 18	2 48	4 54	6 18	7 35	8 40	
Winterthur arr	5 52	8 5	10 15	10 43	11 57	1 52	3 22	5 30	6 52	8 25	9 14	
Winterthur d	6 0	8 12	...	10 50	12 10	...	3 35	...	7 7	...	...	
Andelfingen	6 37	8 39	...	11 10	12 38	...	4 5	...	7 38	...	...	
Dachsen	7 16	9 1	...	11 32	1 2	...	4 29	...	8 2	...	...	
Schaffhausen	7 22	9 10	...	11 40	1 13	...	4 40	...	8 13	...	...	
				2 & 3								
Winterthur dep	5 55	8 30	11 0	10 46	...	...	3 23	...	7 4	...	...	
Frauenfeld	6 27	9 8	11 49	11 23	...	...	4 4	...	7 36	...	...	
Weinfelden	7 1	9 56	12 35	11 56	...	1, 2, 3	4 40	...	8 11	...	1, 2, 3	
Romanshorn ar	7 43	11 5	1 30	11 57	a.m.	p.m.	5 28	...	8 55	...	a.m.	
Romanshorn dp	7 47	...	12 0	6 7	2 21	6 0	...	...	9 11	...	10 4	
Rorschach Hfar	8 16	...	12 24	6 36	2 51	6 31	...	...	9 41	...	10 33	
„ Stat.	8 20	...	12 26	6 39	2 55	6 35	...	...	9 45	...	10 37	

Via BERN DIRECT. — Approximate Times.

RORSCHACH, ROMANSHORN and CONSTANZ.—Schweizerische Nordostbahn.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1 & 2	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	...	...	...	Rorschach dep.	5 33	7 12	9 21	11 27	1 42	5 25	6 38			
—	...	...	...	Romanshorn arr.	6 7	7 47	9 56	12 0	2 7	6 0	9 11			
...	...	...	...	„ dep.	6 7	7 51	10 6	12 3	2 12	6 5	9 13			
2½	0 50	0 35	0 25	Uttwil	6 28	8 12	10 13	...	2 35	6 12	9 20			
6½	1 50	1 5	0 75	Münsterlingen	6 35	8 21	10 36	12 24	2 46	6 33	9 43			
11½	2 25	1 60	1 15	Constanz arr.	8 33	10 46	12 33	3 0	6 47	9 55	...			
				SCHAFFHAUSEN arr.	...	12 28	2 20	4 50	...	...	...			

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	...	...	...	SCHAFFHAUSEN dep.	...	...	7 5	9 24	11 16	3 20	8 38			
—	...	...	...	Constanz dep.	5 25	...	9 8	11 8	1 36	5 12	8 5			
0 75	0 55	0 40		Münsterlingen	5 35	...	9 19	11 19	1 44	5 23	8 16			
1 75	1 25	0 90		Uttwil	5 56	...	9 43	11 43	...	5 47	8 45			
2 25	1 60	1 15		Romanshorn arr.	...	...	9 50	11 50	2 5	5 54	8 52			
				„ dep.	6 7	7 47	10 4	11 58	2 21	6 0	9 11			
				Rorschach arr.	6 39	8 20	10 37	12 26	2 55	6 35	9 45			

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GENEVA, LAUSANNE, ST. MAURICE, YVERDON, NEUCHATEL, and BIENNE (BIEL).—Chemins de Fer de l'Ouest Suisse.

Mls	1 cl.	2 cl.	3 cl.	Stations.	2 & 3	2 & 3	1, 2, 3	1, 2, 3	1 & 2	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	fr. c.	fr. c.	fr. c.	BERNE TIME.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Geneva** .....dep.	...	...	6 5	8 50	11 30	...	1 20	4 15	7 35
...	0 95	0 65	0 45	Versoix	...	...	6 24	9 9	...	...	1 39	4 34	7 51
...	1 45	1 0	0 75	Coppet [Divonne]	...	...	6 33	9 18	...	...	1 48	4 43	8 3
...	2 40	1 70	1 20	Nyon	...	...	6 51	9 36	11 57	...	2 6	5 1	8 21
...	3 55	2 45	1 80	Rolle	...	...	7 18	10 2	12 15	...	2 33	5 27	8 47
...	4 15	2 90	2 10	Allaman [Aubonne]	...	...	7 28	10 12	12 24	...	2 43	5 37	8 57
...	5 10	3 55	2 55	Morges	...	...	7 56	10 32	12 38	...	3 12	5 57	9 17
...	6 35	4 45	3 20	Lausanne.....arr.	...	...	8 15	10 57	12 55	...	3 27	6 22	9 42
...	6 35	4 45	3 20	**Lausanne** .....dep.	5 25	...	8 20	11 12	...	1 45	4 0	7 5	...
...	8 30	5 80	4 20	**Vevey** .....arr.	6 4	...	8 29	11 52	...	2 21	4 40	7 44	...
...	8 85	6 20	4 45	Clarens	6 19	...	8 37	12 7	...	2 30	4 55	7 59	...
...	8 95	6 25	4 50	Vernex (Montreux)...	6 26	...	8 46	12 14	...	2 36	5 2	8 6	...
...	9 75	6 50	4 65	Voytaux (Chillon) ...	6 33	...	8 59	12 21	...	2 42	5 10	8 13	...
...	9 45	6 60	4 75	Villeneuve	6 41	...	9 9	12 29	...	2 50	5 20	8 21	...
...	11 35	7 95	5 70	**Bex**	7 21	a.m.	9 21	1 11	...	3 22	6 1	9 1	...
...	11 85	8 30	5 95	**St. Maurice**	7 55	7 40	9 36	1 20	...	3 30	6 25	9 10	...
...	...	...	...	**Sierre** .....arr.	...	10 0	11 10	...	...	...	8 30	...	p.m.
...	—	—	—	**Lausanne**.....dep.	2 & 3	5 40	8 45	1 15	...	...	3 50	...	7 30
...	0 75	0 50	0 35	**Bussigny**	a.m.	6 0	9 1	1 28	...	...	4 3	...	7 46
...	1 55	1 10	0 80	**Cossonay**	...	6 25	9 15	1 40	...	...	4 17	...	7 46
...	2 20	1 60	1 15	**Eclépens**	1, 2, 3	6 47	9 27	...	...	...	4 29	...	8 8
...	2 90	2 5	1 45	**Chavornay**	a.m.	7 5	9 37	2 0	...	...	4 39	...	8 18
...	4 5	2 85	2 5	**Yverdon**	5 55	7 41	10 1	2 19	...	...	5 1	...	8 37
...	4 35	3 5	2 20	**Grandson**	6 3	7 53	10 9	2 26	...	...	5 9	...	8 45
...	4 90	3 45	2 45	**Onnens**	6 12	8 5	10 18	...	...	...	5 16	...	8 51
...	5 20	3 65	2 60	**Concise**	6 19	8 14	10 25	2 38	...	...	5 23	...	9 2
...	6 20	4 80	3 15	**Gorgier**	6 35	8 37	10 41	2 50	...	...	5 39	...	9 10
...	7 65	5 55	4 5	**AUVERNIER Junc.**	7 6	9 16	11 12	3 13	1 & 2	1, 2, 3	6 8	2 & 3	9 42
...	8 20	5 95	4 35	**Neuchatel** .....arr.	7 15	9 28	11 21	3 21	a.m.	a.m.	6 17	p.m.	10 3
...	...	...	...	,, ...dep.	7 25	...	11 23	3 31	10 10	5 0	6 28	7 25	...
...	9 50	6 95	5 10	**Landeron**	7 55	a.m.	12 2	...	...	5 30	6 58	9 13	...
...	10 0	7 35	5 45	**Neuveville**	8 3	...	12 10	3 58	10 35	5 38	7 5	9 20	...
...	...	...	...	**Douanne**	8 14	...	12 20	4 8	10 46	5 49	7 15	9 30	...
...	11 50	8 40	6 30	**Bienne [Biel]** ..... arr.	8 30	...	12 35	4 22	11 0	6 5	7 30	10 10	...

Fro	Oen	ova.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
			BIENNE .....dep.	9 15	...	4 33	4 33	1 0	6 10	7 35	...
22 85	16 20	11 65	OLTEN ..... ,,	11 17	...	6 25	6 25	3 30	8 10	10 2	...
27 85	19 70	14 15	LUCERNE..... ,,	...	...	8 10	8 10	6 1	10 5	...	...
26 75	19 0	13 65	BALE ..... ,,	...	...	8 0	8 0	5 2	9 35	...	...
29 35	20 80	14 95	ZURICH ..... ,,	2 5	...	8 18	8 18	5 35	9 55	...	...

LAUSANNE, FRIBOURG, and BERNE. [1st June.

Mls	1st	2nd	3rd	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	2 & 3	p.m.
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
...	5 50	3 85	2 75	**Bex** .....dep	6 28	6 4	...	11 27	1 38	4 36	...	...
...	2 9	1 40	1 0	**Vevey**.....	8 35	7 22	...	12 27	2 57	5 57	...	...
...	...	...	...	**LAUSANNE** .....arr	9 30	8 0	a.m.	12 57	3 35	6 35	...	...
...	6 60	4 55	3 30	**GENEVA**.....dep	7 25	6 0	8 50	11 30	...	4 15	...	...
...	...	...	...	**LAUSANNE**.....arr	9 42	8 15	10 57	12 55	3 27	6 22	...	...
...	—	—	—		a.m.	a.m.	2 & 3	1 & 2	2 & 3	p.m.	...	...
8	1 50	1 5	0 75	**Lausanne** .....dep	5 15	8 25	11 10	1 8	3 50	7 7	...	...
12	2 20	1 65	1 20	**Chexbres-Vevey**.....	5 54	9 13	12 12	1 43	4 42	7 19	...	...
15½	2 80	2 0	1 45	**Palézieux (Ch. St. Den.)**	6 14	9 35	12 49	1 59	5 12	7 33	...	...
19½	3 25	2 40	1 75	**Oron**	6 24	9 45	1 10	2 8	5 28	7 45	...	...
27½	4 45	3 20	2 35	**Vaulruz (Moudon)**.....	6 39	10 0	1 39	2 21	5 50	8 3	...	...
27½	4 45	3 20	2 35	**Romont**.....arr.	6 58	10 19	2 2	2 35	6 15	8 12	...	...
...	From	Bulle	.....	**Bulle** .....dep	5 25	...	1 40	7 40	...	7 30	...	...
...	...	1 65	1 25	**Romont** .....arr.	6 25	...	2 25	9 25	...	8 20	...	...
...	from	Lausanne		**Romont** .....dep	7 4	10 24	2 50	2 38	6 25	8 44	...	...
41½	7 50	5 40	4 0	**Fribourg** .....arr.	7 45	11 15	4 5	3 19	7 47	8 49	a.m.	...
...	...	...	...	,, ...dep.	8	11 25	4 50	3 28	...	8 56	4 35	...
52½	9 40	6 80	5 5	**Flamatt**	8 38	11 58	5 51	3 58	...	9 56	5 15	...
62½	10 90	7 85	5 80	**Berne (Buffet)** .....arr	9 10	12 30	6 38	4 18	...	10 25	7 55	...

NEUCHATEL and PONTARLIER.

Mls	1st	2nd	3rd	Stations.	2 & 3	1, 2, 3	2 & 3	1 & 2	1, 2, 3	...	...	...
Dis.	fr. c.	fr. c.	fr. c.	[BERNE TIME.]	a.m.	a.m.	p.m.	p.m.	p.m.	...	...	...
...	—	—	—	**Neuchatel** .....dep	5 5	9 28	12 10	4 0	7 55	...	...	...
...	0 55	0 45	0 25	**Auvernier**	5 27	9 40	12 28	4 10	8 6	...	...	...
...	4 40	3 45	2 60	**Les Verrières (Swiss)**.....	8 45	11 20	4 40	5 37	9 45	...	...	...
...	6 0	4 60	3 50	**Pontarlier** .....arr.	9 20	11 45	5 15	6 0	10 10	...	...	...
...	...	...	...		a.m.	p.m.	p.m.	a.m.	p.m.	...	...	...
...	...	...	...	**DIJON** .....dep	...	11 35	...	6 0	5 27	...	...	...
...	...	...	...	,, ...arr	...	4 55	...	10 47	11 0	...	...	...
...	...	...	...	,, ...dep	6	7 11	1	2 30	11 35	12 40	...	...
...	...	...	...	**PARIS** .....arr	4	0 5	10	11 45	6	6 11	35	...

BULLE and ROMONT.

Stations.	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Romont .....dep	...	6 40	1 30	4 15	7 10	7 10	9 25	...
Vaulruz	...	6 50	1 40	4 25	7 20	7 20	9 35	...
Sales	...	7 0	1 50	4 35	7 30	7 30	9 45	...
Bulle .....arr.	5 35	7 10	2 0	4 45	7 40	7 40	9 55	...
,, ...dep.	5 40	7 15	2 5	4 50	7 45	7 45	...	...
Vaulruz	5 50	7 25	2 15	5 0	7 55	7 55	...	...
Sales	6 0	7 35	2 25	5 10	8 5	8 5	...	...
Vuisternens	6 10	7 45	2 35	5 20	8 15	8 15	...	...
Romont .....arr.	6 25	8 0	2 50	5 35	8 30	8 30	...	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.
GRANDVAUX .....dep	...	6 11	1 30	4 15
CHATELAU D'OEX ...	...	6 40	1 50	4 45
Bulle .....arr.	5 35	7 10	2 0	4 45
,, ...dep.	5 40	7 15	2 5	4 50
Vaulruz	5 50	7 25	2 15	5 0
Sales	6 0	7 35	2 25	5 10
Vuisternens	6 10	7 45	2 35	5 20
Romont .....arr	6 25	8 0	2 50	5 35

JOUGNE & ECLEPENS.—Ligne de Jougne.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Vallorbes .....dep	6 18	9	5	2	5	8	10	12	3	6	8	10
Croy-Romainmotier ...	6 38	12	26	5	26	...	...	...	...	...	...	...
Arnex-Orbe	6 50	12	40	5	40	...	...	...	...	...	...	...
La Sarraz	7 1	12	51	5	51	...	...	...	...	...	...	...
Eclépens .....arr.	7 16	1	5	6	5	...	...	...	...	...	...	...
,, ...dep.	7 26	1	15	6	15	...	...	...	...	...	...	...
Cossonay	7 38	1	28	6	28	...	...	...	...	...	...	...
Lausanne	8 30	2	20	7	20	...	...	...	...	...	...	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Lausanne .....dep	5 15	6 25	8	10	11	1	3	5	7	7	...	...
Croy-Romainmotier ...	6	7	9	11	12	2	4	6	8	8	...	...
Vallorbes .....arr	6 20	7 45	9	11	12	2	4	6	8	8	...	...

BIENNE (BIEL), NEUCHATEL, YVERDON, SIERRE, LAUSANNE, and GENEVA.

stations.	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	2 & 3	1 & 2	1, 2, 3	1 & 2	1, 2, 3
		p.m.	a.m.	a.m.				a.m.	p.m.
Zurich ....dep	...	4 30	...	6 40	...	...	...	9 50	1 35
Bale ..... "	...	5 15	...	7 0	...	...	...	10 20	2 15
Lucerne ..... "	...	4 40	...	5 20	...	...	...	9 50	1 30
Olten..... "	...	6 42	4 50	8 24	...	...	...	12 8	3 47
Berne .....arr	...	8 50	7 45	10 8	...	...	...	1 29	6 25
		p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Bienne [Biel] dp	...	9 5	8 0	10 31	...	2 22	2 55	4 40	...
Douanne	...	9 20	8 16	10 47	...	2 38	...	6 55	...
Neuveville.....	...	9 33	8 29	11 0	...	2 49	3 20	7 10	...
Landeron	...	9 20	8 38	...	...	2 54	...	7 16	...
Neuchatel ...arr	a.m.	10 10	9 7	11 26	...	3 25	3 46	7 48	...
.....dep	5 27		9 28	11 40	11 50		4 10	8 5	
Auvernier Junc.	5 33	...	9 41	...	12 6	...	4 21	8 16	...
Gorgier	6 3	...	10 11	12 11	12 48	...	4 52	8 46	...
Concise	6 18	...	10 26	12 21	1 12	...	5 7	9 2	...
Onnens	6 26	...	10 24	...	1 22	...	5 15	9 9	...
Grandson	6 38	...	10 42	12 33	1 35	...	5 24	9 18	...
Yverdon	6 47	...	10 55	12 44	2 14	...	5 36	9 26	...
Chavornay	7 6	...	11 14	12 59	2 28	...	5 54	...	...
Eclepens	7 17	...	11 26	...	2 52	...	6 5	...	...
Cossonay	7 29	...	11 37	1 18	3 15	...	6 16	...	...
Bussigny	7 42	...	11 49	1 29	3 35	...	6 29	...	...
Lausanne ...arr	7 58	1, 2, 3	12 2	1 40	3 55	...	6 45	...	...
(247)		a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.
Sierre .....dep		...	5 55	...	...	8 18	11 58	1 58	...
St. Maurice...		5 48	8 10	11 7	7 35	1 36	4 25	6 7	...
Bex		5 58	9 7	11 56	...	2 46	5 40	6 57	...
Villeneuve ...		6 38	10 0	11 57	...	3 16	6 9	7 38	...
Voytaux		6 53	10 6	12 12	...	3 24	5 28	7 47	...
Vernex		6 58	10 12	12 19	...	3 31	5 37	8 3	...
Clarens		7 3	10 20	12 24	...	3 36	5 43	8 10	...
Vevey		7 8	11 0	12 33	1 & 2	3 1	5 53	8 35	...
Lausanne ...arr		7 55	12 1	12 57	p.m.	3 15	6 35	9 20	...
Lausanne ...dep		8 40	8 15	12 15	...	1 50	4 5	7 10	...
Morges		8 17	8 42	12 42	...	2 9	4 32	7 37	...
Allaman		6 37	9 2	1 2	...	2 21	4 52	7 57	...
Rolle		6 47	9 12	1 12	...	2 33	5 2	8 7	...
Kyon		7 13	9 38	1 38	...	2 50	5 28	8 33	...
Coppet		7 29	9 54	1 54	...	...	5 44	8 49	...
Versoix		7 38	10 2	2 3	...	...	5 53	8 56	...
Geneva .....arr		7 55	10 20	2 20	...	3 15	6 10	9 15	...

BERNE, FRIBOURG, and LAUSANNE.

stations.	1, 2, 3	2 & 3	2 & 3	1 & 2	1, 2, 3	1, 2, 3	
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
Berne .....dep.	4 30	5 45	6 5	10 39	2 40	6 39	
Flamatt.....	4 53	6 39	9 7	10 53	3 11	6 55	
Fribourg .....arr.	5 27	7 25	10 10	11 25	3 48	7 32	
..... dep.	5 36	7 56	11 40	11 33	3 58	7 42	
Romont.....arr.	6 33	9 10	1 25	12 14	4 55	8 39	
Romont.....dep.	7 15	...	3 0	3 0	...	8 55	
Bulle.....arr.	8 10	...	3 55	...	...	9 50	
Romont .....dep.	6 39	7 25	2 35	12 16	...	9 44	
Vaudereus (Moudon) ...	7 7	9 59	3 21	12 33	5 22	6 6	
Oron	7 13	10 23	3 47	12 43	5 33	9 18	
Palezieux(Ch. St. Dem.)....	7 22	10 38	4 9	12 50	5 41	9 27	
Cherbres (Vevey)	7 38	11 3	4 40	1 7	6 0	9 45	
Lausanne .....arr.	8 3	11 45	5 25	1 30	6 25	10 10	
LAUSANNE ...dep.	8 15	12 15	...	1 50	7 10	5 50	
GENEVA .....arr.	10 20	2 20	...	3 15	9 15	7 55	
LAUSANNE .....dep.	8 30	...	...	1 45	7 5	5 35	
Vevey.....arr.	9 4	...	...	2 18	7 39	6 23	
Bex	10 25	...	...	3 17	8 56	7 25	

PONTARLIER and NEUCHATEL.

Stations.	2 & 3	1 & 2	1, 2, 3	2—3	2 & 3	1, 2, 3
[Berne Time.]	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Pontarlier .....dep.	...	8 5	12 55	1 0	6 0	9 16
Les Verrieres (Swiss)	4 15	9 35	1 32	3 50	6 45	9 52
Auvernier	6 52	9 39	3 50	6 45	...	11 19
Neuchatel	7 5	9 50	3 0	7 2	...	11 20
.....dep.	...	...	4 10	8 5	...	5 22
Auvernier ..... "	...	9 41	4 21	8 16	...	5 33
Neuchatel ..... "	...	10 10	3 31	8 25	...	5 0
Olten.....arr.	...	3 30	6 25	...	...	8 10

LAUSANNE and ECHALLENS—Chemin de fer Regional de Lausanne à Echallens.

| SINGLE RETURN. | | | |

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	L. c.	L. c.	L. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		
—	—	—	—	**Genoa** F. P. dep.	12 30	4 25	...	...	1 10	...	6 0	...		
12	0 25	0 25	0 20	,, P. B. arr	...	4 43	...	...	1 18	...	5 8	...		
...	...	...	...	,, ,, dep	...	4 43	6 20	11 55	1 20	4 20	5 21	7 15		
4½	0 80	0 60	0 40	Sturla	...	4 52	6 29	12 4	...	4 29	...	7 24		
5	0 85	0 65	0 50	Quarto	...	4 58	6 35	12 10	...	4 35	...	7 30		
6½	1 15	0 80	0 60	Quinto	...	5 13	6 52	12 17	...	4 52	...	7 37		
7½	1 40	0 95	0 70	Nervi	...	5 13	9 2	12 27	...	4 51	5 45	7 47		
8	1 60	1 15	0 80	Bogliasco	...	5 20	9 9	12 36	...	4 58	...	7 54		
9½	1 85	1 30	0 95	Pieve di Sori	...	5 27	9 16	12 41	...	5 5	...	8 1		
11	2 5	1 45	1 5	Sori	...	5 34	9 23	12 48	...	5 12	...	8 8		
13	2 40	1 70	1 20	Recco	...	5 46	9 35	1 2	...	5 28	6 0	8 20		
14½	2 60	1 85	1 30	Camogli	...	5 55	9 44	1 12	...	5 39	6 34	8 33		
17	3 20	2 25	1 60	S. Margherita	...	6 8	9 58	1 26	...	5 56	6 34	8 47		
19½	3 55	2 50	1 80	Rapallo	...	6 17	10 8	1 35	...	6 7	6 43	8 56		
21½	3 85	2 70	1 95	Zoagli	...	6 26	10 17	1 44	...	6 16	...	9 5		
24½	4 45	3 10	2 25	**Chiavari** ...arr	1 40	6 35	10 26	1 53	2 35	6 25	7 0	9 14		
...	...	...	...	...dep	1 46	6 43	10 35	2 5	2 43	6 35	7 32	9 53		
25½	4 65	3 35	2 35	Lavagna	...	6 50	10 42	2 12	...	6 42	7 36	10 0		
29½	5 20	3 85	2 60	**S. Levante** arr	2 0	7 0	10 52	2 22	2 57	6 52	7 46	10 10		
...	...	...	...	... dep	2 5	7 10	...	p.m.	3	...	7 49	...		
33½	6 45	4 65	3 20	**Moneglia**	...	7 31	...	...	3 23	...	8 10	...		
37½	6 80	4 75	3 40	Deiva	...	7 42	...	...	3 33	...	8 21	...		
40	7 25	5 10	3 65	Framura	...	7 52	...	...	...	...	8 31	...		
41½	7 60	5 30	3 80	Bonassola	...	8 0	...	...	...	...	8 39	...		
43	7 80	5 50	3 90	Levanto	2 50	9 11	...	...	3 54	...	8 52	...		
46½	8 40	5 90	4 20	Monterosso	...	8 22	...	...	...	...	9 3	...		
48	8 75	6 10	4 40	Vernazza	...	8 39	...	...	...	...	9 13	...		
49½	9 5	6 35	4 55	Corniglia	...	8 41	...	...	...	...	9 22	...		
51	9 30	6 50	4 65	Manarola	...	8 46	...	...	...	...	9 26	...		
51½	9 40	6 60	4 70	Riomaggiore	...	8 50	...	...	...	...	9 31	...		
56½	10 40	7 30	5 20	**Spezia** ...arr	3 27	9 5	a.m.	...	4 30	...	9 46	...		
...	...	...	...	...dep	3 33	9 15	6 10	...	4 40	...	...	...		
65½	11 50	7 90	6 00	Arcola	...	9 33	6 28	...	4 58	...	...	...		
67	11 90	8 45	5 95	Sarzana	3 57	9 45	6 40	...	5 10	...	...	...		
76	13 0	9 40	6 70	**Avenza** ...arr	...	10 1	6 56	...	5 26	...	...	...		
...	...	...	...	... (S&G) dep	...	10 8	7 0	...	5 31	...	...	...		
78½	13 50	9 95	7 70	**Massa**	4 24	10 23	7 14	...	5 48	...	...	...		
82½	14 40	10 60	7 75	Querceta Serrav.	...	10 37	7 28	...	6 0	...	...	...		
84½	14 65	10 85	7 95	Pietra Santa	4 45	10 46	7 40	...	6 12	...	...	...		
90½	15 65	11 70	8 45	Viareggio	...	11 5	8 0	...	6 34	...	...	...		
98½	16 35	12 10	8 95	Torre del Lago	...	11 16	8 11	...	6 41	...	...	...		
104½	18 15	13 60	10 0	**Pisa. St. Cent**	5 32	11 40	8 35	...	7 5	...	...	...		

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2
Dist.	L. c.	L. c.	L. c.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
...	...	...	...	**Pisa**..... dep	...	...	...	6 45	11 40	...	7 47	5 56		
10½	1 65	1 25	0 95	Torre del Lago	...	...	...	7 11	12 6	...	8 11	...		
13½	2 20	1 65	1 25	Viareggio	...	...	...	7 24	12 18	...	8 24	...		
20	3 20	2 60	1 75	Pietra Santa	...	...	...	7 46	12 39	...	8 46	6 58		
21½	3 30	2 70	1 80	Querceta Serrav.	...	...	...	7 52	12 48	...	8 56	...		
24	4 5	3 40	2 60	Massa	...	...	...	8 13	1 1	...	9 11	7 18		
30½	4 85	3 50	3 5	**Avenza** ...arr	...	...	...	8 24	1 12	...	9 22	...		
...	...	...	...	... (S&G) dep	...	...	...	8 29	1 17	...	9 28	...		
37½	6 10	4 90	3 80	Sarzana	...	...	...	8 49	1 35	...	9 48	7 49		
40	6 60	5 35	4 25	Arcola	...	...	...	8 59	1 45	...	9 58	...		
47½	7 75	6 30	4 80	**Spezia** ...arr	a.m.	...	...	9 15	2 1	...	10 14	8 5		
...	...	...	...	...dep	5 15	...	...	9 25	2 9	...	...	8 13		
53	8 80	7 5	5 35	Riomaggiore	5 32	...	...	9 43	2 27	...	...	...		
54½	8 90	7 10	5 40	Manarola	5 37	...	...	...	2 31	...	...	...		
55	9 15	7 25	5 50	Corniglia	5 43	...	...	9 51	2 35	...	...	...		
57½	9 45	7 50	5 65	Vernazza	5 52	...	...	10 1	2 45	...	...	...		
59½	9 80	7 75	5 85	Monterosso	6 1	...	...	10 10	2 54	...	...	...		
62½	10 35	8 15	6 10	Levanto	6 15	...	...	10 25	3 7	...	...	8 56		
65½	10 65	8 45	6 25	Bonassola	6 23	...	...	10 33	3 15	...	...	...		
66	10 95	8 55	6 40	Framura	6 24	...	...	10 41	3 23	...	...	...		
67	11 40	8 85	6 65	Deiva	6 43	...	...	10 58	3 38	...	...	...		
69½	11 85	9 15	6 85	Moneglia	6 58	...	...	11 4	3 50	...	...	...		
76½	12 95	9 95	7 40	**Sestri Lev.** arr	7 10	a.m.	11 21	4 7	p.m.	p.m.	9 34			
...	...	...	...	... dep	5 6	7 20	8 10	11 35	6 18	4 50	7 40	9 40		
79	13 55	10 35	7 70	**Lavagna**	5 18	7 33	8 22	11 47	...	5 2	7 52	...		
80½	13 75	10 50	7 80	**Chiavari** ...arr	5 23	7 38	8 27	11 52	4 33	5 7	7 57	9 53		
...	...	...	...	... dep	5 35	7 50	8 37	12 9	4 48	5 18	8 10	9 56		
83½	14 35	10 90	8 10	**Zoagli**	5 46	...	8 48	12 20	...	5 29	8 21	...		
86½	14 80	11 25	8 35	**Rapallo**	5 54	8 10	8 58	12 31	...	5 39	8 31	...		
87	15 0	11 40	8 45	**S. Margherita**	6 5	8 21	9 8	12 42	...	5 49	8 42	...		
90	15 55	11 80	8 70	**Camogli**	6 20	8 38	9 21	12 57	...	6 3	8 57	...		
91½	15 60	11 95	8 85	**Recco**	6 28	8 42	9 31	1 6	...	6 14	9 8	10 32		
93½	16 25	12 25	9 10	**Sori**	6 38	...	9 41	1 16	...	6 24	9 18	...		
94½	16 35	12 35	9 10	**Pieve di Sori**	6 45	...	9 48	1 23	...	6 31	9 25	...		
95½	16 60	12 50	9 25	**Bogliasco**	6 52	...	9 55	1 30	...	6 38	9 30	...		
97	16 80	12 65	9 35	**Nervi**	7 2	9 6	10 3	1 46	...	6 47	9 39	...		
98½	17 5	12 80	9 45	**Quinto**	7 9	...	10 10	1 53	...	6 55	9 46	...		
99½	17 25	12 95	9 55	**Quarto**	7 16	...	10 17	2 0	...	7 2	9 53	...		
100	17 40	13 5	9 65	**Sturla**	7 22	...	10 23	2 6	...	7 8	9 59	...		
104½	17 85	13 35	9 85	**Genoa** P. B. arr	7 39	9 25	10 30	2 13	6 5	7 15	10 6	11 4		
...	...	...	...	... dep	7 39	9 37	a.m.	2 27	6 17	p.m.	p.m.	11 13		
104½	18 15	13 60	10 0	,, P.P. arr	...	9 45	...	2 35	6 25	...	...	11 20		

TURIN to RIVOLI.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	L. c.	L. c.	L. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Turin** .....dep	5 28	6 55	8 30	11 0	2 0	3 55	5 40	7 25		
2½	0 30	0 20	...	P. di Strada	5 34	7 4	8 39	11 9	2 9	4 4	5 49	7 44		
5	0 50	0 30	...	Barsee prvs. Coll.	5 46	7 15	8 50	11 20	2 20	4 15	6 0	7 55		
7½	0 75	0 50	...	**Rivoli**.....arr	6 0	7 30	9 5	11 35	2 35	4 30	6 15	8 10		

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	L. c.	L. c.	L. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
...	...	...	...	**Rivoli** ..... dep	6 10	7 40	9 30	11 50	2 50	4 45	6 45	9 40		
2½	0 30	0 20	...	Barsee prvs. Coll.	6 22	7 52	9 42	12 2	3 2	4 57	6 57	9 52		
5	0 50	0 30	...	Porta di Strada	6 32	8 2	9 52	12 12	3 12	5 7	7 7	10 2		
7½	0 75	0 50	...	**Turin** .....arr	6 40	8 10	9 50	12 20	3 20	5 15	7 15	9 10		

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	Mls.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
L. e.	L. e.	L. e.	(Roman Time.)	a.m.		a.m.	a.m.	p.m.	p.m.	p.m.	Dis.	L. e.	L. e.	L. e.	L. e.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	Marseilles ....dep	8 41	—	—	—	—	—	7 50	—	—	—	—	—	Genoa P. P.....dep	5 10	7 5	9 10	1 5	4 15	7 35		
—	—	—	Toulon ..... ,,	10 2	—	—	—	6 40	9 47		2½	0 50		0 35	0 25	S. Pier d'Arena.arr	5 16	7 11	9 16	1 11	4 21	7 41		
—	—	—	Cannes ..... ,,	3 4	—	—	7 5	11 29	1 40							,, dep	5 21	7 16	9 20	1 16	4 30	7 49		
—	—	—	Nice ..... ,,	4 20	—	—	8 16	12 43	2 45		3½	0 70		0 50	0 35	Cornigliano	5 26	—	9 27	1 28	4 37	7 55		
—	—	—	Ventimiglia ...arr	5 56	—	—	9 53	2 35	4 0		5	0 95		0 65	0 50	Sestri Ponente	5 33	—	9 34	1 34	4 44	8 6		
			,, RomanTime dp	7 48	—	4 50	11 45	4 7	5 58	6 1	6½	1 15		0 80	0 60	Pegli	5 39	—	9 41	1 41	4 52	8 13		
0 60	0 40	0 30	Bordighera	7 53	—	5 0	12 0	4 18	6 9	6 13	8	1 50		1 5	0 75	Prà	5 45	—	9 47	1 47	4 58	8 19		
1 25	0 90	0 65	Ospedaletti	8 5	—	5 11	12 12	4 29			9½	1 70		1 20	0 85	Voltri ..... arr	5 50	7 37	9 52	1 52	5 4	8 25		
1 85	1 30	0 95	San Remo	8 16	—	5 22	12 27	4 43	6 35							,, dep	5 55	7 40	9 57	1 58	5 8	8 28		
2 75	1 90	1 40	Taggia		—	5 43	12 43	4 59			12½	2 60		1 75	1 25	Arenzano	6 8	—	10 12	2 9	5 22	8 39		
3 10	2 15	1 55	S. Stefano Rivalgure	—	—	5 52	12 51	5 5			13½	2 95		1 90	1 50	Cogoleto	6 17	—	10 22	2 18	5 31	8 48		
3 80	2 70	1 95	S. Lorenzo		—	6 5	11 3	5 19			20	3 75		2 65	2 10	Varazze	6 37	—	10 37	2 33	5 44	9 3		
4 40	3 10	2 20	Porto Maurizio		—	6 21	11 18	5 34	7 16		22	4 20		2 95	2 10	Celle	6 48	—	10 46	2 48	5 55	9 15		
4 85	3 35	2 35	Diano Marina ..... arr.		—	6 26	11 23	5 40	7 22		25	4 55		3 30	2 30	Albisola	6 57	—	10 54	2 56	6 1	9 23		
			,, ... dep.		—	6 35	11 30	5 50	7 29		27½	5 0		3 50	2 50	Savona ..... arr	6 55	8 32	11 2	3 55	6 9	9 35		
5 35	3 75	2 70	Diano Marina		—	6 47	11 44	6 2								,, dep	7 4	8 39	12 0	8 7	6 16			
5 85	4 0	2 85	Cervo		—	6 55	11 51	6 10			31½	5 65		4 0	2 85	Vado	7 14		12 18	3 19	6 26			
6 15	4 30	3 10	Pigna d'Andora		—	7 3	12 0	6 20				6 0		4 20	3 0	Borzoli	7 19	—			6 32			
6 60	4 60	3 30	Laigueglia		—	7 15	12 9	6 30			35	6 35		4 45	3 20	Spotorno	7 26	—	12 28	3 35	6 38			
6 90	4 85	3 45	Alassio		—	7 24	12 18	6 40			36½	6 70		4 70	3 35	Noli	7 33	—	12 36	3 45	6 46			
7 70	5 40	3 85	Albenga ..... arr	a.m.		7 35	2 29	6 53	8 13		41½	7 60		5 30	3 80	Finalmarina	7 48	—	12 49	3 57	7 1			
—	—	—	..... dep	5 18	7 43	2 36	7 4	8 20			45½	8 25		5 80	4 15	Pietraligure	7 59	—	1 4	4 8	7 12			
8 35	5 90	4 15	Cerisle	5 28	7 53	2 48	7 16				48	8 75		6 10	4 40	Loano	8 8	—	1 13	4 18	7 22			
8 60	6 5	4 30	Loano	5 37	8 5	2 56	7 24				49½	9 5		6 35	4 55	Cerisle	8 18	—	1 21	4 28	7 32			
9 5	6 35	4 65	Pietralligure	5 46	8 14	3 7	7 31				53	9 65		6 75	4 65	Albenga ..... arr	8 30	9 30	1 32	4 32	7 43			
9 65	6 75	4 85	Finalmarina	5 59	8 28	3 15	7 43									,, dep	8 36	9 36	p.m.	4 36	7 47			
10 65	7 45	5 35	Noli	6 15	8 44	3 29	7 57				59½	10 40		7 30	5 20	Alassio	8 50	—	—	4 52	8 0			
11 0	7 70	5 50	Spotorno	6 24	8 50	3 36	8 5				60½	10 75		7 55	5 40	Laigueglia	8 58	—	—	5 0	8 9			
11 30	7 95	5 65	Borzoli	6 36	9 11	3 43					64½	11 20		7 85	5 60	Pigna Andora	9 9	—	—	5 8	8 18			
11 65	8 15	5 85	Vado		9 4	3 49	8 16				65½	11 65		8 15	5 85	Cervo	9 19	—	—	5 17	8 27			
12 25	9 55	6 15	Savona ..... arr	a.m.	9 30	4 0	8 25	9 23			68½	12 0		8 40	6 0	Diano Marina	9 28	—	—	5 25	8 34			
			,, ... dep	5 15	6 55	9 25	4 10	8 35	9 30		69	12 35		8 80	6 30	Oneglia ..... arr	9 38	10 43	—	5 35	8 43			
12 0	9 95	6 40	Albisola	5 36	7 5	9 34	4 19	8 43								,, dep	9 50	10 50	—	5 40	8 50			
13 15	9 20	6 60	Celle	5 53	7 13	9 42	4 26	8 50			70½	12 90	9	9 5	6 45	Porto Maurizio	10 5	10 59	—	5 50	9 0			
13 60	9 50	6 80	Varazze	6 13	7 24	9 51	4 36	9 0	9 50		74	13 45	9 45	6 75	San Lorenzo	10 17	—	—	6 1	9 12			
14 25	10 0	7 15	Cogoleto	6 36	7 39	10 4	4 49	9 13			78½	14 25	10 0	7 15	8	Stefano Rivalgure	10 29	—	—	1,2,3	6 13	9 24		
14 70	10 34	7 35	Arenzano	6 7	7 52	10 13	4 58	9 22	—		79½	14 60	10 25	7 30	7 30	Taggia	10 37	—	—	a.m.	6 22	9 32		
15 50	10 85	7 75	Voltri ..... arr	6 19	8 5	10 24	5 9	9 33	10 16		85½	15 50	10 85	7 75	7 75	San Remo	10 47	11 43	—	6 30	6 46	9 49		
			,, dep	6 22	8 8	10 26	5 14	9 36	10 20		84½	16 5		8 25	8 5	Ospedaletti	10 41	—	—	6 41	6 51	10 0		
15 85	11 10	7 95	Prà	6 30	8 16	10 34	5 21	9 43			91	16 75	11 75	8 45	8 60	Bordighera	11 20	12 1	—	7 5	7 25	10 11		
16 5	11 25	8 5	Pegli	6 37	8 22	10 40	5 28	9 49			94½	17 20	12 5	8 60		Ventimiglia ...arr	11 39	12 19	7	7 17	7 37	10 23		
16 40	11 50	8 20	Sestri Ponente	6 45	8 29	10 47	5 36	9 57								,, Paris time dp	a.m.	12 19	7	9	8 10	10 26		
16 65	11 65	8 35	Cornigliano	6 51	8 34	10 53	5 43	10 4				21 55	15 25	10 90		Nice ..... arr		1 44		8 42	8 40	11 51		
16 75	11 75	8 40	S. Pier d'Arena.arr	6 56	8 39	10 58	5 48	10 8	10 39			25 35	18 10	12 13		Cannes		3 2		11 26	10 2	p.m.		
			,, dep	6 59	8 44	11 4	5 59	10 14	10 45			40 65	29 80	21 55		Toulon		7 4	4 2	p.m.				
17 20	12 3	8 60	Genoa P. P. ..... arr	7 5	8 50	11 10	6 5	10 20	10 50			49 10	35 90	26 95	10	Marseilles		9 8	6 27	—	—	—		

1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3
L. e.	L. e.	L. e.		a.m.	p.m.	Dis.	L. e.	L. e.	L. e.		a.m.	p.m.
—	—	—	Novara ..... dep.	11 0	7 0	—	—	—	—	Orta (Omnibus)	—	—
0 98	0 65	0 46	Caltignago	11 20	7 20	—	—	—	—	Gozzano	8 50	3 50
1 70	1 20	0 83	Momo	11 37	7 37	—	—	—	—	Borgomanero	8 5	4 5
3 55	2 30	1 80	Borgomanero	12 12	8 12	12	2 40	1 70	1 20	Momo	8 24	4 36
4 10	2 85	2 5	Gozzano ..... arr.	12 25	8 25	17½	3 20	2 25	1 60	Caltignago	8 49	4 49
—	—	—	Orta (Omnibus) ...arr.	—	—	22½	4 10	2 85	2 5	Novara	7 5	5 5

NOVARA and GOZZANO—(Line d'Orta.)

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MODANE, TURIN, BOLOGNA, FLORENCE.—Ferro del' Alta Italia.

Mls.	1 Cl. 2	Cl. 3	Cl. 3	Cl.	Stations.	1, 2, 3	1, 2, 3		1 Cl.	1, 2, 3		1 Cl.	1, 2, 3
Dis.	L. e.	L. e.	L. e.	L. e.		a.m.			p.m.	a.m.	a.m.	p.m.	p.m.
...	...	...	...	...	PARIS .....dep.	...	...	...	11 0	...	...	8 40	2 5
...	...	...	...	...	MACON	11 50	...	...	6 55	...	...	6 0	5 0
...	...	...	...	...	GENEVA	3 18	p.m.		9 16	...	...	6 20	6 25
...	...	...	...	...	LYONS (Perrache)	12 23	p.m.		10 25	...	...	7 30	8 0
...	...	...	...	...	CULOZ	5 35	p.m.		12 9	...	...	9 20	9 55
...	...	...	...	...	CHAMBERY	7 10	p.m.		1 54	4 13		10 22	11 27
...	...	...	...	...	**Modane Paris t.**	10 59	p.m.		4 26	10 1		1 21	3 13
...	...	...	...	...	,, Rom. time	12 30	a.m.		5 30	12 35		2 55	5 5
13	4 10	3 5	2 25		Bardonnechia	1 12	4 15		6 13	1 22		3 37	5 47
16½	4 65	3 45	2 50		Beaulard	...	4 29		...	1 36		...	6 1
20	5 30	3 95	2 85		Oulx	1 42	4 46		6 38	1 54		4 4	6 18
23½	6 0	4 40	3 20		Salbertrand	2 5	5 6		6 55	2 15		4 22	6 40
30	7 15	5 20	3 75		Chiomonte	...	5 31		...	2 43		...	7 2
32	7 80	5 65	4 10		Meana	...	5 50		...	3 3		5 30	7 32
38	8 70	6 30	4 55		Bussoleno	3 11	6 13		7 57	3 30		5 30	7 55
43	9 60	6 95	5 0		Borgone	...	6 29		...	3 44		...	8 9
45½	9 95	7 15	5 15		S. Antonino	...	6 35		...	3 49		...	8 17
48	10 30	7 40	5 35		Condove	...	6 45		...	3 59		...	8 27
52	11 15	7 70	5 55		S. Ambrogio	...	6 53		...	4 7		...	8 37
55½	11 75	7 95	5 75		Avigliana	3 53	7 6		...	4 20		...	8 50
59	11 65	8 30	6 0		Rosta	...	7 17		...	4 31		...	8 56
59	12 35	8 65	6 35		Alpignano	...	7 31		...	4 41		...	9 14
63½	12 80	9 15	6 60		Collegno	...	7 43		...	4 56		...	9 24
67	13 90	9 95	7 15		**Turin P.N** ...arr.	4 30	8 0	1, 2, 3	9 0	5 15	1, 2, 3	6 40	9 42
						a.m.	1 & 2	a.m.	1 & 2	a.m.	p.m.	1 & 2	p.m.
...	...	...	...	...	**Turin** ,, ...dep.	5 0	7 45	8 10	9 40	11 45	1 30	7 30	5 20
73	14 80	10 55	7 60		Moncalieri	5 16	7 59	8 29	...	12 2	1 50	...	5 36
77½	15 40	10 95	7 90		Trofferello	5 28	8 9	8 44	...	12 15	2 5	...	5 51
77½	15 85	11 30	8 10		Cambiano	5 38	8 16	8 55	...	12 25	2 15	...	6 2
80½	16 40	11 70	8 40		Pessione	5 49	...	9 7	...	12 36	2 27	...	6 14
83½	16 85	11 95	8 55		Villafranca	6 22	...	9 48	...	1 11	3 0	...	6 50
86½	17 30	12 30	8 90		S. Damiano	6 32	8 59	10 6	...	1 20	3 25	...	7 0
89½	17 90	12 80	9 20		**Asti**	7 2	9 13	10 30	10 42	1 47	3 52	6 24	7 33
95½	18 90	13 50	9 95		Annone	7 22	...	11 50	...	2 3	4 12	...	7 48
101½	19 90	14 25	10 95		Felizzano	7 39	9 41	12 13	...	2 22	4 34	...	8 6
103½	24 20	17 15	12 30		**Alessandria** arr.	8 6	10 2	12 45	11 19	2 49	5 3	9 0	8 35
					,, (25-5) dep.	10 30	14 32		11 38		6 50	9 15	
128½	25 15	17 80	12 80		Spinetta	10 45	4 47	a.m.	...	...	7 5	...	...
132½	25 80	18 30	13 10		S. Giuliano	10 58	5 0	...	...	...	7 18	...	...
137½	26 70	18 19	13 55		Tortona	11 24	5 21	...	11 55	...	7 44	9 43	...
148½	28 65	20 25	14 55		Voghera	12 30	6 3	...	12 16	...	8 25	10 8	...
151½	29 65	20 95	15 5		Casteggio	12 48	6 21	...	...	...	8 43	...	...
161½	31 0	21 90	15 70		Broni	1 14	6 47	...	...	...	9 9	...	...
163½	31 45	22 25	15 95		Stradella	1 27	7 0	...	12 49	...	9 22	10 40	...
168½	31 90	22 55	16 15		Arena-Po	1 37	7 10	...	...	...	9 32	...	...
170½	32 70	23 10	16 55		Castel S. Giovanni	1 53	7 27	...	...	...	9 48	...	...
175½	33 70	23 97	17 5		Rottofreno	2 13	7 47	...	...	...	10 7	...	...
178½	34 15	24 15	17 30		S. Nicolo	2 25	7 57	1, 2, 3	...	...	10 17	...	...
181½	35 20	24 85	17 80		**Piacenza** ..... arr.	2 37	8 10	a.m.	1 30	...	10 30	11 22	...
					,, ...dep.	6 0	9 0	9 0	1 40	...	p.m.	11 33	...
199½	36 25	25 97	18 25		Fontenuzo	6 16	9 16	9 17	...	...	...	...	...
197½	37 70	26 60	19 5		Fiorenzuola	6 41	9 40	9 43	...	...	...	...	...
207½	38 50	27 15	19 45		Alseno	6 55	9 54	9 57	...	...	...	...	...
206½	39 30	27 70	19 85		Borgo S. Donnino...	7 11	10 10	6 13	2 28	...	...	...	...
212½	40 30	28 45	20 35		Castelguelfo	7 28	10 27	6 30	...	...	...	...	...
220½	41 80	29 45	21 10		**Parma** .....arr.	7 45	10 45	6 48	2 56	...	...	...	...
					,, ...dep.	7 56	10 57	6 59	3 0	...	...	...	...
227½	44 95	31 70	22 70		Reggio	8 50	11 46	7 54	3 54	...	...	...	...
253½	47 65	33 60	24 5		**Modena** (253) ...	9 34	12 27	8 32	4 2	...	...	...	...
					,, ... dep	9 40	12 37	8 44	4 8	...	...	...	...
261½	49 90	35 15	25 15		Samoggia	10 15	1 13	9 19	...	...	...	...	...
268½	51 85	36 50	26 15		Lavino	10 39	1 38	9 33	...	1, 2, 3	1, 2, 3	...	...
274½	51 85	36 50	26 15		**Bologna** .....arr.	10 48	1 48	9 52	4 53	a.m.	p.m.	2 50	3 20
					,, ...dep.	12 40	2 35	...	5 25	7 0	6 10	3 20	...
279½	52 65	37 ...	26 55		Borgo Panigale.....	...	2 48	...	...	7 13	6 28	...	...
287½	54 0	38 0	27 30		Sasso	...	3 16	...	...	7 42	7 17	...	...
293½	56 25	39 60	28 35		Vergato	1 55	3 56	...	6 22	8 22	8 29	4 21	...
312½	58 50	41 15	29 45		Porretta	2 10	4 15	...	6 57	9 9	9 23	4 56	...
320½	60 10	42 30	30 30		Pracchia	2 26	5 28	...	7 34	10 4	...	5 28	...
336½	62 90	44 25	31 65		**Pistoja** .....arr.	4 35	6 45	...	8 38	11 16	...	6 50	...
					,, ...dep.	4 48	7 0	...	8 45	11 42	...	7 0	...
341½	63 75	44 75	32 0		S. Piero	5 3	7 14	...	...	11 59	...	...	...
346½	64 55	45 55	32 60		**Prato**	5 22	7 36	...	...	12 18	...	7 23	...
353½	65 50	46 35	33 15		Sesto	5 48	8 5	...	...	12 44	...	...	...
354½	65 80	46 55	33 25		Castello	5 56	8 13	...	...	12 53	...	...	...
356½	66 80	46 95	33 40		Rifredi	6 6	8 24	...	...	1 6	...	...	...
357½	66 0	46 90	33 65		**Florence** .....arr	6 10	8 30	...	9 30	1 0	...	7 50	...
...	...	...	...	...	**Rome** .....arr	...	...	a.m.	8 2	...	...	6 30	p.m.

SANTHIA and BIELLA.

Mls.	1 Cl. 2	Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. e.	L. e.	L. e.		a.m.	a.m.	p.m.	p.m.	L. e.	L. e.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
	—	—	—	Santhia .....dep.	6 36	11 10	3 50	8 50	—	—	Biella...dep.	5 15	9 20	12 50	6 54		
7	1 50	1 15	0 75	Salussola	7 10	11 39	4 20	9 20	—	0 45	Candelo	5 28	9 39	1 7	7 8		
13	2 75	1 90	1 25	Vergnasco	7 21	11 51	4 31	9 31	0 65	0 70	Sandigliano	5 36	9 46	1 14	7 15		
19	3 75	2 80	1 85	Sandigliano	7 31	12 3	4 41	9 41	1 0	0 90	Vergnasco	5 44	9 54	1 22	7 23		
20	4 10	3 10	2	Biella (Duffi) arr.	7 36	12 10	4 46	9 46	1 20	1 20	Salussola	5 51	10 1	1 29	7 30		
					a.m.	p.m.	p.m.	p.m.			Santhia arr.	6 13	10 25	1 50	7 50		

Mls.	1 Cl. 2	Cl. 3	Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dist.	L. e.	L. e.	L. e.		a.m.	p.m.	p.m.	p.m.
—	1 95	0 90	0 65	Busalla .....dep	6 30	1 25	...	...
2½	2 70	1 20	0 85	Pontedecimo	6 40	1 35	...	...
6½	3 70	1 70	1 15	Bolzaneto	6 50	1 45	7 2	...
8½	4 20	1 90	1 35	Rivarolo	7 0	1 55	7 12	...
11½	5 20	2 30	1 65	Sampierdarena.....	7 15	2 10	7 28	...
12½	5 45	2 60	1 85	Genoa ..... arr.	7 25	2 20	7 38	...

Mls.	1 Cl. 2	Cl. 3	Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dist.	L. e.	L. e.	L. e.		a.m.	a.m.	p.m.	p.m.
—	0 90	0 35	0 25	Genoa .....dep	8 30	4 0	6 55	...
2½	1 5	0 75	0 55	Sampierdarena.....	8 45	4 17	7 10	...
6½	1 50	1 5	0 75	Bolzaneto	8 55	4 41	7 20	...
14½	2 60	1 85	1 35	Busalla ..... arr	9 40	5 20	8 20	...

Trains by Express Trains are 20 per cent. higher than by Ordinary Trains on all the Italian Railways, except on the Susa and Modane, Milan and Turin, and Alessandria and Genoa Lines. There is also a tax of 3 centesimi upon every Railway Ticket.

The exact amount of the Fare should be given in coin.

FLORENCE, BOLOGNA, TURIN, and MODANE.

Miles	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3
Dis.	L. c.	L. c.	L. c.			a.m.		p.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Rome**.....dep.	...	...	...	...	6 50	...	9 20	...
—	—	—	—	**Florence**.....dep.	...	5 15	...	9 43	7 50	p.	7 50	9 28
14	0 40	0 30	0 20	Rifredi.....	...	5 23	...	2 50	...	...	...	9 41
9	0 35	0 25	0 15	Castello	...	5 31	...	2 54	...	...	...	9 46
5	0 25	0 20	0 15	Sesto.....	...	5 42	...	3 8	...	...	...	10 12
11	1 75	1 20	0 95	Prato	...	6 9	...	3 33	8 24	...	8 15	10 37
19½	3 10	2 65	2 0	**Pistoja**.....arr.	...	6 36	...	4 0	8 45	...	8 38	10 54
...	...	...	...	,, ...dep.	...	6 50	...	4 12	8 55	...	8 45	12 15
25½	6 5	4 75	3 50	Pracchia	a.m.	6 7	...	5 42	10 9	...	9 34	1 24
33½	7 65	5 85	4 30	Porretta	5 20	8 50	...	6 52	10 55	...	10 28	2 0
39½	9 20	7 40	5 40	Vergato	6 10	9 38	...	7 30	11 36	...	11 6	...
45½	10 15	9 0	6 55	Sasso.....	6 54	10 12	...	8 4	...	...	...	...
70½	13 75	10 10	7 25	Borgo Panigale.....	7 35	10 38	...	8 29	...	...	...	3 4
82	14 20	10 45	7 85	**Bologna** .....arr.	7 40	10 49	...	8 39	12 20	a.m.	12 2	4 24
...	...	...	...	,, ...dep.	...	5 25	...	...	12 55	3 20	12 25	4 55
93½	15 35	11 20	8 15	Lavino.....	...	5 53	...	...	a.m.	9 50	...	5 32
97½	16 25	11 85	8 60	Samoggia	...	6 8	...	...	...	10 5	...	5 48
105	18 40	13 35	9 65	**Modena** (252) ,,	...	6 42	...	...	1 42	10 38	1 13	6 23
...	...	...	...	,, ...dep	...	6 54	...	...	1 52	10 50	1 19	6 26
120½	21 20	15 35	11 5	Reggio.....	...	7 45	...	...	2 22	11 40	1 49	7 11
138	24 25	17 55	12 65	**Parma** ..... arr.	...	8 29	...	...	2 54	12 26	2 24	7 21
...	...	...	...	,, ...dep.	...	8 41	...	...	2 57	12 45	2 27	7 49
146	25 85	18 85	13 40	Castelguelfo	...	9 12	...	...	...	1 7	...	8 9
151½	26 85	19 20	13 90	Borgo S. Donnino	...	9 28	...	...	...	1 28	2 57	8 15
156	27 65	19 85	14 20	Alsono	...	9 35	...	...	...	1 42	...	8 28
168½	29 45	20 60	14 70	Fiorenzuola.....	...	9 58	...	...	...	2 6	...	8 54
162½	29 60	21 35	15 25	Fontenuro	10 13	...	1,2,3	...	...	2 28	...	9 7
173½	30 60	22 5	15 85	**Piacenza**.....arr.	10 27	...	a.m.	4 5	3 42	3 40	...	9 34
...	...	...	...	,, ...dep.	...	...	5 45	4 15	3 52	3 50	10 1	...
179	31 80	22 80	16 40	San Nicolo	...	...	6 1	...	4 35	...	10 16	...
184½	32 20	23 10	16 90	Rottofreno	...	...	6 11	...	5 45	...	10 41	...
187½	32 70	23 60	17 10	Castel S. Giovanni.	...	...	6 27	...	6 10	...	10 53	...
198½	34 10	24 35	17 85	Arena-Po.....	...	...	6 51	...	6 23	...	11 9	...
198½	34 65	24 75	17 90	Stradella	...	...	7 8	4 58	6 36	4 32	11 19	...
204½	35 0	25 0	17 95	Broni	...	...	7 16	...	6 49	...	11 47	...
208½	35 35	25 95	18 65	Casteggio	...	...	7 46	...	7 16	...	12 14	...
218½	37 40	26 75	19 20	Voghera	...	...	8 15	5 31	7 43	5 5	12 34	...
230½	39 30	28 0	20 10	Tortona	...	...	8 55	5 55	8 23	5 36	1 10	...
235½	40 20	28 65	20 55	S. Giuliano.....	...	...	9 10	...	8 35	...	1 22	...
242½	40 90	29 10	20 90	Spinetta	1,2,3	1,2,3	9 22	...	8 47	...	1 38	...
252½	41 80	29 75	21 35	**Alessandria** arr.	a.m.	a.m.	p.m.	9 35	6 22	9 0	5 51	1 80
...	...	...	...	,, dep.	4 0	8 25	6 30	10 55	6 30	9 35	6 0	2 17
713	13 50	10 95	7 20	Felizzano	4 32	8 54	7 0	...	...	9 55	...	2 55
718½	14 65	11 75	7 90	Annone	4 52	9 12	7 22	...	...	...	...	3 25
724½	15 20	12 25	8 25	Asti	5 19	9 37	8 0	11 18	7 15	10 22	6 41	3 58
728½	16 65	13 10	8 75	San Damiano	5 35	9 53	8 19	...	...	...	...	4 28
734½	17 25	13 65	9 15	Villafranca.....	5 53	10 13	8 42	...	...	...	...	4 55
739½	18 00	14 25	9 55	Pessione	6 40	10 54	9 32	...	...	...	...	5 28
744½	18 20	14 65	9 85	Cambiano	6 54	11 6	9 47	...	...	...	...	5 39
749½	18 45	14 95	10 05	Trofarello	7 3	11 16	9 59	...	...	...	...	5 51
755½	19 20	15 35	10 35	Moncalieri	7 16	11 28	10 14	...	...	...	...	6 55
760½	19 10	15 95	10 50	**Turin** .....arr.	7 32	11 42	10 30	12 28	8 25	11 30	7 50	1 47
					1,2,3	1,2,3			1 Cl.	1,2,3	1 Cl.	p.m.
					a.m.	a.m.			a.m.	p.m.	p.m.	5 4
...	...	...	...	**Turin**.....dep.	5 5	9 30	...	...	9 0	11 47	8 50	6 1
768½	20 25	17 75	12 75	Collegno	5 27	9 51	...	...	...	...	...	6 17
770	20 70	18 10	12 95	Alpignano	5 39	10 1	...	...	...	...	...	6 28
775½	21 25	18 55	13 25	Rosta	5 50	10 13	...	...	...	...	...	6 41
780½	21 65	18 90	13 50	Avigliana	6 5	10 25	...	...	12 26	...	...	6 56
785½	22 25	19 30	13 75	S. Ambrogio	6 14	10 34	...	...	...	...	...	7 9
790½	22 75	19 80	14 20	Condove	6 23	10 43	...	...	...	...	...	7 9
812	25 5	19 75	15 30	S. Antonino	6 35	10 52	...	...	...	...	...	7 19
814	25 40	20 0	15 45	Borgone	6 41	11 1	...	...	...	...	...	7 45
819	27 20	20 60	16 15	Bussoleno	7 4	11 20	...	...	10 10	1 1	10 7	8 10
824	28 20	21 25	16 55	Meana	7 31	11 45	...	...	...	...	...	8 37
...	28 90	21 70	16 90	Chiomonte	7 56	12 10	...	...	...	...	8 35	11 18
...	29 0	21 80	16 95	Salbertrand	8 30	12 43	...	...	11 21	2 12	9 8	11 34
...	29 70	22 0	17 30	Oulx.....	8 48	1 1	...	...	11 36	2 28	9 27	...
...	31 25	23 45	18 15	Beaulard	9 4	1 17	...	...	...	...	9 45	...
844½	31 95	23 85	18 45	Bardonnecchia	9 20	1 33	...	...	12 5	2 56	10 0	12 3
857½	33 0	24 90	19 25	**Modane** Rom. t. a	10 0	2 12	p.m.	p.m.	12 45	3 38	...	12 43
...	...	...	...	,, Paris time dp		2 2	...	...	12 45	3 31	...	12 52
...	...	...	...	CHAMBERY .....arr		5 40	...	...	3 39	7 11	...	3 56
...	...	...	...	CULOZ		7 21	...	...	4 50	8 32	...	4 57
...	...	...	...	LYONS(Perrache),,		11 32	...	...	8 20	12 49	...	9 10
...	...	...	...	GENEVA		11 18	...	...	7 43	10 25	...	7 55
...	...	...	...	MACON		12 25	a.m.	...	8 15	1 20	...	7 54
...	...	...	...	PARIS		3 40	p.m.	a.m.	6 55	6 0	p.m.	6 0

CHIVASSO AND IVREA.

1,2,3 class	1,2,3 class	1,2,3 class	Stations.	1,2,3 class	1,2,3 class	1,2,3 class
a.m.	a.m.	p.m.		a.m.	p.m.	p.m.
6 50	10 30	4 10	Ivrea .....dep	6 50	10 30	4 10
7 10	10 50	4 30	Strambino	6 43	10 43	4 16
7 20	11 0	4 40	Mercenasco	6 33	10 57	4 26
7 30	11 15	4 55	Candia	6 20	11 15	4 43
7 45	11 30	5 10	Calusco	6 5	11 30	4 58
7 55	11 40	5 20	Rodallo	5 55	11 40	5 8
8 10	11 55	5 35	Chivasso	5 40	11 55	5 23
8 20	12 5	5 45	Montanaro	5 30	12 5	5 33
8 35	12 20	6 0	Ciriè	5 15	12 20	5 48
8 45	12 30	6 10	Lanzo	5 5	12 30	5 58
9 0	12 45	6 25	Venaria	4 50	12 45	6 13
9 15	1 0	6 40	Stura	4 35	1 0	6 28
9 30	1 15	6 55	Turin P.S.	4 20	1 15	6 43

NOTE.—Coming from Turin, by Mount Cenis, into France, payment must be made in Italian Notes as far as Modane; thenceforward in Gold.

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TURIN, SAVIGLIANO, SALUZZO, and CUNEO.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					a.m.	a.m.	p.m.	p.m.
				Turin ..... dep.	5 30	9 10	1 55	7 0
5½				Moncalieri	5 53	9 35	2 19	7 26
7½				Trofarello	6 16	9 57	2 43	7 54
10½				Villanova	6 40	10 22	3 6	8 19
13				Cavallermaggiore	6 53	10 33	3 18	8 32
				Savigliano ..... arr.	7 5	10 50	3 46	8 55
				Savigliano ..... dep.	7 11	11 44	4 31	9 40
				Saluzzo ..... arr.	7 51	11 44	4 31	9 40
				Savigliano ..... dep.	7 18	11 22	4 5	9 12
				Fossano	7 39	11 33	4 21	9 30
				S. Maddalena	7 51	11 45	4 34	9 43
				Centallo	8 3	11 57	4 46	9 55
				Cuneo ..... arr.	8 17	12 16	5 5	10 13

TURIN and PINEROLO.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					a.m.	a.m.	p.m.	p.m.
				Turin ..... dep.	6 45	10 20	2 40	7 45
				Sangone	7 10	10 40	3 6	8 7
				Nichelino	7 20	10 50	3 16	8 17
				Candiolo	7 30	11 0	3 26	8 27
				Nose	7 33	11 11	4 1	8 31
				Airasca	7 43	11 26	4 16	8 41
				Piscina	7 57	11 43	4 30	8 54
				Rivà	8 10	11 57	4 46	9 7
				Pinerolo ..... arr.	8 17	12 10	5 0	9 14

TORTONA and NOVI.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					a.m.	a.m.	p.m.	p.m.
				Turin ..... dep.	4 55	9 30	2 30	7 30
				Pozzuolo	5 25	10 0	3 0	8 0
				Novi ..... arr.	5 53	10 28	3 35	8 35

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					a.m.	a.m.	p.m.	p.m.
				Turin ..... dep.	6 0	9 10	1 55	
				Trofarello	6 21	9 37	2 22	
				Carmagnola		10 7	2 56	
				Savigliano ..... arr.	7 18	11 22	4 5	9 12
				Savigliano ..... dep.	7 21	11 33	4 30	9 30
				Racconigi	7 35	11 45	4 43	9 43
				Cavallermaggiore	7 50	11 59	4 58	9 58
				Bra	8 10	12 19	5 18	10 18
				Sommariva	8 20	12 29	5 28	10 28
				Alba	8 40	12 49	5 48	10 48
				Asti ..... arr.	9 15	1 25	6 23	11 23

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					a.m.	a.m.	p.m.	p.m.
				Turin ..... dep.	6 45	10 20	2 40	7 45
				Sangone	7 10	10 40	3 6	8 7
				Nichelino	7 20	10 50	3 16	8 17
				Candiolo	7 30	11 0	3 26	8 27
				Nose	7 33	11 11	4 1	8 31
				Airasca	7 43	11 26	4 16	8 41
				Piscina	7 57	11 43	4 30	8 54
				Rivà	8 10	11 57	4 46	9 7
				Pinerolo ..... arr.	8 17	12 10	5 0	9 14

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					a.m.	a.m.	p.m.	p.m.
				Pinerolo ..... dep.	7 14	9 15	2 10	7 10
				Rivà	7 23	9 33	2 20	7 20
				Airasca	7 33	9 46	2 33	7 30
				Piscina	7 45	9 54	2 41	7 38
				Candiolo	8 6	10 5	3 22	8 39
				Nichelino	8 16	10 14	3 31	8 49
				Sangone	8 24	10 22	3 43	8 57
				Turin ..... arr.	8 37	10 35	4 0	9 10

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					a.m.	a.m.	p.m.	p.m.
				Novi ..... dep.	7 20	10 10	3 15	7 56
				Pozzuolo	7 31	10 21	3 26	8 10
				Turin ..... arr.	7 57	10 48	3 50	8 33

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					a.m.	a.m.	p.m.	p.m.
				Savona ..... dep.	5 30	9 30	4 30	
				Ventaro	5 43	9 44	4 44	
				Albisola	5 51	9 52	4 52	
				Celle	6 0	10 0	5 0	
				Varazze	6 12	10 12	5 12	
				Cogoleto	6 20	10 20	5 20	
				Arenzano	6 28	10 28	5 28	
				Voltri	6 36	10 36	5 36	
				Sestri	6 44	10 44	5 44	
				Pegli	6 52	10 52	5 52	
				Rivarolo	7 0	11 0	6 0	
				Sampierdarena	7 8	11 8	6 8	
				Genoa ..... arr.	7 15	11 15	6 15	

TURIN, MILAN, and SAVONA.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					a.m.	a.m.	p.m.	p.m.
				Turin ..... dep.	6 0	9 10	1 55	
				Trofarello	6 21	9 37	2 22	
				Carmagnola	6 45	9 57	2 56	
				Savigliano ..... arr.	7 18	11 22	4 5	9 12
				Savigliano ..... dep.	7 21	11 33	4 30	9 30
				Racconigi	7 35	11 45	4 43	9 43
				Cavallermaggiore	7 50	11 59	4 58	9 58
				Bra	8 10	12 19	5 18	10 18
				Sommariva	8 20	12 29	5 28	10 28
				Alba	8 40	12 49	5 48	10 48
				Asti ..... arr.	9 15	1 25	6 23	11 23

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					a.m.	a.m.	p.m.	p.m.
				Asti ..... dep.	7 30	11 55	6 30	
				San Marzanotto ...	7 41	11 25	6 41	
				Isola d'Asti	7 51	12 35	6 51	
				Costigliole	8 0	12 14	7 0	
				Castagnole ... arr.	8 14	12 30	7 14	

MILAN, CAMERLATA, (and Como)

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.					a. m.	a. m.	p. m.	p. m.	p. m.	p. m.
				Milan ..... dep.	8 10	9 40	1 10	4 20	6 35	
4½	0 80		0 60	Sesto. S. Giovanni	8 24	9 55	1 22		6 50	
8	1 50	1	1 5	Monza ..... arr.	8 35	10 6	1 37	4 37	7 2	
				(256) dep	6 38	10 10	1 36	4 40	7 6	
12½	2 30	1	1 60	Desio	6 52	10 26	1 47		7 22	
14½	2 60	1	1 85	Seregno	7	2 10	1 55	4 56	7 33	
24½	4 45	2	2 10	Cucciago	7	32 11	2		8 4	
28	5 10	2	2 35	Camerlata ..... arr.	7	40 11	2 10		8 12	

Mls.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dist.		a. m.	a. m.	p. m.	p. m.
	Diligence from Como, see p. 338.				
	Camerlata ...	6 21	8 20	9 40	2 32
4½	Cucciago	6 25	...	9 51	2 42
13½	Seregno	7 5	8 50	10 29	3 12
15½	Desio	7 12	...	10 38	3 19
20	Monza ..... arr.	7 23	9 5	10 29	3 30
	(251) dep.	7 27	9 8	10 41	3 33
	Milan ..... arr.	7 40		10 55	3 46

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TRIESTE and UDINE to VENICE.

Mls	1st	2nd	3rd	Stations.	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3
Dist.	L. c.	L. c.	L. c.		a.m.			p.m.	p.m.			a.m.	p.m.	p.m	
—	—	—	—	(211) VIENNA ....dep.	7 8	—	1 38	—	—	(209) ROME ....dep	—	8 50	—	9 30	—
—	—	—	—	Trieste .....dep.	8 42 p		6 7	a	4 57	(251) FLORENCE d	—	7 50	9 30	7 50	—
—	—	—	—	Nabresina ..... „	9 47 p		7 7	a			p.m.	a.m.	a.m.	p.m.	p.m.
—	—	—	—	Cormons (Prag arr	12 21		8 31		7 49	Venice .....dep.	5 35	8 46	10 25	4 50	10 30
—	—	—	—	Roman time) dep	12 36	—	8 37	—	8 7	Mestre	6 10	9 12	10 49	5 15	10 55
44	6 90	0 65	0 50	S. G. Manzano	12 54	—	8 57	—	8 26	Mogliano.....	6 34	9 37	11 4	—	—
9	1 65	1 20	0 85	Buttrio	—	—	—	—	8 55	Preganziol	6 46	9 50	11 13	—	—
13½	2 75	2 0	1 45	Udine .....arr.	1 19	a.m.	9 19	p.m.	9 17	Treviso	7 30	6 35	11 39	5 49	11 33
—	—	—	—	„ .....dep.	1 51	6 5	9 47	3 35	—	Lancenigo	7 49	7 7	11 56	—	—
16½	4 15	3 0	2 15	Pasian Schiavonesco	2 10	6 24	—	3 53	—	Spresiano	8 8	7 23	11 55	—	—
21½	5 50	4 0	2 85	Codroipo	2 27	6 43	—	4 12	—	Piave	8 22	7 34	12 6	—	—
27½	7 35	5 0	3 55	Casarsa	2 43	7 3	10 20	4 32	—	Conegliano	8 40	7 53	12 24	6 30	12 19
32½	8 75	6 25	4 55	Pordenone	3 8	7 33	10 53	5 0	—	Pianzano.....	—	8 10	12 37	—	—
37½	10 25	7 55	5 35	Sacile	3 27	7 55	11 10	5 22	1, 2, 3	Sacile	—	8 36	12 56	6 54	12 44
39½	11 45	8 55	5 95	Pianzano.....	—	8 15	—	5 38	a.m.	Pordenone	—	8 51	1 23	7 14	1 9
43½	12 4	9 5	6 45	Conegliano	3 56	8 33	11 38	5 57	6 10	Casarsa	—	9 17	1 47	7 39	1 32
49½	13 45	9 80	7 0	Piave	—	8 51	—	6 15	6 30	Codroipo	—	9 37	2 6	—	—
54½	15 10	10 25	7 30	Spresiano	—	9 58	—	6 37	6 44	Pasian Schiavonesco	1, 2, 3	10 1	2 26	—	—
57½	15 90	10 95	7 80	Lancenigo	—	9 11	—	6 40	7 6	Udine .....arr.	a.m.	10 20	2 45	8 22	2 24
61½	16 80	11 50	8 20	Treviso	4 43	9 29	12 19	7 2	7 38	.....dep.	5 50	—	3 10	8 44	2 53
67½	18 70	12 15	8 65	Preganziol	—	9 41	—	7 15	7 56	Buttrio.....	6 10	—	3 25	—	3 7
67½	18 70	12 50	8 90	Mogliano.....	—	9 50	—	7 25	8 10	S. G. Manzano	6 31	—	3 41	9 11	3 24
72½	20 40	13 40	9 55	Mestre	5 22	10 16	12 57	7 52	8 51	Cormons Rom.arr.	6 45	—	3 58	9 28	3 34
77½	19 40	14 15	10 5	Venice (236)....arr.	5 35	10 30	1 9	8 6	9 5	„ (Pragnetime)dep	7 16	—	4 11	9 36	3 46
					p.m.		p.m.	a.m.		Nabresina .....arr.	—	—	7 19	11 25	6 31
				(250) FLORENCE a	8 30 p		9 20	7 50	a	Trieste ..... „	10 37	—	8 18	12 28	7 45
				(260) ROME ....arr	—	—	8 2	6 30	p	(211) VIENNA .... „	a.m.	—	p.m.	6 8	9 48

† 2nd Class to Venice 30 °/₀ more than Ordinary fares

KUFSTEIN and ALA to VERONA. (25 Miles.)

Mls	1 Cl.	2 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3
	L. c.	L. c.						L. c.	L. c.	L. c.			a.m.	p.m.	
—	—	—	200 VIENNA dep	...	9 0a	7 0p	...	...	...	...	(200) ROME...dep	8 50a	...	...	9 30p
—	—	—	200 MUNICH ...	...	5 55p		9 10a	...	...	...	(251) FLORENCE d	7 5 p	...	...	7 30a
—	—	—	205 KUFSTEIN ...	...	9 35p	6 37a	11 37a	...	...	...	Verona P.V. dp.	4 42a	5 30	12 50	8 20p
—	—	—	205 INNSBRUCK ...	...	11 51a	9 23a	2 23p	0 90	0 65	0 50	„ P. N. ...	...	6 42	1	9 32
—	—	—	205 BOLZANO...	...	6 35	4 15p	6 40	1 80	1 10	0 80	Parona.....	...	6 51	1 12	9 49
—	—	—	205 TRENTO ...	...	8 18	5 56	7 59	2 15	1 55	1 10	Pescantina	...	6 10	1 45	7 0
—	—	—	205 ROVERETO ...	...	9 3	6 41	8 38	2 90	2 10	1 50	Domegliara.....	...	6 21	2 23	7 11
—	—	—	Ala M'ch. times	a.m.	9 32	7 12	8 57	3 65	2 65	1 90	Caraino.....	...	6 38	2 46	7 26
—	—	—	„ Rom. time d.	6 0	10 0	7 50	9 30	5 0	3 65	2 60	Perl	...	6 53	3 19	7 43
—	—	—	Avio	6 17	...	8 1	...	5 40	4 70	3 30	Avio	...	7 12	3 49	8 2
—	—	—	Perl	6 31	...	8 22	...	6 85	5 5	3 55	Ala Rom. time a.	6 0	7 30	4 0	8 10
1	0	0 75	Corano	7 28	...	8 43	...	...	...	...	„ M'ch. time d.	6 32a	8 18a	...	8 54p
3	1 65	1 10	Domegliara.....	7 41	...	8 56	...	9 70	6 45	4 45	205 ROVERETO	6 50a	8 50a	...	9 35p
4	1 10	1 50	Pescantina	8 12	...	9 12	...	11 45	8 50	5 85	205 TRENTO ...	7 21a	9 29a	...	10 15p
5	1 80	1 80	Parona	8 30	...	9 23	...	13 35	13 65	9 30	205 BOLZANO...	8 41a	11 31a	...	12 3a
8	2 40	2 40	Verona P.N arr.	8 57	...	9 46	...	33 95	25 45	17 10	205 INNSBRUCK	1 45p	7 0p	...	6 43a
8	2 60	2 60	„ P. V. arr	9 5	11 12a	9 55	10 69p	43	0 32	25 21	65	205 KUFSTEIN	4 3p	...	...	9 22a
			(250) FLORENCE a	...	9 30	p.m.	7 50a	44	70	48	35	22 45	200 MUNICH ...	6 30p	...	...	1 40p
			(260) ROME ....a	...	8 2a	...	6 30p'	...	...	...	...	...	200 VIENNA arr	8 50a	...	...	10 0p

VERONA, MANTUA, and MODENA. (63 Miles.)

Mls	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	L. c.	L. c.	L. c.		a.m.	p.m.	p.m.	p.m.	L. c.	L. c.	L. c.			a.m.	a.m.	p.m.	p.m.
—	—	—	—	Verona P.V. d	4 25	12 15	5 50	6 50	11 15	—	—	Modena ...dep	2 10	...	6 0	1 30	7 5
2	0 90	—	—	„ P. N. dep	4 31	12 21	6 3	7 2	...	1 5	0 75	0 55	Sollera	...	6 14	1 44	7 19
6	2 65	—	—	Dossobuono	4 51	12 39	6 17	7 21	...	2 85	1 30	0 95	Carpi	2 31	6 32	2 1	7 37
8	3 55	—	1 10	Villafranca	5 7	12 53	6 31	7 40	...	3 30	2 25	1 60	Rolo-Novi.....	...	6 53	2 20	7 58
9	4 0	—	1 45	Mozzecane.....	5 18	1 3	6 42	7 53	...	4 0	2 80	2 0	Reggiolo Gonzag	...	...	7 7	2 85	8 13
13	5 60	—	1 90	Roverbella	5 32	1 15	6 55	8 9	...	4 90	3 45	2 45	Suzzara.....	...	...	7 22	2 49	8 27
16	6 80	—	2 35	S. Antonio	5 48	1 29	7 9	8 27	...	5 65	4 0	2 85	Borgoforte	...	...	7 40	3 5	8 43
18	8 60	—	2 60	Mantua .....arr	5 55	1 36	7 16	8 35	12 6	7 5	4 95	3 55	Mantua.....arr	3 39	a.m.	7 58	3 23	9 1
				„ (233)....dep	6 7	1 46	7 24		12 10	...	...	...	„ (253)....dep	3 33	6 50	8 10	3 33	9 8
21	6 30	3 20		Borgoforte	6 30	2 7	7 45	...	...	7 35	5 15	3 75	S. Antonio	...	7 2	8 22	3 43	9 17
24	7 15	3 65		Suzzara	6 48	2 23	8 1	...	...	8 25	5 80	4 20	Roverbella.....	...	7 19	8 36	3 57	9 33
27	7 85	4 15		Reggiolo Gonzag	7 4	2 39	8 18	...	...	9 10	6 45	4 65	Mozzecane	...	7 34	8 49	4 10	9 42
31	8 30	4 50		Rolo-Novi	7 19	2 54	8 33	...	...	9 75	6 90	4 95	Villafranca	...	7 50	9 5	4 22	9 54
33	8 70	4 70		Carpi	7 43	3 19	8 54	...	1 10	10 60	7 55	5 40	Dossobuono	...	8 6	9 19	4 35	10 6
37	9 35	5 60		Sollera	7 57	3 34	9 7	...	...	11 25	9 15	6 85	Verona P.N d	...	8 28	9 34	4 52	10 21
41	10 45	6 3		Modena250 a	8 10	3 45	9 20	...	1 30	11 85	9 45	6 85	„ (256) P.V a	4 28	8 35	9 44	4 58	10 31

MANTUA and CREMONA.

Mls	1 Cl.	2 Cl.	3 Cl.	[All 1, 2, 3 Class]	a.m.	a.m.	p.m.	p.m.	Mls	1 Cl.	2 Cl.	3 Cl.		a.m.	a.m.	p.m.
—	—	L. c.	L. c.	Mantua .....dep	4 0	11 35	7 32		—	—	—	—	Cremona .....dep	5 12	9 55	6 10
12	3 45	1 70	1 25	Marcaria	4 34	12 25	8 15		6½	1 65	1 15	0 85	Gazzo Pieve S. Glac...	5 43	10 29	6 37
17	4 0	2 80	2 05	Piadena	5 11	1 5	8 52		14	3 35	2 35	1 70	Piadena	6 16	11 4	7 10
25	6 50	3 60	2 65	Gazzo Pieve S. Glac	5 40	1 39	9 25		25½	5 45	3 85	2 50	Marcaria	6 49	11 37	7 38
29	7 80	5 5	3 65	Cremona (259) arr	6 5	2 10	9 49		39½	7 20	5 5	3 65	Mantua (233)....arr	7 26	12 27	8 15

TURIN to ALESSANDRIA and GENOA.

Stations.	1, 2, 3 classes.			† 1 & 2 class.				Stations.	Trains.						
	1, 2, 3	1 & 2	1, 2, 3	1 & 2	1, 2, 3	1 & 2	1, 2, 3		1, 2, 3	1 & 2	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1 & 2
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Turin .....dep	5 0	7 45	8 15	9 40	1 30	7 20	8 20	Genoa .....dep.	11 50	...	4 45	7 50	1 55	4 40	6 50
Asti.....	7 3	9 13	11 30	10 42	3 52	8 24	7 32	S. Pier d'Arena ...	12 5	...	4 56	8 0	2 11	4 53	7 0
Alessandria.arr	8 6 10	2,12	45	11 19	5 3	9 0	8 35	Rivarolo ...	...	...	5 6	...	2 19	5 2	...
,, dep.	8 45	10 20	5 0	12 15	6 0		9 30	Pontedecimo.....	12 38	...	5 31	8 21	2 43	5 26	7 23
Frugarolo	9 1	...	...	12 32	6 21	...	...	Busalla	1 20	...	6 8	8 54	3 18	6 6	7 56
Novi .....arr.	9 21	10 47	5 28	12 50	6 45		9 59	Rosco	...	...	6 18	...	3 28	6 16	...
,, ...dep.	9 31	10 51	5 40	1 2	6 55		10 5	Isola del Cantone	...	...	6 27	...	3 37	6 25	...
Serravalle	9 45	11 2	...	1 17	7 13		10 19	Arquata	...	...	6 42	...	3 52	6 40	...
Arquata	9 56	...	...	1 30	7 26	...	...	Serravalle	2 26	...	6 54	9 36	4 5	7 1	9 25
Isola del Cantone	10 12	...	...	1 49	7 46	...	...	Novi (a)...arr.	2 40	...	7 5	9 36	4 16	7 13	9 35
Rosco	10 22	...	...	2 1	7 56	...	...	,, ...dep.	2 50	...	7 15	9 44	4 26	7 23	9 39
Busalla	10 35	11 37	6 0	2 18	8 15		11 0	Frugarolo	...	...	7 35	...	4 45	7 47	...
Pontedecimo.....	11 11	12 9	6 33	2 57	8 53		11 34	Alessandria.arr	3 40	...	7 50	10 10	5 0	8 5	9 5
Rivarolo	11 27	...	...	3 17	9 13	...	...	,, dep.	4 0	6 30	8 25	10 35	6 0	6 30	9 35
S. Pierd' Arena ...	11 42	12 30	8 5	3 33	9 29		11 54	Asti.....	5 19	7 15	9 37	11 18	6 41	8 0	10 22
Genoa .....arr.	11 48	12 35	8 15	3 40	9 35		12 0	Turin .....arr.	7 32	8 25	11 42	12 28	7 50	10 30	11 30

Extra—Turin to Alessandria, 11.45 a m., and vice versa at 1.50 p.m. Alessandria to Genoa, 5.0 a.m.
(a) At Novi, change for Piacenza and Parma.

MILAN, ALESSANDRIA, and GENOA.

Mls.	1 Cl	2 Cl	3 Cl.	Stations.	1 & 2	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1 & 2	Stations.	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1 & 2
Dis.	a. c.	a. c.	a. c.	† 1 & 2 Class.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		p.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	Milan Stas.Cen	...	4 20	7 34	1 55	5 40	6 45	Genoa .....dep	11 50	4 45	7 50	1 55	4 40	6 50
5	...	...	...	,, Porta Ticin.	...	4 28	7 47	2 13	6 3	6 59	Sampierdarena	12 5	4 58	8 0	2 11	4 53	7 0
8	1 55	1 10	0 80	Corsico	...	4 52	...	2 26	6 15	...	Rivarolo.....	...	5 6	...	2 19	5 2	...
12½	2 35	1 65	1 20	Gaggiano	...	5 6	...	2 40	6 29	...	Pontedecimo.....	12 38	5 31	8 21	2 43	5 26	7 23
18	3 35	2 35	1 70	Abbiategrasso ...	...	5 23	8 16	2 59	6 47	...	Busalla	1 20	6 8	8 54	3 18	6 6	7 56
24½	4 50	3 15	2 30	Vigevano	...	5 47	8 32	3 20	7 10	7 35	Serravalle	2 26	6 54	9 36	4 5	7 1	9 25
32½	6 0	4 20	3 5	Mortara.....arr	...	6 5	8 47	3 40	7 30	7 53	Novi.....arr	2 40	7 5	9 36	4 16	7 13	9 35
...	...	...	...	,, ...dep	...	6 13	8 52	3 53	8 38	7 58	,, ...dep	2 50	7 15	9 44	4 26	7 23	9 39
25½	6 60	4 60	3 35	Olevano	...	6 23	...	4 3	8 42	...	Frugarolo	...	7 35	...	4 45	7 47	...
40	7 40	5 15	3 75	Valle	...	6 36	...	4 17	9 0	...	Alessandria a	3 40	7 50	10 10	5 0	8 5	9 5
41½	7 70	5 40	3 90	Sartirana	...	6 45	...	4 27	9 15	...	,, dep	4 20	8 15	10 25	5 10	...	9 40
45½	8 40	5 90	4 25	Torreberretti.....	...	6 57	...	4 39	9 34	...	Valmadonna. ...	...	8 29	...	...	...	...
49	9 10	6 35	4 60	Valenza.....arr	...	7 8	9 20	4 50	9 50	8 27	Valenza.....arr	4 44	8 40	10 42	5 34	...	9 57
...	...	...	...	,, ...dep	...	7 13	9 34	4 57	10 19	8 34	,, ...dep	4 53	8 46	10 46	6 43	...	10 0
53	9 75	6 85	4 85	Valmadonna.....	...	...	...	...	...	...	Torreberretti.....	5 5	8 58	...	6 55	...	...
59	10 65	7 45	5 40	Alessandria ar	...	7 38	9 50	5 20	10 50	8 50	Sartirana	5 19	9 12	...	7 7	...	...
...	...	...	...	,, dep	6 40	8 45	10 20	6 10	11 40	9 30	Valle	5 29	9 24	...	7 18	...	...
65½	11 80	8 25	5 95	Frugarolo	9 1	...	6 21	12 21	...	...	Olevano	5 42	9 37	...	7 31	...	...
71½	11 15	7 80	5 60	Novi.....arr	7 20	9 21	10 47	6 45	12 50	9 59	Mortara ..arr	5 54	9 46	11 21	7 40	...	10 35
...	...	...	...	.....dep	7 40	9 31	10 51	6 55	1 2	10 5	,, ...dep	6 5	9 56	11 29	7 53	...	10 41
...	12 10	8 45	6 10	Serravalle ...	...	9 45	11 2	7 13	1 17	10 19	Vigevano	6 30	10 21	11 46	8 17	...	10 57
...	14 70	10 30	7 40	Busalla	9 0	10 35	11 39	8 15	2 18	11 0	Abbiategrasso ...	6 50	10 40	...	8 36	...	...
...	15 84	11 5	7 95	Pontedecimo ...	9 33	11 11	12 9	8 53	2 57	11 34	Gaggiano	7 7	10 57	...	8 53	...	...
...	16 60	11 60	8 35	Rivarolo	10 0	11 27	...	9 13	3 17	...	Corsico	7 22	11 12	...	9 6	...	...
...	16 92	11 85	8 50	Sampierdarena...	10 16	11 42	12 30	9 28	3 33	11 54	Milan Porta Tici	7 50	11 39	12 30	9 23	...	11 30
101½	17 30	12 10	8 70	Genoa.....arr	10 26	11 48	12 35	9 35	3 40	12 0	Milan Stas Cen	8 2	11 44	12 40	9 35	...	11 50

ALESSANDRIA to CAVALLERMAGGIORE.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Cl	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	a. c.	a. c.	a. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	a. c.	a. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	Alessandria dp	6 30	10 30	3 10	6 15	—	—	—	—	C.Maggiore dp	—	7 25	11 5	3 30	8 36	—
5	0 95	0 65	0 50	Cantalupo	6 44	10 45	3 27	6 35	8 60	0 40	0 30	0 20	Madonna-Pilone	—	7 35	11 15	4 1	9 7	—
8	1 50	1 5	0 75	Oviglio.....	6 55	10 56	3 39	6 50	1 50	1 5	0 75	Bra	...	8 5	11 44	4 30	9 36	—	
11½	2 15	1 55	1 10	Bergamasco	7 5	11 6	3 51	7 2	2 30	1 65	1 15	S. Vittoria	...	8 21	12 0	4 46	9 52	—	
13½	2 50	1 75	1 35	Bruno	7 12	11 14	4 0	7 10	2 90	2 0	1 45	Monticelli	...	8 33	12 11	4 58	9 58	—	
14½	2 80	1 85	1 50	Castelnuovo Belb	7 18	11 22	4 8	7 22	3 35	2 35	1 70	Mussotto.....	...	8 43	12 22	4 57	10 6	—	
16½	3 10	2 15	1 85	Incisa Belbo	7 37	11 32	4 17	7 31	3 55	2 50	1 80	Alba	8 17	8 57	12 41	5 15	10 19	—	
18½	3 40	2 40	1 70	Nizza Monfer.	7 41	11 49	4 25	7 50	4 30	3 20	2 30	Nolve	8 38	9 27	1 8	5 38	—	—	
21½	4 0	2 80	2 0	Calamandrana...	7 51	12 1	4 47	8 2	5 5	3 55	2 55	Castagnole ...	8 51	9 45	1 25	5 56	—	—	
23½	4 45	3 10	2 25	Canelli.....	8 2	12 13	5 0	8 15	5 60	4 20	3 20	Costigliole ...	9 3	9 58	1 40	6 9	—	—	
27½	5 0	3 60	2 50	S. Stefano Belbo	8 13	12 25	5 12	8 27	6 15	4 80	3 10	S. Stefano Belbo	6 16	10 15	1 56	6 21	—	—	
31½	5 6	4 0	2 85	Costigliole ...	8 25	12 38	5 26	8 42	6 70	4 70	3 35	Canelli.....	6 28	10 30	2 12	6 33	—	—	
33½	6 15	4 30	3 10	Castagnole ...	8 38	12 51	5 44	8 56	7 15	5 5	3 50	Calamandrana ...	6 39	10 44	2 26	6 44	—	—	
38½	6 60	4 60	3 30	Nolve	8 48	1 1	5 51	9 10	7 75	5 45	3 0	Nizza Monfer.	6 56	11 4	2 47	7 5	—	—	
41½	7 60	5 30	3 90	Alba	9 8	1 23	6 20	9 27	8 15	5 70	4 10	Incisa Belbo	7 6	11 16	3 0	7 15	—	—	
43½	7 90	5 50	3 90	Mussotto	9 15	1 31	6 28	—	—	8 50	5 95	4 2	Castelnuovo Bo.b.	7 16	11 26	3 11	7 25	—	—
45½	8 25	5 90	4 15	Monticelli	9 23	1 41	6 38	—	—	8 60	6 5	4 30	Bruno	7 22	11 32	3 18	7 31	—	—
48½	8 85	6 20	4 45	S. Vittoria	9 33	1 52	6 50	—	—	8 95	6 25	4 50	Bergamasco	7 30	11 40	3 27	7 39	—	—
53½	9 60	6 75	4 85	Bra	9 53	2 18	7 16	—	—	9 65	6 75	4 85	Oviglio	7 41	11 51	3 42	7 53	—	—
59½	10 85	7 40	5 30	Madonna-Pilone	10 7	2 35	7 31	—	—	10 25	7 15	5 15	Cantalupo	7 56	12 8	3 56	8 6	—	—
65½	11 15	7 80	5 60	C. Maggiore a.	10 18	2 45	7 40	—	—	11 15	7 60	5 60	Alessandria ar.	8 10	12 23	4 10	8 20	—	—

Alla C. (Alba)

ALESSANDRIA and PAVIA.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3
	L. c.	L. c.	L. c.		a.m.	p.m.	p.m.
	—	—	—	**Alessandria** .....dep.	6 45	2 55	6 25 ...
5	1 5	0 75	0 55	Valmadonna	7 2	3 14	6 42 ...
9	1 60	1 15	0 80	**Valenza** .....arr.	7 13	3 27	6 53 ...
	...	...	...	..... dep.	7 20	3 35	6 58 ...
14	2 40	1 70	1 20	Torreberetti	7 33	3 58	7 11 ...
19	3 50	2 5	1 45	Castellaro	7 43	4 2	7 20 ...
23	3 85	2 25	1 70	Mede	7 54	4 19	7 32 ...
30	5 20	2 75	1 95	Lomello	8 6	4 33	7 45 ...
35	5 85	3 25	2 30	Ferrera	8 18	4 47	7 57 ...
40	6 55	3 45	2 45	Sannazzaro	8 29	4 59	8 9 ...
45	7 30	3 85	2 75	Pieve Albignola	8 39	5 9	8 19 ...
51	8 60	4 10	2 90	Zinasco	8 48	5 18	8 28 ...
55	8 50	4 55	3 25	Cava Carbonara	9 2	5 34	8 42 ...
60	9 40	5 30	3 75	**Pavia** .....arr.	9 15	5 50	8 55 ...

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3
	L. c.	L. c.	L. c.		a.m.	p.m.	p.m.
	—	—	—	**Pavia** .....dep.	4 40	2 40	6 8 ...
5	0 85	0 60	0 50	Cava Carbonara	4 54	2 58	6 24 ...
11	1 60	1 15	0 85	Zinasco	5 6	3 13	6 36 ...
16	2 20	1 60	1 0	Pieve Albignola	5 14	3 23	6 44 ...
21	3 25	2 0	1 30	Sannazzaro	5 26	3 35	6 56 ...
26	3 85	2 0	1 45	Ferrera	5 34	3 53	7 4 ...
31	4 55	2 50	1 50	Lomello	5 47	4 8	7 16 ...
37	5 45	2 90	2 10	Mede	5 59	4 27	7 27 ...
42	6 25	3 30	2 30	Castellaro	6 7	4 38	7 35 ...
47	6 85	3 85	2 55	Torreberetti	6 17	4 50	7 45 ...
52	7 60	4 10	2 95	**Valenza** .....arr.	6 29	5 4	7 56 ...
	...	...	...	..... dep.	6 33	5 10	8 1 ...
60	7 60	4 55	3 30	Valmadonna	6 47	5 25	8 13 ...
65	8 30	5 30	3 75	**Alessandria**.....arr.	7 0	5 40	8 26 ...

ASTI and MORTARA.

Mls.	1 cl.	2 cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	L. c.	L. c.	L. c.		a.m.	a.m.	p.m.	p.m.	p.m.
	—	—	—	**Asti** .....dep	...	7 20	4 0	8 35	...
5	0 80	0 55	0 55	Portacomaro	...	7 38	4 16	8 53	...
9	1 0	0 75	0 75	Cast lalfero	...	7 45	4 25	9 4	...
13	1 35	0 95	0 95	Tonco	...	7 53	4 34	9 15	...
19	1 90	1 40	1 40	Moncalvo	...	8 10	4 51	9 38	...
23	2 30	1 80	1 80	Serralunga Cer. ...	...	8 24	5 4	9 53	...
28	2 90	2 10	2 10	Ozzano	...	8 37	5 16	10 9	...
33	3 15	2 25	2 25	San Giorgio	...	8 58	5 25	10 22	...
37	3 70	2 65	2 65	**Casale** .....arr	...	9 0	5 37	10 35	...
	...	...	...	..... dep	4 38	10 5	6 25	...	...
45	6 25	3 10	3 10	Terranova	4 56	10 27	6 41	...	...
50	4 80	3 45	3 45	Candia Lomellina ...	5 11	10 45	6 55	...	...
54	5 60	4 0	4 0	Castel d'Agogna ...	5 31	11 6	7 14	...	...
60	5 90	4 20	4 20	**Mortara (255)** ...	5 40	11 15	7 22	...	...

Mls.	1 cl.	2 cl.	3 cl.	Stations.	a.m.	a.m.	p.m.	p.m.
	L. c.	L. c.	L. c.		...	...	...	...
6	0 45	0 35	0 35	**Mortara**....dep	...	7 11	4 9	8 25
11	1 15	0 85	0 85	Castel d'Agogna ...	...	7 35	4 29	8 36
15	1 70	1 25	1 25	Candia Lomelina ...	...	7 52	4 42	8 58
20	2 35	1 70	1 70	Terranova	...	8 8	4 56	9 14
	...	...	...	**Casale** ..... arr	...	8 8	4 56	9 30
	...	...	...	..... dep	7 0	9 0	5 37	...
28	3 0	2 15	2 15	San Giorgio	7 21	9 17	5 52	...
33	3 80	2 30	2 30	Ozzano	7 34	9 31	6 1	...
37	3 15	2 60	2 60	Serralunga Cer. ...	7 46	9 44	6 12	...
42	4 15	3 0	3 0	Moncalvo	8 7	10 5	6 27	...
48	4 80	3 45	3 45	Tonco	8 27	10 23	6 43	...
52	5 20	3 5	3 60	Castelalfero	8 39	10 35	6 52	...
56	5 35	3 85	3 85	Portacomaro.....	8 45	10 44	7 1	...
60	5 90	4 20	4 20	**Asti** .....arr	9 3	11 0	7 16	...

MORTARA, NOVARA, and ARONA.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	L. c.	L. c.	L. c.		a.m.	a.m.	p.m.	p.m.	p.m.
	—	—	—	**Mortara** .....dep.	6 33	11 40	...	...	...
5	0 95	0 65	0 50	Borgo Lavezzaro.....	6 53	11 56	...	...	...
8	1 30	1 5	0 75	Vespolate	7 10	12 12	7 ...	...	...
13	2 85	2 0	1 45	**Novara** .....arr.	7 33	12 35	...	...	...
	...	...	...	..... dep.	6 15	1 5	3 10	9 50	...
5	0 30	...	...	Bellinzago	6 37	1 30	3 40	10 16	...
9	4 45	3 25	2 35	Oleggio	6 46	1 38	3 49	10 30	...
12	4 65	3 40	2 45	Varallo Pombia	7 3	1 53	4 5	10 47	...
16	5 90	4 15	3 55	Borgo Ticino	7 11	2 1	4 14	10 59	...
19	7 5	4 80	3 55	**Arona (255)**	7 25	2 15	4 28	11 15	...

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	L. c.	L. c.	L. c.		a.m.	a.m.	p.m.	p.m.	p.m.
	—	—	—	**Arona** .....dep.	5 45	10 37	5 10	7 30	...
3	0 60	0 40	0 40	Borgo Ticino	6 11	11 3	5 30	7 56	...
6	0 90	0 60	0 60	Varallo Pombia	6 22	11 15	5 38	8 1	...
11	1 60	1 10	1 10	Oleggio	6 43	11 40	5 53	8 19	...
15	2 15	1 55	1 55	Bellinzago	6 53	11 50	6 1	8 28	...
19	2 80	2 0	2 0	**Novara** .....arr.	7 15	12 12	6 20	8 50	...
24	3 80	2 45	2 10	Vespolate	7 35	12 30	6 39	9 7	...
27	4 30	3 25	2 35	Borgo Lavezzaro.....	7 48	12 43	6 52	9 20	...
33	5 45	4 0	2 85	**Mortara** .....arr.	8 12	1 5	7 15	9 43	...

MILAN, PAVIA, and VOGHERA.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	L. c.	L. c.	L. c.		a.m.	a.m.	p.m.	p.m.	p.m.
	—	—	—	**Milan** .....dep.	5 30	9 15	12 20	4 50	7 55
24	1 90	1 30	1 30	Rogoredo	5 44	9 29	12 47	5 4	8 10
30	2 70	1 90	1 15	Lodi	5 59	9 44	1 5	5 19	...
37	3 20	2 20	1 60	Villamaggiore ...	6 25	10 10	1 35	5 45	...
42	3 90	2 70	1 90	Certosa	6 40	10 27	1 50	5 58	...
48	4 10	2 85	2 5	**Pavia** .....arr.	6 58	10 42	2 10	6 15	...
	...	...	...	..... dep.	7 0	10 45	2 15	6 20	...
59	7 20	5 ...	3 65	**Voghera**....arr.	7 45	11 35	3 ...	7 26	10 51

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	L. c.	L. c.	L. c.		a.m.	a.m.	p.m.	p.m.	p.m.
	—	—	—	**Voghera** ...dep	6 10	8 40	12 40	5 47	8 10
11	1 60	1 0	1 0	**Pavia** .....arr.	6 54	9 37	1 38	6 35	9 29
	...	...	...	..... dep.	7 5	9 50	1 49	6 45	9 39
13	1 90	1 30	1 30	Certosa	7 19	10 8	2 7	6 59	9 55
19	2 80	1 90	1 90	Villamaggiore ...	7 33	10 23	2 25	7 13	10 10
24	3 30	2 30	2 30	Lodi	7 43	10 35	2 37	7 23	10 22
31	4 10	2 85	2 85	Rogoredo	7 57	10 52	2 57	7 37	10 36
37	4 80	3 30	3 30	**Milan** .....arr.	8 11	11 5	3 11	7 50	10 50

MILAN, GALLARATE, ARONA, and VARESE.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	L. c.	L. c.	L. c.		a. m.	a. m.	p. m.	p. m.	L. c.	L. c.	L. c.		a. m.	a. m.	p. m.	p. m.	p. m.	p. m.
	—	—	—	**Milan**.....dep.	7 10	11 45	3 0	6 25				**Arona** .....dep.	5 30	9 45	4 25	7 45		
15	1 15	0 85	0 85	**Rho**	7 43	12 15	3 26	6 54	1 5	0 75	0 55	Sesto Calende.....	5 46	10 1	4 52	7 56	...	...
23	2 25	1 60	1 60	Legnano	8 12	12 43	3 51	7 25	3 10	2 20	1 60	**Gallarate**.....arr.	6 19	10 34	5 33	8 29	...	...
23	2 25	2 25	2 25	**Gallarate**.....arr	8 35	1 7	4 13	7 51	...	...	...	..... dep.	...	...	...	...	...	...
				Gallarate dep.	8 47	1 20	4 21	8 10	0 80	0 60	0 40	**Varese** .....dep.	5 40	10 4	4 45	8 0	...	...
15	1 20	0 85	0 85	Gazzada	9 15	1 58	4 54	8 39	2 15	1 55	1 10	Gazzada	5 50	10 14	4 57	8 10	...	...
15	1 55	1 10	1 10	**Varese** .....arr.	9 24	2 8	5 3	8 48	...	...	...	**Gallarate**...arr.	6 15	10 38	5 28	8 36	...	...
23	2 25	2 25	2 25	**Gallarate** ...dep.	8 42	1 15	4 18	8 0	0 45	0 35	0 25	**Gallarate** dep.	6 25	10 45	5 42	8 42	...	...
60	4 60	3 20	3 20	Sesto Calende	9 22	1 51	4 51	8 36	6 5	4 25	3 5	Legnano	6 50	11 10	6 11	9 8	...	...
68	5 25	3 80	3 80	**Arona**.....arr.	9 35	2 5	5 3	8 50	7 65	5 35	3 85	**Rho**	7 20	11 38	6 40	9 40	...	...
												Milan.....arr.	7 45	12 5	7 5	10 5	...	...

TURIN to MILAN and VENICE.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	L. e.	L. e.	L. e.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Turin** .....dep.	7 5	...	4 30	9 15	11 30	...	5 30	8 5		
3	0 70	0 50	0 35	**Turin** (Porta Susa)	7 23	...	4 46	9 29	11 47	...	5 54	8 37		
5	0 95	0 65	0 50	Succursale	...	...	...	...	...	...	...	...		
11½	1 95	1 35	1 0	Settimo	7 49	...	5 3	...	12 9	...	6 17	9 6		
15	2 75	1 90	1 40	Brandizzo	7 56	...	5 10	...	12 21	...	6 31	9 27		
18	3 30	2 30	1 65	**Chivasso**	8 4	...	5 26	9 58	12 39	...	6 39	9 37		
...	...	...	...	,, (251) dep.	8 14	...	5 31	10 0	12 38	...	6 49			
22½	4 10	2 85	2 8	Torrazzo di Ver ...dep.	8 37	...	5 43	...	12 48	...	7 5			
25	4 55	3 20	2 30	Saluggia	8 37	...	5 52	...	12 57	...	7 15			
29½	5 35	3 75	2 70	Livorno	8 51	...	6 5	...	1 10	...	7 30			
31½	5 80	4 5	2 90	Stanzà	9 1	...	6 14	...	1 19	...	7 40			
35	6 45	4 55	3 25	Trouzano	9 12	...	6 31	...	1 29	...	7 57			
37½	6 80	4 75	3 40	**Santhià** .....arr.	9 18	...	6 30	10 46	1 35	...	7 57			
...	...	...	...	,, (250) dep.	9 28	...	6 37	10 48	1 48	...	8 12			
40½	7 35	5 15	3 70	San Germano	9 39	...	6 47	...	1 58	...	8 23			
49	8 95	6 25	4 50	**Vercelli** .....arr.	9 56	...	7 7	11 16	2 13	...	8 43			
...	...	...	...	,, (250) dep.	10 7	...	7 14	11 17	2 20	...	8 55			
52½	9 50	6 65	4 75	**Borgo Vercelli**	10 16	...	7 23	...	2 29	...	9 5			
57½	10 30	7 20	5 15	Ponzana	10 29	...	7 33	...	2 42	...	9 19			
64	11 45	8 0	5 75	**Novara** (*Entr*) arr.	10 44	...	7 49	11 46	2 57	...	9 34			
...	...	...	...	,, (255) ...dep.	10 50	...	8 0	11 50	3 0	...	9 44			
68½	12 45	8 75	6 25	Trecate	11 5	...	8 16	...	3 25	...	10 0			
76½	13 95	9 80	7 0	**Magenta**	11 27	...	8 45	...	3 49	...	10 28			
80½	14 65	10 25	7 40	Vittuone	11 37	...	8 55	...	4 0	...	10 39			
85½	15 55	10 90	7 80	Rho	11 46	...	9 10	12 36	4 17	...	10 57			
91½	17 0	11 90	8 55	**Milan** .....arr.	12 16	a.m.	9 37	12 56	4 40	p.m.	11 20			
...	...	...	...	,, (253, 256 dep.		5 0	11 30	1 10	5 16	1 45				
100	18 25	12 30	9 15	Limito	...	5 18	11	...	5 38	2 15				
105	19 15	13 40	9 60	Melzo	...	5 31	12 1	...	5 47	2 37				
109½	19 95	13 95	10 0	Cassano	...	5 46	12 15	...	6 2	3 0				
113	20 65	14 45	10 35	**Treviglio** .....arr.	...	5 56	12 25	1 43	6 13	3 16				
...	...	...	...	,, (260) dep.	...	6 4	12 33	1 47	6 20	3 35				
119½	21 75	15 25	10 90	**Verdello**	...	6 21	12 53	...	6 40	4 4				
125½	22 90	16 5	11 50	**Bergamo** .....arr.	...	6 43	1 18	2 15	7 8	4 33				
...	...	...	...	,, (257) dep.	...	6 52	1 22	2 18	7 9					
128½	23 15	16 40	11 75	**Seriate**	...	7 1	1 31	...	7 17					
133	24 25	17 0	12 15	**Gorlago**	...	7 14	1 49	...	7 29					
136½	24 91	17 45	12 50	**Grumello**	...	7 21	1 57	...	7 40					
139½	25 40	17 75	12 75	**Palazzolo**	...	7 31	2 8	...	7 50					
144½	26 30	18 40	13 20	**Coccaglio**	...	7 50	2 27	...	8 5					
149½	27 20	19 5	13 65	Ospedaletto	...	8 4	2 37	...	8 19					
156	28 43	19 90	14 25	**Brescia** .....arr.	...	8 21	2 48	3 8	8 36					
...	...	...	...	,, (259) dep.	...	8 30	2 55	3 12	8 46					
161½	29 45	20 60	14 75	**Rezzato**	...	8 45	3 41	...	9 1					
166½	30 35	21 25	15 20	Ponte S. Marco	...	8 59	3 56	...	9 15					
171	31 15	21 80	15 60	Lonato	...	9 13	4 10	...	9 29					
174½	31 60	22 10	15 85	**Desenzano**	...	9 26	4 24	3 49	9 42					
182½	33 40	23 40	16 80	Peschiera	...	9 52	4 48	4 7	10 8					
185½	34 0	23 85	17 10	Castelnuovo	...	10 3	4 59	...	10 19					
190½	34 90	24 50	17 55	Sommacampagna	...	10 17	5 12	...	10 32					
197	36 25	25 50	18 25	**Verona** P. Nuova ...	1,2,3	10 40	5 36	...	10 51	1,2,3				
199½	36 65	25 75	18 45	**Verona** P. Vescova ar	a.m.	10 46	5 40	4 40	11 0	p.m.				
...	...	...	...	,, (263) dp	5	5 11	5 46	5 5	11 45	2 0				
203½	37 35	26 30	18 65	**S. Martino**	5 16	11 56	6 17	...	...	2 18				
206½	38 10	26 85	19 20	**Caldiero**	5 26	12 17	6 29	...	...	2 38				
212	39 25	27 65	19 80	San Bonifazio	5 43	12 2	6 44	...	...	3 0				
215	39 85	28 10	20 15	Lonigo	5 52	12 15	6 57	...	...	3 20				
218½	40 60	28 65	20 50	Montebello	6 10	12 37	7 10	...	...	4 1				
224	41 70	29 45	21 10	**Tavernelle**	6 24	12 41	7 23	...	...	4 25				
229½	42 60	30 10	21 55	**Vicenza** .....arr.	6 36	12 53	7 37	6 5	1 32	4 45				
...	...	...	...	,, ...dep.	6 44	1 0	7 50	6 9	1 56	p.m.				
237½	44 60	31 55	22 65	**Pojana**	7 9	1 21	8 14	...	...	5 39				
241½	45 30	32 80	23 45	**Padua** .....arr.	7 28	1 45	8 37	6 44	3 4					
...	...	...	...	,, (259) ...dep.	7 45	1 55	8 58	6 52	3 16					
251	47 5	33 35	23 85	**Ponte di Brenta**	7 58	2 6	9 3	...	...					
257½	48 3	34 25	24 50	**Dolo**	8 14	2 24	9 21	...	...					
259½	48 80	34 60	24 75	**Marano**	8 25	2 34	9 31	7 13	...					
265½	49 95	35 45	25 35	**Mestre** .....arr.	8 40	2 49	9 46	7 27	4 29					
...	...	...	...	(253) .....dep.	8 51	3 1	9 58	7 37	4 55					
270½	50 90	36 15	25 85	**Venice** .....arr.	9 5	3 15	10 10	7 45	5 35					

Mls.	1 Cl.	2 Cl.	3 Cl.	All 1, 2, 3 class.	n.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Dis.	L. e.	L. e.	L. e.	**Milan** .....dep.	5 55	9 30	11 15	1 20	4 33	6 12	7 0	
42	0 80	0 60	0 40	Sesto S. Giovanni	6 11	9 44	11 28	1 34	4 45	6 26	7 14	
8	1 50	1 5	0 75	**Monza** (252) .....arr.	6 25	9 55	11 40	1 45	4 55	6 36	7 25	
...	...	...	...	.....dep.	6 25	a.m.	11 47	p.m.	p.m.	6 44		
27½	5 8	3 55	2 55	**Carolzio** .....arr.	7 58	...	12 51	...	...	7 48		
...	...	...	...	,, ...dep.	8 1	...	12 53	...	...	7 50		
31½	5 85	4 10	2 95	**Lecco** (252) .....arr.	8 16	...	1 5	...	...	8 2		

VERCELLI to ALESSANDRIA.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Alessandria d.	3 20	8 15	9 40	12 30	3 30	5 40	7 30	9 10		
Valmadonna		8 46	10 12		4 7	6 17	8 7	9 47		
Valenza ..... arr.	4 21		10 43	1 49	4 49	6 58	8 48	10 28		
,, 254, 255 d.	4 33		10 55	2 0	5 0	7 10	9 0	10 40		
Borgo S. Martino	5 24		11 36	2 41	5 41	7 51	9 41	11 21		
Casale ..... arr.	5 44		11 44	2 49	5 49	7 59	9 49	11 29		
,, (256) dep.	5 53		11 53	2 58	5 58	8 8	9 58	11 38		
Salola	6 15		12 15	3 20	6 20	8 30	10 20	12 0		
Portanuova	6 33		12 33	3 38	6 38	8 48	10 38	12 18		
Asigliano	6 50		12 50	3 55	6 55	9 5	10 55	12 35		
Vercelli (253) a.	7 0		1 0	4 5	7 5	9 15	11 5	12 45		

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Turin ..... dep.	5	8 30	1 30	4 30	6 30	9 0
Bussolino (253)	6 40	10 10	3 10	6 10	8 10	10 40
Ozzo ..... arr.	7 10	11 20	6 15	9 15	11 15	1 45

TURIN and SUSA.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Turin ..... dep.	5	8 30	1 30	4 30	6 30	9 0
Susa ..... arr.	5 47	9 7	2 0	5 0	7 0	9 30
Bussolino (253)	6 15	9 37	2 30	5 30	7 30	10 0

SUSA and TURIN.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Susa ..... dep.	5 47	9 7	2 0	5 0	7 0	9 30
Bussolino (253)	6 15	9 37	2 30	5 30	7 30	10 0
Ozzo ..... arr.	6 40	10 2	2 55	5 55	7 55	10 25

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VENICE and MILAN to TURIN.

Mls	1 Cl.	2 Cl.	3 Cl.		Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	L. e.	L. e.	L. e.			p.m.				a.m.	a.m.	p.m.	p.m.	p.m.	
0	1 0	0 7 5	0 5 5		Venice .....dep.	11 0	...	...	...	5 10	8 35	1 10	5 5 5		
5	1 0	0 7 5	0 5 5		Mestre .....arr.	11 19	...	...	...	5 24	8 47	1 24	5 19	...	
					„ (253) dep.	11 35	...	...	...	5 38	8 55	1 35	5 59		
13	2 25	1 85	1 20		Marano.....	...	...	...	...	5 56	9 9	1 52	6 16		
17	2 65	1 90	1 40		Dolo	...	...	...	...	6 1	...	2 2	6 26		
20	2 80	2 00	2 0		Ponte di Brenta	...	...	...	...	6 21	...	2 20	6 44		
23	4 60	2 95	2 40		Padua .....arr.	12 15	...	...	...	6 32	9 34	2 30	6 55		
					„ (250) dep.	12 35	...	...	...	6 43	9 43	2 40	7 5		
29	4 60	2 95	2 35		Padua	...	...	...	...	7 7	...	3 4	7 27		
38	5 25	3 40	2 70		Vicenza .....arr.	1 56	a.m.	...	...	7 30	10 31	3 27	7 50		
					„ .....dep.	2 12	5 13	...	...	7 36	10 38	3 33	8 0		
44	5 25	3 40	2 70		Tavernelle	...	5 30	...	...	7 53	...	3 48	8 14		
47	5 25	3 40	2 70		Montebello	...	5 38	...	...	8 10	...	4 4	8 31		
51	5 25	3 40	2 70		Lonigo	...	5 47	...	...	8 22	...	4 18	8 43		
55	5 25	3 40	2 70		San Bonifacio.....	...	6 49	...	...	8 31	...	4 28	8 55		
61	5 25	3 40	2 70		Caldiero	...	7 12	...	...	8 51	...	4 48	9 11		
63	5 25	3 40	2 70		S. Martino	...	7 32	...	...	9 4	...	4 58	9 24		
74	14 30	10 40	7 45		Verona P. Vescarr.	4 7	7 50	a.m.	...	9 15	11 34	5 8	9 35	p.m.	
					„ (253) dep.	...	...	4 55	9 40	12 0	5 20	...	...	1 38	
77	14 70	10 70	7 66		Verona P. Nuovo	...	...	5 4	9 53	...	5 40	...	...	1 43	
80	15 05	11 05	7 90		Sommacampagna	...	...	5 20	10 12	...	5 59	...	...	2 14	
87	15 75	11 60	8 35		Castelnuovo.....	...	...	5 40	10 38	...	6 16	...	...	2 33	
97	17 55	12 75	9 15		Peschiera.....	...	...	6 22	10 40	12 40	6 39	...	...	2 56	
101	18 23	13 4	9 40		Dezenzano	...	...	6 19	11 0	1 1	6 57	...	...	3 47	
109	19 96	14 45	10 30		Lonato	...	...	6 34	11 20	...	7 12	...	...	4 8	
110	19 45	14 35	10 60		Ponte S. Marco	...	...	6 46	11 33	...	7 24	...	...	4 26	
121	20 85	15 65	11 15		Rezzato.....	...	...	7 0	11 46	...	7 38	...	...	4 50	
124	22 30	16 25	11 60		Brescia .....arr.	...	...	7 14	12 0	1 40	7 52	...	...	5 10	
					„ (256) dep.	...	...	7 22	12 9	1 48	8 2	...	...		
131	23 75	17 15	12 25		Ospitaletto	...	...	7 40	12 27	...	8 20	...	...		
134	24 65	17 80	12 70		Coccaglio	...	...	7 55	12 42	...	8 35	...	...		
138	25 35	18 40	13 15		Palazzolo.....	...	...	8 11	12 58	...	8 51	...	...		
144	26 10	18 80	13 40		Grumello	...	...	8 21	1 8	...	9 1	...	...		
148	26 95	19 30	13 75		Gorlago.....	...	...	8 34	1 20	...	9 14	...	...		
151	27 50	19 85	14 15	1, 2, 3	Seriate	...	...	8 47	1 32	...	9 26	...	...		
155	28 30	20 15	14 40	a.m.	Bergamo .....arr.	...	...	8 55	1 41	2 40	9 34	...	...		
					„ (257) dep.	...	...	9 4	1 50	2 59	9 43	...	...		
161	29 25	21 0	15 0		Verdello	...	...	9 21	2 7	...	10 0	...	...		
167	30 20	21 70	15 50		Treviglio	...	...	9 36	2 22	3 14	10 15	...	...		
					„ (260) dep.	...	...	9 44	2 30	3 17	10 23	...	...		
172	31 20	22 40	15 85		Cassano	...	...	9 56	2 45	...	10 31	...	...		
178	32 20	23 20	16 60		Melzo.....	...	...	10 11	2 58	...	10 48	...	...		
183	33 10	23 80	17 0		Limito	...	...	10 24	3 11	...	11 1	...	...	1, 2, 3	
188	33 80	24 25	17 30		Milan PY .....arr	...	...	10 43	3 30	3 55	11 20	...	...	p.m.	
					„ 258, 256, 251	...	...	7 45	11 20	5 0	4 10	...	...	6 5	
195	34 50	25 35	18 10		Rho	...	...	8 12	11 50	5 28	4 32	...	...	6 46	
199	35 20	26 0	18 55		Villoresa	...	...	8 27	12 4	5 42	...	...	...	7 6	
205	36 30	26 80	19 90		Magenta	...	...	8 46	12 17	5 54	...	...	...	7 24	
210	37 20	27 45	19 90		Trecate	1, 2, 3	9	9	12 27	6 21	...	...	...	7 45	
217	38 20	28 20	20 20		Novara Sud arr.	a.m.	9	9 21	12 35	6 30	5 16	...	...	8 15	
					„ (255) dep.	6	9	9 30	1 15	6 30	5 24	...	...		
221	40 70	29	20 75		Pernana	5 16	9 46	1 32	7 6						
227	41 80	29 80	21 15		Borgo Vercelli	5 39	9 59	1 47	7 19						
232	42 70	30 60	21 60		Vercelli	5 57	10 7	1 55	7 37	5 53					
					„ (250) dep.	5 47	10 16	2 13	7 39	5 59					
241	44 25	31 0	22 15		San Germano	6 10	10 38	2 35	8 2						
247	45 35	31 80	22 80		Santhia .....arr.	6 29	10 45	2 45	8 12	6 36					
					„ (250) dep.	6 30	11 0	2 52	8 24	6 29					
254	46 65	32	23		Tronzano	6 40	11 7	2 59	8 31						
260	47 70	32 70	23 95		Bianzè	6 52	11 18	3 10	8 42						
265	48 55	33 45	24 45		Livorno	7 4	11 29	3 20	8 53						
270	49 40	33	25		Saluggia	7 17	11 42	3 32	9 5						
275	50 25	34 50	25 65		Terazza di Verol ...	7 27	11 52	3 41	9 14						
281	51 40	35 60	26 50		Chivasso .....arr.	7 38	12 3	3 52	9 27	7 13					
					„ (251) dep.	7 47	12 12	4 0	9 37	7 17					
288	52 65	36	27		Brandizzo	7 57	12 23	4 10	9 47						
293	53 50	36 80	27 85		Settimo	8 11	12 38	4 25	10 2						
299	54 50	37 50	28 45		Saccarello										
304	55 30	38 20	28 90		Turin P. Porta Susa	8 35	1 8	4 54	10 35	7 58					
304	55 30	38 15	28 85		Turin P. Nuova ar	8 45	1 20	5 5	10 46	8 5					

MILAN and PIACENZA.

Mls	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	L. e.	L. e.	L. e.		a.m.	a.m.	p.m.	p.m.	p.m.	L. e.	L. e.	L. e.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
0	0 60	0 40	0 30	Milan .....dep	6 10	11 40	1 30	4 30	9 40				Piacenza d.	4 20	7 0	10 10	4 0	7 15	
4	0 80	0 60	0 40	Rogoredo	6 24	11 54	1 44	4 44	...	1 5	0 75	0 50	S. Stefano	...	7 14	10 25	...	7 30	
9	1 45	1 1	0 75	Melegnano	6 43	12 7	1 57	4 53	10	2 30	1 50	1 0	Codogno	...	7 31	10 41	4 30	7 45	
14	2 0	1 45	1 0	Tavazzano	6 56	...	2 4	5 10	...	3 45	2 45	1 50	Casalpusterlengo d.	4 41	7 40	10 50	4 37	7 54	
19	2 75	2 0	1 35	Lodi	7 13	12 29	2 21	5 30	10 27	...	...	...	terlengo d.	4 43	7 44	10 54	4 41	7 56	
25	3 10	2 30	1 55	Secugnago	7 33	...	2 41	5 50	...	5 25	3 75	2 50	Lodi	5 6	8 23	11 34	4 53	8 36	
29	3 75	2 85	2 40	Casalpusterlengo a.	7 44	12 51	2 52	6 1	10 38	...	...	...	Secugnago	...	8 37	11 44	...	8 50	
34	4 50	3 40	2 90	Codogno	7 58	1 6	3 6	6 15	10 53	6 25	4 15	2 85	Tavazzano	...	8 51	11 58	5 23	9 4	
39	5 10	3 80	3 25	S. Stefano.....	8 17	...	3 20	6 30	...	7 5	5 95	3 55	Melegnano	...	9 10	12 23	...	9 23	
43	5 65	4 15	3 65	Piacenza	8 30	1 20	3 33	6 43	11 17	7 60	5 50	3 90	Milan (256) a.	5 45	9 33	12 36	5 45	9 40	

BERGAMO and LECCO.

Mls	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	L. e.	L. e.	L. e.		a.m.	a.m.	p.m.	p.m.
0	—	—	—	Bergamo d.	9 10	3 0	7 35	
5	—	—	—	Ponte S. Pietro	9 20	3 10	7 45	
9	1 40	0 95	0 70	Napoleo	9 30	3 17	7 52	
13	1 90	1 25	1 35	Calolzio (257)	10 17	3 57	8 32	
19	2 75	1 85	1 35	Lecco ..... arr	10 31	4 10	8 45	
				(256)				

Mls	L. e.	L. e.	L. e.	Stations.	a.m.	a.m.	p.m.	p.m.
				Lecco ..... d	5 25	11 30	6 38	
6	—	—	—	Calolzio (257)	5 40	11 49	5 51	
12	—	—	—	Napoleo	5 50	11 57	6 13	
16	—	—	—	Bergamo a.	6 35	12 37	6 43	

1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
L. e.	L. e.	L. e.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
0 60	0 40	0 30	Milan .....dep	6 10	8 0	9 40	11 40	1 30	4 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30
0 80	0 60	0 40	Rogoredo	6 24	8 14	9 54	11 54	1 44	4 44	6 44	7 44	8 44	9 44	10 44	11 44	12 44	1 44	2 44	3 44
1 45	1 1	0 75	Melegnano	6 43	8 33	10 13	12 13	2 3	5 3	7 3	8 3	9 3	10 3	11 3	12 3	1 3	2 3	3 3	4 3
2 0	1 45	1 0	Tavazzano	6 56	...	10 26	12 26	2 16	5 16	7 16	8 16	9 16	10 16	11 16	12 16	1 16	2 16	3 16	4 16
2 75	2 0	1 35	Lodi	7 13	8 53	10 33	12 33	2 23	5 23	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23
3 10	2 30	1 55	Secugnago	7 33	...	10 53	12 53	2 43	5 43	7 43	8 43	9 43	10 43	11 43	12 43	1 43	2 43	3 43	4 43
3 75	2 85	2 40	Casalpusterlengo a.	7 44	9 4	11 4	1 4	2 54	5 54	7 54	8 54	9 54	10 54	11 54	12 54	1 54	2 54	3 54	4 54
4 50	3 40	2 90	Codogno	7 58	9 18	11 18	1 18	3 8	6 8	8 8	9 8	10 8	11 8	12 8	1 8	2 8	3 8	4 8	5 8
5 10	3 80	3 25	S. Stefano.....	8 17	...	11 37	1 37	3 27	6 27	8 27	9 27	10 27	11 27	12 27	1 27	2 27	3 27	4 27	5 27
5 65	4 15	3 65	Piacenza	8 30	9 50	11 50	1 50	3 40	6 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40

1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
L. e.	L. e.	L. e.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
0 60	0 40	0 30	Piacenza d.	4 20	7 0	10 10	4 0	7 15											
0 80	0 60	0 40	S. Stefano.....	...	7 14	10 25	...	7 30											
1 45	1 1	0 75	Codogno	...	7 31	10 41	4 30	7 45											
2 0	1 45	1 0	Casalpusterlengo a.	4 41	7 40	10 50	4 37	7 54											
2 75	2 0	1 35	terlengo d.	4 43	7 44	10 54	4 41	7 56											
3 10	2 30	1 55	Secugnago	...	7 57	11 4	...	8 12											
3 75	2 85	2 40	Lodi	5 6	8 23	11 34	4 53	8 36											
4 50	3 40	2 90	Tavazzano	...	8 37	11 44	...	8 50											
5 10	3 80	3 25	Melegnano	...	8 51	11 58	5 23	9 4											
5 65	4 15	3 65	Rogoredo	...	9 10	12 23	...	9 23											
6 30	4 50	4 10	Milan (256) a.	5 45	9 33	12 36	5 45	9 40											

1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
L. e.	L. e.	L. e.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
0 60	0 40	0 30	Milan .....dep	6 10	8 0	9 40	11 40	1 30	4 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30
0 80	0 60	0 40	Rogoredo	6 24	8 14	9 54	11 54	1 44	4 44	6 44	7 44	8 44	9 44	10 44	11 44	12 44	1 44	2 44	3 44
1 45	1 1	0 75	Melegnano	6 43	8 33	10 13	12 13	2 3	5 3	7 3	8 3	9 3	10 3	11 3	12 3	1 3	2 3	3 3	4 3
2 0	1 45	1 0	Tavazzano	6 56	...	10 26	12 26	2 16	5 16	7 16	8 16	9 16	10 16	11 16	12 16	1 16	2 16	3 16	4 16
2 75	2 0	1 35	Lodi	7 13	8 53	10 33	12 33	2 23	5 23	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23
3 10	2 30	1 55	Secugnago	7 33	...	10 53	12 53	2 43	5 43	7 43	8 43	9 43	10 43	11 43	12 43	1 43	2 43	3 43	4 43
3 75	2 85	2 40	Casalpusterlengo a.	7 44	9 4	11 4	1 4	2 54	5 54	7 54	8 54	9 54	10 54	11 54	12 54	1 54	2 54	3 54	4 54
4 50	3 40	2 90	Codogno	7 58	9 18	11 18	1 18	3 8	6 8	8 8	9 8	10 8	11 8	12 8	1 8	2 8	3 8	4 8	5 8
5 10	3 80	3 25	S. Stefano.....	8 17	...	11 37	1 37	3 27	6 27	8 27	9 27	10 27	11 27	12 27	1 27	2 27	3 27	4 27	5 27
5 65	4 15	3 65	Piacenza	8 30	9 50	11 50	1 50	3 40	6 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40

1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
L. e.	L. e.	L. e.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
0 60	0 40	0 30	Piacenza d.	4 20	7 0	10 10	4 0	7 15											
0 80	0 60	0 40	S. Stefano.....	...	7 14	10 25	...	7 30											
1 45	1 1	0 75	Codogno	...	7 31	10 41	4 30	7 45											
2 0	1 45	1 0	Casalpusterlengo a.	4 41	7 40	10 50	4 37	7 54											
2 75	2 0	1 35	terlengo d.	4 43	7 44	10 54	4 41	7 56											
3 10	2 30	1 55	Secugnago	...	7 57	11 4	...	8 12											
3 75	2 85	2 40	Lodi	5 6	8 23	11 34	4 53	8 36											
4 50	3 40	2 90	Tavazzano	...	8 37	11 44	...	8 50											
5 10	3 80	3 25	Melegnano	...	8 51	11 58	5 23	9 4											
5 65	4 15	3 65	Rogoredo	...	9 10	12 23	...	9 23											
6 30	4 50	4 10	Milan (256) a.	5 45	9 33	12 36	5 45	9 40											

Mls	1 Cl.	2 Cl.	3 Cl.		Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	L. e.	L. e.	L. e.			a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
0	0 60	0 40	0 30		Milan .....dep	6 10	8 0	9 40	11 40	1 30	4 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30
4	0 80	0 60	0 40		Rogoredo	6 24	8 14	9 54	11 54	1 44	4 44	6 44	7 44	8 44	9 44	10 44	11 44	12 44	1 44
9	1 45	1 1	0 75		Melegnano	6 43	8 33	10 13	12 13	2 3	5 3	7 3	8 3	9 3	10 3	11 3	12 3	1 3	2 3
14	2 0	1 45	1 0		Tavazzano	6 56	...	10 26	12 26	2 16	5 16	7 16	8 16	9 16	10 16	11 16	12 16	1 16	2 16
19	2 75	2 0	1 35		Lodi	7 13	8 53	10 33	12 33	2 23	5 23	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23
25	3 10	2 30	1 55		Secugnago	7 33	...	10 53	12 53	2 43	5 43	7 43	8 43	9 43	10 43	11 43	12 43	1 43	2 43
29	3 75	2 85	2 40		Casalpusterlengo a.	7 44	9 4	11 4	1 4	2 54	5 54	7 54	8 54	9 54	10 54	11 54	12 54	1 54	2 54
34	4 50	3 40	2 90		Codogno	7 58	9 18	11 18	1 18	3 8	6 8	8 8	9 8	10 8	11 8	12 8	1 8	2 8	3 8
39	5 10	3 80	3 25		S. Stefano.....	8 17	...	11 37	1 37	3 27	6 27	8 27	9 27	10 27	11 27	12 27	1 27	2 27	3 27
43	5 65	4 15	3 65		Piacenza	8 30	9 50	11 50	1 50	3 40	6 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40

Mls	1 Cl.	2 Cl.	3 Cl.		Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	L. e.	L. e.	L. e.			a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
0	0 60	0 40	0 30		Piacenza d.	4 20	7 0	10 10	4 0	7 15									
0	0 80	0 60	0 40		S. Stefano.....	...	7 14	10 25	...	7 30									
1	1 45	1 1	0 75		Codogno	...	7 31	10 41	4 30	7 45									
2	2 0	1 45	1 0		Casalpusterlengo a.	4 41	7 40	10 50	4 37	7 54									
2	2 75	2 0	1 35		terlengo d.	4 43	7 44	10 54	4 41	7 56									
3	3 10	2 30	1 55		Secugnago	...	7 57	11 4	...	8 12									
3	3 75	2 85	2 40		Lodi	5 6	8 23	11 34	4 53	8 36									
4	4 50	3 40	2 90		Tavazzano	...	8 37	11 44	...	8 50									
5	5 10	3 80	3 25		Melegnano	...	8 51	11 58	5 23	9 4									
5	5 65	4 15	3 65		Rogoredo	...	9 10	12 23	...	9 23									
6	6 30	4 50	4 10		Milan (256) a.	5 45	9 33	12 36	5 45	9 40									

Mls	1 Cl.	2 Cl.	3 Cl.		Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	L. e.	L. e.	L. e.			a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
0	0 60	0 40	0 30		Milan .....dep	6 10	8 0	9 40	11 40	1 30	4 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30
4	0 80	0 60	0 40		Rogoredo	6 24	8 14	9 54	11 54	1 44	4 44	6 44	7 44	8 44	9 44	10 44	11 44	12 44	1 44
9	1 45	1 1	0 75		Melegnano	6 43	8 33	10 13	12 13	2 3	5 3	7 3	8 3	9 3	10 3	11 3	12 3	1 3	2 3
14	2 0	1 45	1 0		Tavazzano	6 56	...	10 26	12 26	2 16	5 16	7 16	8 16	9 16	10 16	11 16	12 16	1 16	2 16
19	2 75	2 0	1 35		Lodi	7 13	8 53	10 33	12 33	2 23	5 23	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23
25	3 10	2 30	1 55		Secugnago	7 33	...	10 53	12 53	2 43	5 43	7 43	8 43	9 43	10 43	11 43	12 43	1

FLORENCE, LEGHORN, and ROME—Strade Ferrate Romane.

Mls.	Express.		Ordinary.				Stations.	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class
	1 Cl.	2 Cl.	1 Cl.	2 Cl.	3 Cl.								
Dis.	L. s.	L. s.	L. c.	L. c.	L. s.	L. s.		a.m.			a.m.	p.m.	p.m.	p.m.	p.m.		
—	—	—	—	—	—	—	**Florence** ...dep.	6 35	...	9 20	12 35	3 36	6 20	...	...	...	4 50	...
4½	1 25	0 90	1 20	0 85	0 60	0 60	S. Donnino	6 54	...	...	12 54	...	6 37	...	...	...	6 30	2 55	...
7	1 70	1 20	1 60	1 15	0 80	0 80	Signa	7 4	...	9 43	1 4	3 58	6 47	...	...	...	a.m.	p.m.	...
16½	3 10	2 15	2 90	2 0	1 40	1 40	Montelupo	7 23	...	...	1 23	...	7 0	...	...	...	8 15	4 56	...
21½	3 75	2 65	3 55	2 45	1 70	1 70	**Empoli** ..... arr	7 36	...	10 9	1 35	4 24	7 17	9½	...	...	...	5 30	...
							,, 266...dep	7 43	...	10 17	1 42	4 29	7 26	12½	...	...	...	5 47	...
29½	4 90	3 45	4 65	3 20	2 20	2 20	S. Miniato	7 59	...	...	1 58	...	7 43	21½	...	...	...	6 11	...
30	5 45	3 80	5 20	3 55	2 45	2 45	S. Romano	8 12	...	10 40	2 12	4 52	7 55	26½	7 45	5 0	...	6 30	...
35	6 35	4 45	6	4 15	2 85	2 85	La Rotta	8 28	...	...	2 27	...	8 10	30½	...	...	9 33	6 51	...
38½	6 80	4 78	6 45	4 40	3 10	3 10	Pontedera	8 37	...	11 0	2 38	5 12	8 19	35½	...	...	...	7 11	...
41½	7 70	5 40	7 30	5 0	3 50	Cascina	8 52	...	...	2 51	...	8 33	39½	...	...	...	...	7 25	...
45	8 15	5 70	7 75	5 30	3 70	Navacchio	9 3	...	...	3 2	...	8 46	43	...	...	...	9 18	7 49	...
49	9 5	6 35	8 60	5 90	4 10	**Pisa** ..... arr	9 18	...	11 30	3 15	5 42	9 0	51	12 30	8 25	9 30	6 45	8 00	Civitavecchia
...	...	...	...	...	...	...	,, **266**...dep	9 27	...	11 50	3 23	5 50	9 9	...	...	...	...	...	dep
63½	11 10	7 80	10 85	7 20	5 0	**Leghorn** S.M ant	9 55	a.m.	12 17	3 51	6 17	9 36	64½	15 30	10 30	11 45	8 0	5 75	Cornet
—	—	—	—	—	—	—	,, ... dep		5 45	12 5	3 55			72½	17 75	11 90	13 25	9 30	6 65	**Montalto** ... dep
93	1 85	1 30	1 75	1 20	0 85	Colle Salvetti **260**	...	6 17	12 42	4 36	...	...	95	22 15	14 95	17 0	11 90	8 50	**Orbetello** ...arr
12½	2 80	1 75	2 60	1 65	1 15	Vaniglia	...	6 29	12 54	4 52	...	...	...	...	...	...	...	...	,, ...dep
18	3 30	2 20	3 15	2 15	1 50	Orolano	...	6 42	1 9	5 18	...	...	99½	22 95	15 50	17 75	12 40	8 85	Albegna
24½	4 45	3 10	4 20	2 90	2 0	Acquabuona	...	6 59	1 29	5 32	...	...	104½	23 8	16 15	18 65	13 0	9 25	Talamone
33½	5 90	4 15	5 60	3 85	2 65	**Cecina** .....arr	...	7 19	1 46	5 56	...	...	106½	26 45	17 95	21 10	14 70	10 40	**Grosseto 262**
							,, **263**...dep	...	7 24	1 54			118½	27 90	19 0	22 50	15 65	11 15	Monte Pescali
43	7 80	5 60	7 45	5 10	3 55	Castagneto	...	...	...	2 21	...	...	135½	29 15	19 95	23 70	16 45	11 65	Pomaza
47½	8 60	6 5	8 30	5 60	3 90	S. Vincenzo	...	...	...	2 34	...	...	144½	31 15	21 30	25 60	17 75	12 55	Follenica
54½	9 95	6 90	9 35	6 40	4 45	La Cornia	...	6 16	3 1	...	...	...	155½	33 10	22 65	27 45	19 0	13 40	La Cornia
60	11 60	8 25	11 20	7 65	5 20	Follenies...	...	8 49	3 37	...	...	...	162½	34 35	23 50	28 60	19 65	14 0	S. Vincenzo
74	13 45	9 45	12 80	8 75	6 10	Potassa	...	...	4 4	...	...	...	166½	35 15	24 5	29 35	20 35	14 30	Castagneto
83½	15 15	10 60	14 40	9 85	6 85	Monte Pescali	...	9 42	4 41	...	...	...	177	37 5	25 40	31 30	21 60	15 30	**Cecina**.....arr.
90½	16 30	11 55	15 70	10 75	7	**Grosseto** .....arr	...	10 0	5 0	a.m.	...	...	...	...	...	...	...	...	,, **264** dep
...	...	...	...	...	...	...	,, **262** dep	...	10 2	5 10	8 30	...	185½	38 50	26 45	32 60	22 55	15 85	Acquabuona
106	19 10	13 40	18 15	12 45	8 60	Talamone	...	...	...	5 45	6 35	...	191½	39 65	27 20	33 65	23 30	16 35	Orolano
110	20 5	14 5	19 5	13 5	9 5	Albegna	1,2,3	...	...	6 0	8 10	...	193½	40 45	27 75	34 40	23 80	16 75	Fanglia
114½	20 80	14 40	19 80	13 55	9 40	**Orbetello** ...arr.	a.m.	10 37	6 12	8 30	...	...	199½	41 10	28 25	35 5	24 25	17 5	Colle Salvetti **260**
...	...	...	...	...	...	...	,, ...dep	4 26	11 2	6 37	...	...	209½	43 95	29 50	36 75	25 40	17 85	**Leghorn**.....arr
136½	25 40	17 70	23 60	16 20	11 25	**Montalto** ...dep	8 44	11 56	7 28	...	...	...	...	...	...	...	...	...	,, ...dep
146	27 65	19 25	25 35	17 40	12 10	Cornet	6 17	...	8 0	12 52	2 3	...	42	2 15	1 55	2 5	1 40	1 0	**Pisa** ..... arr
154½	29 70	21 25	27 35	19 0	13 25	**Civitavecchia** arr	6 51	12 43	8 38	p.m.	...	...	...	...	...	...	...	...	,, **266**...dep
...	...	...	...	...	...	...	dep	7 6	12 47	8 53	4 20	...	16½	2 95	2 10	2 80	1 90	1 35	Navacchio
164½	33 20	23 20	30 70	19 75	13 80	S. Marinella.....	7 37	...	...	...	4 46	...	19½	3 55	2 50	3 35	2 30	1 60	Cascina
170½	33 20	23 20	29 70	20 50	14 20	S. Severa	7 48	...	...	...	5 15	...	24½	4 45	3 10	4 20	2 90	2 0	Pontedera
173½	34 35	23 70	30 20	20 90	14 60	Furbara	8 2	...	...	...	5 29	...	26½	4 75	3 35	4 55	3 10	2 15	La Rotta
179	35 70	24 60	31 20	21 60	15 10	**Palo**	8 28	1 35	9 38	6 9	...	...	31½	5 65	4 0	5 40	3 70	2 55	S. Romano
184½	36 75	25 35	32 10	22 15	15 50	Palidoro	8 44	...	...	6 26	...	...	35	6 35	4 45	6 5	4 15	2 85	S. Miniato
198½	37 40	21 5	33 90	23 70	15 90	Maccarese	9 4	...	...	6 51	...	...	40½	7 35	5 15	7 0	4 80	3 35	**Empoli** .....arr
196½	39 65	27 25	34 25	23 65	16 60	Ponte Galera	9 20	...	...	7 24	...	...	...	...	...	...	...	...	,, **266**...dep
200	40 85	28 5	35 25	24 30	17 5	Magliana	9 46	...	...	7 47	...	...	45	8 15	5 70	7 75	5 30	3 70	Montelupo
209½	43 95	29 50	36 75	25 40	17 85	**Rome** .....arr	10 30	2 45	10 30	8 33	...	...	51½	9 40	6 60	8 95	6 10	4 25	Signa
										p.m.			54½	9 85	6 90	9 35	6 40	4 45	S. Donnino
...	...	...	...	...	...	...	ROME .....dep.	...	...	11 0	...	...	63½	11 10	7 80	10 55	7 20	5 0	**Florence** ...arr
...	...	...	...	...	...	...	NAPLES ...arr	...	...	6 57	...	...							

Mls.	Express.		Ordinary.				Stations.	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 direct	1,2,3 class	1,2,3 class
	1 Cl.	2 Cl.	1 Cl.	2 Cl.	3 Cl.								
Dis.	L. s.	L. s.	L. c.	L. c.	L. s.	L. s.		a.m.			p.m.	a.m.	
—	—	—	—	—	—	—	NAPLES ...dep	...	...	...	10 0	4 50	...
—	—	—	—	—	—	—	ROME .....arr	...	...	...	6 30	2 55	...
								a.m.			a.m.	p.m.	
							Rome.....dep.	7 0	...	...	8 15	4 56	...
			1 70	1 20	0 85	7 17	9½	7 23	...	...	...	5 30	...
			2 60	1 85	1 30	Ponte Galera		7 41	...	...	...	5 47	...
			4 0	2 80	2 0	Maccarese.....		8 1	...	...	...	6 11	...
			4 75	3 35	2 40	Palidoro		8 16	...	...	...	6 30	...
7 45	5 0		5 55	3 90	2 80	**Palo**		8 35	...	...	9 33	6 51	...
			6 60	4 60	3 30	Furbara		9 51	...	...	...	7 11	...
			7 15	5 0	3 60	S. Severa		9 2	...	...	...	7 25	...
			8 15	5 70	4 10	S. Marinella.....		9 18	1, 2, 3	...	...	7 49	...
			9 30	6 45	4 80	**Civitavecchia** a		9 35	p.m.	...	10 15	8 8	...
							,, dep		2 0	...	10 30	8 23	...
11 45	8 0	5 75				Corneto.....			2 36	...	10 46	8 58	...
11 90	8 50	6 65				**Montalto** ... dep			3 10	...	11 11	9 32	...
						Orbetello ...arr			4 12	a.m.	12 3	10 34	...
						,, ...dep			5 0	12 11			
17 75	12 40	8 85	Albegna						6 52	5 13	12 23	...	...
18 65	13 0	9 25	Talamone.....						7 20	5 38	12 37	...	...
21 10	14 70	10 40	**Grosseto 262**						7 47	6 10	1 15	...	...
22 50	15 65	11 15	Monte Pescali						8 45	6 32	1 33	...	...
23 70	16 45	11 65	Pomaza							7 10	2 8	...	...
25 60	17 75	12 55	Follenica							7 34	2 29	...	...
27 45	19 0	13 40	La Cornia							8 15	3 2	...	...
28 60	19 65	14 0	S. Vincenzo							8 34	3 21	...	...
29 35	20 35	14 30	Castagneto							8 47	3 33	...	...
31 30	21 60	15 30	**Cecina**.....arr.						a.m.	9 13	3 56	...	...
...	...	...	,, **264** dep						6 30	9 22	4 5	...	...
32 60	22 55	15 85	Acquabuona						6 58	9 43	4 25	...	...
33 65	23 30	16 35	Orolano						7 20	10 3	4 41	...	...
34 40	23 80	16 75	Fanglia						7 37	10 16	4 53	...	...
35 5	24 25	17 5	Colle Salvetti **260**					1,2,3	8 0	10 38	5 13	1,2,3	...
35 75	25 40	17 85	**Leghorn**.....arr					a.m.	8 27	11 2	5 36	p.m.	p.m.
...	...	...	,, ...dep					8 0	8 30	11 8	6 50	5 5	5 5
1 0	1 40	1 0	**Pisa** ..... arr					8 28	8 58	11 36	7 16	5 33	5 25
...	...	...	,, **266**...dep					8 45	9 6	11 55	7 36	...	5 42
1 90	1 35	Navacchio						8 59		12 9	...	...	5 56
2 30	1 60	Cascina						9 16		12 26	...	...	6 13
2 90	2 0	Pontedera						9 29	9 39	12 35	7 57	...	6 25
3 10	2 15	La Rotta						9 33		12 43	...	...	6 33
3 70	2 55	S. Romano						9 48	9 56	12 56	8 16	...	6 47
4 15	2 85	S. Miniato						9 59	...	1 9	...	...	7 0
4 80	3 35	**Empoli** .....arr						10 18	10 29	1 23	8 38	...	7 20
...	...	,, **266**...dep						10 20	10 27	1 29	8 43	...	7 44
5 30	3 70	Montelupo						10 37		1 43	...	...	7 53
6 10	4 25	Signa						10 57	2 0	2 0	9 12	...	8 10
6 40	4 45	S. Donnino						...	2 9	2 9	...	...	8 26
7 90	5 0	**Florence** ...arr						11 19	2 28	2 28	9 35	...	8 41

VENICE, PADUA, and BOLOGNA. (100 miles.)

Dis.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1 cl.	2 cl.	3 cl.	Stations.	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3
	L. c.	L. c.	L. c.		a.m.	a. m.	p.m.	p.m.	p. m.			L. c.	L. c.	L. c.		a.m.	a. m.	a.m.	p. m.	p. m.		
	1 0	0 75	0 55	Venice ....dep.	6 25	9 37	12 35	3 46	7 56			—	—	—	Bologna dep.	1 15	5 0	10 10	12 40	5 15		
				Mestre.....arr.	6 39	10 16	1 7	4 0	8 4			0 95	0 65	0 50	Corticella	...	5 14	10 24	...	5 29		
				... .dep	6 51	10 30	1 17	4 12	8 18			1 15	0 80	0 60	Castelmaggiore	...	5 22	10 34	...	5 35		
	12 5	1 00	1 20	Marano	7 9	10 54	1 31	4 29	8 32			2 5	1 45	1 5	S. Giorgio	...	5 36	10 54	...	5 50		
	1 65	1 90	1 40	Dolo	7 18	11 6	...	4 38	8 40			2 75	1 90	1 40	S. Pietro in Casale	1 52	5 50	11 16	1 12	6 2		
	1 8	2 25	2 0	Ponte di Brenta	7 26	11 20	...	4 56	8 57			3 40	2 40	1 70	Galliera	...	6 1	11 30	...	6 12		
	1 60	2 35	2 00	Padua ... arr	7 45	11 43	1 56	5 5	9 6			3 85	2 70	1 90	Poggio Renatico ...	...	6 12	11 45	...	6 22		
				...dep	7 53	11 58	2 5	5 15	9 17			5 35	3 75	2 70	Ferrara ...arr.	2 25	6 32	12 20	1 39	6 41		
	2 25	4 25	3 5	Abano	8 10	12 22	...	5 33	...			...	...	...	... .dep.	2 31	6 41	p.m.	1 45	6 47		
	2 75	4 55	3 25	Montegrotto	8 19	12 33	...	5 42	...			5 90	4 15	2 95	Pontelagoscuro	...	6 52	...	...	6 57		
	3 00	5 0	3 50	Battaglia	8 27	12 44	...	5 51	...			6 80	4 80	3 45	S. M. Maddalena	...	6 59	...	...	7 4		
	3 75	5 45	3 90	Monselice	8 38	1 0	2 44	6 4	...			6 60	4 80	3 45	Paviole	...	7 9	...	...	7 14		
	4 25	6 0	4 30	Este	8 50	1 16	2 56	6 18	9 55			7 65	5 45	3 90	Polesella	...	7 23	...	...	7 27		
	4 80	6 70	4 80	Stanghella	9 4	1 39	...	6 34	...			8 40	6 0	4 25	Argua	...	7 33	1 7, 3	...	7 37		
	5 10	7 35	5 25	Rovigo.....arr	9 15	1 55	3 15	6 48	10 12			9 40	6 70	4 80	Rovigo ...arr.	2 17	7 46	a.m.	2 23	7 50		
				... ...dep.	9 20		3 20	6 56	10 17			...	...	...	... ... dep	2 22	7 52	4 5	2 30	7 55		
	11 10	8 5	5 75	Argua	9 34	...	...	7 11	...			10 30	7 35	5 25	Stanghella	...	8 5	4 22	...	8 7		
	12 15	8 60	6 15	Polesella	9 45	...	...	7 25	...			11 25	8 5	5 75	Este	...	8 22	4 45	2 54	8 22		
	12 80	9 35	6 65	Paviole	9 57	...	...	7 38	...			12 0	8 60	6 15	Monselice	...	8 34	5 2	3 7	8 34		
	13 80	9 60	6 85	S. M. Maddalena	10 7	...	...	7 48	...			12 75	9 15	6 50	Battaglia	...	8 49	5 18	...	8 44		
	13 55	9 90	7 5	Pontelagoscuro	10 15	1, 2, 3	...	7 56	...			13 25	9 50	6 80	Montegrotto	...	8 57	5 29	...	8 52		
	14 30	10 50	7 45	Ferrara ... arr.	10 34	a.m.	3 57	8 5	9 11	2		13 65	9 80	6 95	Abano	...	9 6	5 42	...	9 1		
				... .dep.	10 42	5 40	4 3	8 15	9 17	7		14 85	10 70	7 60	Padua .....arr.	4 25	9 22	6 5	3 50	9 17		
	15 00	11 35	8 10	Poggio Renatico	10 55	6 10	...	8 37	...			...	...	...	... .dep.	4 42	9 34	6 20	4 0	9 25		
	15 15	11 75	8 35	Galliera	11 6	6 22	...	8 47	...			15 75	11 30	8	Ponte di Brenta	4 54	9 46	6 34	...	9 37		
	15 75	12 10	8 65	S. Pietro in Casale	11 21	6 39	4 30	9 0	9 11	3		16 65	12 15	8 65	Dolo	A 12	10 4	6 59	...	9 55		
	17 35	12 70	9 5	S. Giorgio.....	11 34	6 46	...	9 13	...			17 25	12 40	8 95	Marano	A 22	10 14	7 12	4 26	10 5		
	18 39	13 25	9 45	Castelmaggiore	11 49	7 14	...	9 28	...			18 50	13 30	9 50	Mestre ...dep	5 38	10 29	7 33	4 34	10 20		
	18 60	13 50	9 60	Corticella	11 57	7 22	...	9 36	...			...	...	...	... .arr	5 50	10 39	7 50	4 48	10 31		
	19 45	14 5	10 0	Bologna ...arr.	12 10	7 37	5 0	9 48	12 10			19 45	14 50	10 0	Venice.....arr.	6 4	10 53	8 10	5 0	10 45		

PAVIA, CREMONA, and BRESCIA.

Dis.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	L. c.	L. c.	L. c.		a.m.	p. m.	p. m.		L. c.	L. c.	L. c.		a.m.	p.m.	p.m.	
	—	—	—	Pavia .....dep.	...	7 0	2 5	7 30	—	—	—	Brescia .....dep.	...	4 40	12 40	6 10
46	0 95	0 70	0 50	Motta S. Damiano	...	7 12	2 21	7 43	0 75	0 50	0 40	S. Zeno Folzano....	...	4 50	12 51	6 22
46	1 75	1 25	0 90	Belgiojoso	...	7 25	2 41	7 58	1 65	1 15	0 85	Bagnolo	...	5 5	1 7	6 41
46	2 30	1 65	1 20	Corteolana	...	7 35	2 56	8 9	2 55	1 80	1 30	Maurebio	...	5 21	1 25	7 5
46	3	2 10	1 55	Miradolo	...	7 45	3 10	8 20	3 25	2 25	1 65	Verolanova	...	5 34	1 39	7 22
46	3 35	2 35	1 70	Chignolo	...	7 55	3 23	8 29	3 90	2 75	2 0	Robecco	...	5 47	1 53	7 40
46	4 15	2 90	2 10	Ospedaletto.....	...	8 7	3 40	8 40	4 60	3 20	2 35	Olmeneta	...	5 58	2 2	7 54
46	4 90	3 45	2 50	Casalpusterlengo	...	8 18	3 53	8 52	5 85	4 0	2 95	Cremona ....arr.	...	6 15	2 35	8 16
	...	...	...	... .dep.	...	8 22	4 4	8 56				... (253) dep.	4 5	6 25	2 40	
29	5 35	3 75	2 70	Codogno ....arr.	...	8 30	4 14	9 5	6 40	4 45	3 20	Cavatigozzi	4 16	6 35	2 52	...
	...	...	...	... .dep.	...	8 35	4 35	9 10	6 95	4 85	3 50	Acquanegra	4 26	6 46	3 7	...
29	6 25	4 60	3 15	Pizzighettone.....	...	8 49	4 55	9 28	8 0	5 55	4 0	Pizzighettone	4 41	7 2	3 27	...
29	7 25	5 15	3 65	Acquanegra	...	9 3	5 16	9 40	8 75	6 10	4 40	Codogno ....arr.	4 54	7 15	3 41	...
29	7 95	5 60	4 0	Cavatigozzi	...	9 13	5 31	9 51	...	...	...	... .dep.	4 57	7 41	3 55	...
29	8 50	6 0	4 25	Cremona ....arr.	a.m.	9 21	5 42	10 0	9 30	6 50	4 70	Casalpusterl.ar	5 6	7 50	4 4	...
	...	...	...	...(253) dep.	6 16	9 25	6 20	...	...	...	...	... .dep.	5 8	7 55	4 40	...
29	9 76	6 85	4 90	Olmeneta	6 37	9 58	6 43	...	10 20	7 15	5 15	Ospedaletto	5 21	8 9	4 56	...
29	10 30	7 25	5 20	Robecco	6 53	10 3	6 59	...	10 90	7 65	5 50	Chignolo	5 34	8 24	5 13	...
29	11 10	7 80	5 60	Verolanova	7 10	10 17	7 17	...	11 35	7 95	5 70	Miradolo	5 49	8 33	5 25	...
29	11 70	8 20	5 90	Maurebio.....	7 25	10 28	7 33	...	11 95	8 35	6 0	Corteolona	5 53	8 46	5 42	...
29	12 30	8 80	6 40	Bagnolo	7 44	10 43	7 52	...	12 55	8 75	6 30	Belgiojoso.....	6 10	8 56	5 56	...
29	13 50	9 45	6 80	S. Zeno Folzano....	8 0	10 57	8 9	...	13 35	9 40	6 70	Motta S. Damiano	6 18	9 13	6 12	...
29	14	9 90	7 5	Brescia.....arr.	8 10	11 8	8 20	...	14 5	9 85	7 5	Pavia .....arr.	6 30	9 28	6 25	...

ALESSANDRIA AND SAVONA.

Dis.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	L. c.	L. c.	L. c.		a.m.	a. m.	p.m.	p.m.	L. c.	L. c.	L. c.		a.m.	a.m.	p.m.	p.m.
	—	—	—	Alessandria dp	6 55	11 0	3 40	9 45	—	—	—	Savona .....dep	...	5 20	9 50	4 20
1	1 25	0 90	0 65	Dorgorato	7 18	11 22	4 12	10 7	0 85	0 60	0 45	Santuario.....	...	5 42	10 14	4 44
2	1 85	1 30	0 95	Sezzè	7 33	11 37	4 30	10 22	2 45	1 70	1 25	S. Giuseppe ar	...	6 18	10 50	5 20
3	2 30	1 60	1 20	Strevi.....	8 1	12 3	5 8	10 48	...	...	...	... dep	...	6 27	11 6	5 38
4	3 35	2 70	1 95	Acqui .....arr	8 13	12 15	5 23	11 0	3 35	2 35	1 70	Sochetta.....	...	6 46	11 25	5 56
	...	...	...	... .dep	8 22	12 23	5 35	...	4 15	2 90	2 10	Piana	...	7	11 46	6 16
4	3 60	3 15	2 25	Terzo.....	8 32	12 34	5 44	...	5 5	3 55	2 55	Spigno	...	7 26	12 10	6 38
4	3 90	3 95	2 80	Ponti	8 57	12 59	6 9	...	5 95	4 15	3 0	Montechiaro	...	7 43	12 29	6 55
4	4 5	4 25	3	Montechiaro	9 8	1 10	6 19	...	6 40	4 50	3 25	Ponti	...	7 53	12 40	7 5
4	4 90	4 90	3 50	Spigno	9 33	1 36	6 45	...	7 50	5 35	3 80	Terzo.....	...	8 15	1 4	7 27
4	5 75	5 50	3 95	Piana.....	9 54	1 57	7 6	...	8 10	5 70	4 10	Acqui .....arr	a.m.	8 23	1 12	7 35
4	6 65	6 5	4 35	Rocchetta.....	10 16	2 17	7 26	...	...	...	...	... .dep	5 40	8 30	1 22	7 43
4	9 55	6 70	4 80	S. Giuseppe ar	10 35	2 35	7 44	...	8 90	6 25	4 50	Strevi.....	5 58	8 44	1 39	7 56
	...	...	...	... dep	10 50	2 55	7 55	...	10 25	7 30	5 15	Sezzè	6 25	9 9	2 10	8 20

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EXPRESS.		ORDINARY.				Stations.	Trains.							Dist.	Fares.			Stations.	Trains.					
1 Cl.	2 Cl.	1st	2nd	3rd			1,2,3	1 & 2	1,2,3	1,2,3	1 & 2	1,2,3	1 & 2		1s	2nd	3rd		2 & 3	1,2,3	1,2,3	1 & 2	1,2,3	1 & 2
L. c.	L. c.	L. c.	L. c.	L. c.			a.m.	a.m.	noon	p.m.	p.m.				L. c.	L. c.	L. c.				a.m.	a.m.	p.m.	p.m.
—	—	—	—	—		**Florence** (St. Cent.) dp	...	5 30	8 30	12 0	4 55	10 9			—	—	—	**Rome** ..... dep	...	...	6 44	8 50	4 36	9 36
...	...	0 45	0 30	0 25		,, (Portalla Croce)	...	5 44	...	12 22	5 11	...			2 95	2 10	1 50	Monte Rotondo	...	...	7 37	...	5 19	...
1 40	0 95	1 30	0 90	0 65		**Compiobbi**	...	5 59	...	12 41	5 27	...			4 35	3 5	2 20	Passo di Corese	...	...	7 53	9 46	5 46	10 26
2 30	1 60	2 15	1 50	1 5		**Pontassieve**	...	6 17	...	1 4	5 43	10 40			5 50	3 85	2 75	**Monterco**	...	...	8 13	...	6 7	...
...	...	3 5	2 10	1 45		**Rignano**	...	6 38	...	1 23	6 6	...			6 50	4 50	3 90	**Stimigliano**	...	...	8 39	...	6 37	...
...	...	3 80	2 60	1 80		**Incisa**	...	6 52	...	1 40	6 19	...			7 90	5 50	3 90	**Borghetto** (Umb.)	...	...	8 51	10 30	6 58	...
4 55	3 20	4 30	2 95	2 5		**Figline**	...	7 6	...	1 55	6 39	...			9 40	6 55	4 65	**Orte**	...	...	9 19	10 47	7 25	11 21
5 45	3 80	5 20	3 55	2 45		**S. Giovanni**	...	7 28	9 45	2 20	6 51	11 24			11 0	7 65	5 40	**Narni**	p.m.	...	9 45	...	7 51	11 46
6 15	4 30	5 80	4 0	2 75		**Montevarchi**	...	7 44	...	2 40	7 4	...			12 40	8 60	6 5	**Terni** ..... arr.	4 52	...	10 5	11 24	8 11	12 1
...	...	6 70	4 60	3 20		**Bucine**	...	8 3	...	3 2	7 22	...			...	...	...	,, ... dep.	6 46	...	10 13	11 29	8 19	12 8
...	...	7 20	4 95	3 45		**Laterina**	...	8 17	...	3 18	7 35	...			15 50	10 75	7 55	**Spoleto**	7 42	...	11 40	12 39	9 45	1 16
...	...	7 75	5 30	3 70		**Pontedine**	...	8 30	...	3 33	7 47	...			17 30	12 0	8 40	**Trevi**	8 7	...	12 11	...	10 15	...
10 10	7 5	9 60	6 55	4 55		**Arezzo** ..... arr.	...	8 54	10 43	4 0	8 11	12 21			18 20	12 60	8 80	**Foligno** ..... arr.	...	a.m.	12 28	1 23	10 32	1 57
...	...	...	...	...		,, ... dep.	...	9 8	10 49	4 32	...	12 27			...	...	...	,, ... dep.	...	5 17	1 49	1 31	10 52	2 5
11 45	8 0	10 95	7 45	5 15		**Frassineto**	...	9 28	...	4 56	...	...		107	18 70	12 95	9 5	**Spello**	...	5 31	2 0	...	11 3	...
12 0	8 40	11 40	7 80	5 40		**Castiglion Fier**	...	9 41	...	5 9	...	...		114	19 90	13 75	9 65	**Assisi**	...	5 44	2 19	1 58	11 37	...
13 25	9 20	12 60	8 60	5 95		**Cortona**	10 0	...	...	5 32	...	1 7		116	20 30	14 5	9 85	**Bastia**	...	6 6	2 32	...	11 47	...
...	...	13 55	9 30	6 45		**Tuoro**	10 18	...	...	5 54	...	...		122	21 30	14 70	10 30	**Ponte S. Giovanni**	...	6 26	2 44	...	11 57	...
15 30	10 70	14 50	9 95	6 90		**Passignano**	10 41	11 59	...	6 19	...	1 40		129	22 45	15 50	10 65	**Perugia** ..... arr.	...	6 51	3 8	2 36	12 9	3 7
16 30	11 40	15 50	10 60	7 35		**Magione**	10 56	...	...	6 40	...	...			...	...	...	,, ... dep.	...	7 10	3 16	2 40	...	3 10
...	...	16 75	11 50	7 95		**Ellera**	1,2,3	11 17	...	7 3	...	...		135	23 55	16 25	11 35	**Ellera**	...	7 32	3 36	...	...	...
18 80	13 25	17 85	12 20	8 45		**Perugia** ..... arr.	a.m.	11 37	12 41	7 26	...	2 22		143	24 70	17 5	11 80	**Magione**	...	7 50	3 56	...	...	...
...	...	...	...	...		,, ... dep.	4 20	11 49	12 45	7 36	...	2 25		148	25 80	17 80	12 45	**Passignano**	...	8 22	4 18	3 28	...	3 58
...	...	19 5	13 5	9 5		**Ponte S. Giovanni**	4 42	12 11	...	8 1	...	...		153	26 65	18 40	12 85	**Tuoro**	...	8 41	4 34	...	...	...
21 5	14 75	20 0	13 70	9 50		**Bastia**	4 58	12 27	...	8 21	...	...		160	27 75	19 10	13 35	**Cortono**	...	9 5	4 53	...	...	4 28
21 50	15 5	20 40	14 0	9 70		**Assisi**	5 7	12 36	1 22	8 33	...	...		166	28 80	19 85	13 85	**Castiglion Fior**	...	9 39	5 11	...	...	...
...	...	21 50	14 70	10 20		**Spello**	5 26	12 55	...	8 56	...	...		170	29 45	20 30	14 15	**Frassineto**	1,2,3	9 54	5 23	...	...	...
23 20	16 35	22 5	15 10	10 45		**Foligno** ..... arr.	5 38	1 5	1 49	9 7	...	3 27		177½	30 75	21 15	14 75	**Arezzo** ..... arr.	a.m.	10 15	5 42	4 22	...	5 4
...	...	...	...	...		,, ... dep.	5 56	2 35	1 50	...	...	3 34			...	...	...	,, ... dep.	5 30	10 43	5 52	4 36	...	5 10
24 30	14 95	23 0	15 75	10 90		**Trevi**	6 17	3 55	...	...	...	...		187	32 45	22 35	15 60	**Pontedine**	5 55	11 13	6 18	...	...	...
26 15	16 20	24 80	17 0	11 75		**Spoleto**	6 57	4 37	2 49	...	...	4 14		193	33 70	23 10	16 20	**Laterina**	6	6 11	6 39	...	...	...
29 0	18 0	27 95	19 10	13 25		**Terni** ..... arr.	8 12	4 58	3 51	...	...	5 25		203	33 65	23 15	16 15	**Bucine**	6 17	11 38	6 42	...	...	...
...	...	...	...	...		,, ... dep.	8 20	5 0	3 56	...	...	5 30		196	34 40	23 65	16 50	**Montevarchi**	6 34	12 1	7 2	...	...	...
30 65	21 0	29 35	20 10	13 90		**Narni**	8 42	5 23	4 14	...	...	...		202½	35 5	24 10	16 80	**S. Giovanni**	6 52	12 21	7 20	5 37	...	6 9
32 20	23 0	31 10	21 30	14 75		**Orte**	9 14	5 52	4 26	...	...	6 8		207½	35 90	24 70	17 20	**Figline**	7 8	12 39	7 37	...	...	...
...	...	32 55	22 30	15 50		**Borghetto**	9 39	6 17	...	...	...	...			36 45	25 5	17 45	**Incisa**	7 21	12 53	7 49	...	...	...
...	...	34 0	23 20	16 15		**Stimigliano**	10 11	6 39	...	...	...	...		215	37 30	25 65	17 85	**Rignano**	7 36	1 19	8 3	...	...	...
37 45	26 15	34 95	24 0	16 65		**Montorso**	10 28	6 55	...	...	...	...		220	38 15	26 25	18 30	**Pontassieve**	7 54	1 39	8 20	...	...	...
38 70	27 0	36 15	24 80	17 20		**Passo di Corese**	10 53	7 21	5 28	...	...	7 8		225	39 0	26 85	18 70	**Compiobbi**	8 11	1 56	8 36	...	...	...
...	...	37 40	25 65	17 85		**Monte Rotondo**	11 14	7 42	...	...	...	7 25		230	39 95	27 50	19 15	**Florence** (Portalla Croce)	8 25	2 11	8 50	...	...	...
44 15	30 65	40 20	27 65	19 25		**Rome** ..... arr.	11 55	8 28	6 30	...	...	8 2		233½	40 20	27 65	19 25	,, (Sta. Cent.) arr.	8 46	2 30	9 3	6 46	...	7 20
							a.m.	p.m.	p.m.			a.m.							a.m.	p.m.	p.m.	p.m.		a.m.

TREVIGLIO—AND CREMONA.

1 Cl.	2 Cl.	3 Cl.		Stations.	Trains.				Stations.	Trains.			
					1,2,3	1,2,3	1,2,3			1,2,3	1,2,3	1,2,3	
L. c.	L. c.	L. c.			a.m.	p.m.	p.m.			a.m.	p.m.	p.m.	
1 30	1 20	0 95		**Treviglio** dep.	6 25	2 30	6 46		**Cremona** ..... dep.	6 46	12 5	7 34	
2 60	1 85	1 30		**Casaletto-Vapric**	6 57	4 8	7 18		**Casalbuttano**	7 28	12 51	8 18	
3 60	2 40	1 65		**Crema**	7 17	4 56	7 43		**Soncino**	7 50	1 17	8 43	
5 20	3 30	2 30		**Castelleone**	7 37	5 25	8 3		**Castelleone**	8 10	1 36	8 54	
6 55	4 30	3 05		**Soncino**	8 56	6 2	9 20		**Crema**	8 31	2 6	9 14	
8 55	5 80	3 95		**Casalbuttano**	9 16	6 21	9 54		**Casaletto-Vapric**	8 52	2 24	9 33	
7 80	5 25	3 75		**Cremona**	9 50	6 56	9 27		**Treviglio** ..... arr.	9 25	3 0	10 3	

ROME, COLLE SALVETTI AND PISA.

Mls.	Stations.	Trains.				Stations.	Trains.			
		1,2,3	1,2,3	1,2,3			1,2,3	1,2,3	1,2,3	
Dis.		a.m.	a.m.	p.m.			a.m.	p.m.	p.m.	
—	**Rome** ..... dep	...	...	8 15		**Pisa** ..... dep	5 50	12 13	3 56	
80½	Civita-Vecchia	...	...	10 30		**Colle Salvetti** ar	6 12	12 36	4 26	
94	Orbetello	...	5 0	12 11		,, dep	6 17	12 42	4 50	
113	Grosseto	...	6 10	1 18		Cecina	7 19	1 46	5 56	
176	Cecina	6 30	9 22	4 4		Grosseto	10 0	5 0	...	
198	**Colle-Salvetti** a	7 48	10 37	5 3		Orbetello	10 57	6 12	...	
	,, dep	7 59	10 37	5 8		Civitavecchia	12 43	8 23	...	
266½	**Pisa** ..... arr	9 25	11 0	6 30		**Rome** ..... arr	2 45	10 30	...	

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Exp. Trains. | **Ordinary.** | **Goods Trains.** | **Stations.** | **Goods Trains.** | **Ordinary.** | **Exp. Trains.**

Mls.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	L. e.	L. e.	L. e.	L. e.	L. e.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	—	—	**Sinalunga** .....dep.	—	—	5 30	9 37	4 13	—	11 0	**Naples** .....dep.	4 30	9 3	—	1 30	5 15	7 30	10 0
11½	2 15	1 45	1 05	1 15	0 90	**Sinalunga**	—	—	6 15	—	5 0	—	—	**Cassilanovo**	5 9	9 30	—	—	6 34	7 56	—
15	2 75	1 85	2 8	1 45	1 5	**Marino**	—	—	6 19	—	5 4	—	—	**Acerra**	5 17	9 38	—	—	6 42	7 67	—
18	4 45	2 95	3 20	2 20	1 65	**Albano**	—	—	6 28	10 17	5 29	—	11 50	**Cancello** arr.	5 29	9 48	—	1 59	6 54	8 9	10 34
23½	—	—	3 75	2 65	1 90	**Civita Lavinia**	—	—	6 58	—	6 41	—	—	**,,** (963) dep.	5 37	9 50	2	2 5	6 1	8 15	10 41
28	6 45	4 20	4 75	3 39	2 40	**Velletri** .....dep.	—	—	7 9	10 49	6 7	—	12 13	**Maddaloni**	5 52	10 3	—	—	6 14	8 38	—
35½	—	—	6 45	4 85	3 25	**Valmontone M. Fo**	—	—	7 34	—	6 39	—	—	**Caserta** .....arr.	6 3	10 14	—	—	6 39	8 59	11 6
40½	9 85	6 60	7 35	5 15	3 70	**Segni**	—	—	7 56	11 19	7 1	—	12 38	,, ...dep.	6	10 17	—	—	6 42	8 59	11 8
46½	—	—	8 40	5 90	4 20	**Anagni**	—	—	8 13	—	7 35	—	—	**Sanzamaria**	6 19	10 30	—	—	6 54	9 11	11 20
52½	—	—	9 95	6 95	4 90	**Sgurgola**	—	—	8 33	—	7 50	—	—	**Capua**	6 39	10 48	2 44	—	6 51	9	11 34
54½	—	—	10 10	7 5	5 5	**Fumone**	—	—	8 40	—	8 3	—	—	,, ...dep.	6 51	10 52	2 45	—	—	—	11 39
62½	14 70	9 90	11 0	7 70	5 50	**Frosinone**	—	—	8 56	12 5	8 26	—	1 35	**Pignataro**	6 58	10 59	—	—	—	—	—
69½	15 60	10 15	11 45	8 15	5 85	**Ceccano**	—	—	9 8	—	8 41	—	1 46	**Sparanisi**	7 0	11 11	3 6	—	—	—	11 52
69½	—	—	12 70	8 90	6 35	**Poli Castro**	—	—	9 24	—	9 1	—	—	**Teano**	7 21	11 33	3 26	—	—	—	12 13
78½	18 50	12 45	13 60	9 70	6 90	**Ceprano (Bul.)**	—	—	9 40	12 29	9 20	—	2 11	**Riardo**	7 35	11 47	—	—	—	—	—
...	...	...	...	...	...	,, ...dep.	5 30	—	10 2	12 46	—	—	2 24	**Caianello**	7 49	12 3	3 51	—	—	—	12 27
...	...	...	14 6	9 85	7 5	**Isoletta**	5 37	—	10 9	...	—	—	—	**Presenzano**	7 57	12 26	—	—	—	—	—
81½	19 70	13 30	14 90	10 45	7 45	**Roccasecca**	5 53	—	10 24	1 2	—	—	2 41	**Mignano**	8 23	12 42	4 19	—	—	—	—
85	...	...	15 65	10 80	7 70	**Aquino**	6 3	—	10 35	...	—	—	—	**Rocca d'Evand.**	8 39	12 58	—	—	—	—	—
93½	21 75	14 70	16 60	11 75	8 35	**San Germano**	6 30	—	11 1	1 31	—	—	3 19	**San Germano** ...	9 5	1 25	4 5	—	—	—	1 49
96	...	...	17 90	12 50	8 85	**Rocca d'Evandre.**	6 42	—	11 26	...	—	—	—	**Aquino**	9 29	1 49	—	—	—	—	—
99½	...	...	18 65	13 0	9 20	**Mignano**	7 9	—	11 34	2 3	—	—	—	**Roccasecca**	9 41	2 1	5 28	—	—	—	2 6
103½	...	...	19 50	13 60	9 60	**Presenzano**	7 26	—	11 54	...	—	—	—	**Isoletta**	9 56	2 16	—	—	—	—	—
113½	23 35	17 85	20 25	14 10	10 0	**Caianello**	7 46	—	12 10	2 39	—	—	4 4	**Ceppagnano** arr.	10 9	2 32	5 36	—	—	—	2 24
117½	...	...	21 0	14 60	10 35	**Riardo**	8 0	—	12 23	...	—	—	—	(Bul.) dep.	10 37	2 45	5 45	—	—	—	2 35
121	26 70	19 30	21 55	15 0	10 60	**Teano**	8 18	—	12 42	2 55	—	—	4 29	**Poli Castro**	10 54	3 7	—	—	—	—	2 56
125½	27 60	18 80	22 40	15 60	11 0	**Sparanisi**	8 31	—	12 56	3 7	—	—	—	**Ceccano**	11 11	3 27	6 11	—	—	—	3 9
129½	28 30	19 30	23 5	16 0	11 30	**Pignataro**	8 41	—	1 9	...	—	—	—	**Frosinone**	11 28	3 45	6 28	—	—	—	3 21
138½	29 30	20 0	24 0	16 70	11 75	**Capua** .....arr.	8 59	—	1 25	3 29	—	—	5 0	**Frosinone**	11 51	4 3	—	—	—	—	3 36
...	...	...	...	...	...	,, ...dep.	9 1	7 15	1 29	3 31	—	7 26	5 13	**Ferentino**	12 9	4 25	—	—	—	—	3 53
138½	29 85	20 40	24 55	17 5	12 0	**Santa Maria**	9 13	7 27	1 41	3 40	—	7 37	5 26	**Anagni**	12 21	4 40	—	—	—	—	4 5
143	30 55	20 90	25 20	17 50	12 35	**Cascola** .....arr.	9 24	7 38	1 52	3 50	—	7 48	5 37	**Segni**	12 44	5 4	7 10	—	—	—	4 26
...	...	...	...	...	...	,, ...dep.	9 27	7 41	1 55	3 52	—	7 51	5 41	**Valmontone M.**	1 1	5 24	7 25	—	—	—	4 43
148½	...	...	26 85	17 95	12 60	**Maddaloni**	9 39	7 54	2 14	...	—	8 4	5 55	**Velletri** .....dep.	1 32	6 0	7 50	—	—	—	5 13
148½	31 90	21 85	26 85	18 25	12 90	**Cancello** .....arr.	9 50	8 5	2 25	4 10	—	8 15	6 6	**Civita Lavinia**	1 46	6 17	—	—	—	—	5 29
...	...	...	...	(963)	...	dep.	9 57	8 12	2 39	4 16	—	8 22	6 14	**Albano**	1 59	6 30	8 10	—	—	—	5 37
154½	...	...	27 35	18 90	13 30	**Acerra**	10 40	8 55	3 15	—	—	8 55	6 37	**Marino**	2 19	6 52	—	—	—	—	5 56
161½	...	...	27 35	19 10	13 45	**Cassilanovo**	10 53	9 17	3 37	—	—	9 17	6 59	**Ciampino**	2 33	7 6	—	—	—	—	6 6
165½	34 25	23 50	28 75	19 90	14 0	**Naples** .....arr.	10 40	9 55	3 15	4 44	—	9 5	6 57	**Rome** .....arr.	2 55	7 30	8 50	—	—	—	6 30

Express. | **FOLIGNO and ANCONA.—Strade Ferrate Romane.** | **Express.**

Mls.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3
Dis.	L. e.	L. e.	L. e.	L. e.	L. e.		a.m.	a.m.	p.m.
—	—	—	—	—	—	**Foligno** .....dep.	2 15	6 0	2 26
11½	2 15	1 55	2 5	1 40	1 0	**Nocera**	2 49	6 40	3 0
22½	4 10	2 85	3 90	2 65	1 35	**Gualdo Tadino**	3 15	7 17	3 38
28½	4 75	3 25	4 55	3 10	2 15	**Fossato**	3 38	7 40	3 44
36½	6 60	4 60	6 25	4 30	2 95	**Fabriano**	4 11	8 22	4 27
41½	7 60	5 30	7 30	4 95	3 45	**Albacina**	4 26	8 37	4 47
48½	9 20	6 45	8 70	5 95	4 15	**Serra S. Quirrico**	4 50	9 0	5 9
54½	9 85	6 90	9 35	6 40	4 45	**Castel Planio**	5 10	9 30	5 28
61½	11 55	8 10	10 95	7 50	5 20	**Iesi**	5 26	10 34	5 53
70½	12 60	8 95	12 12	8 30	5 75	**Chiaravalle**	5 56	11 1	6 13
74½	13 60	9 50	12 90	8 85	6 15	**Falconara**	6 19	11 16	6 35
80½	14 60	10 25	13 85	9 50	6 60	**Ancona** .....arr.	6 34	11 45	6 50

Mls.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	3 Cl.	Stations.	2 & 3	1,2,3	1,2,3	1,2,3	1,2,3	2 & 3
Dis.	L. e.	L. e.	L. e.	L. e.	L. e.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	—	—	**Ancona** .....dep.	—	8 20	2 24	10 30	7 15	—
5½	1 5	0 75	1 0	0 70	0 50	**Falconara**	—	8 57	3 1	11 3	7 55	—
9½	1 85	1 30	1 75	1 20	0 85	**Chiaravalle**	—	9 12	3 26	11 18	8 23	—
16½	3 10	2 15	2 90	2 0	1 40	**Iesi**	—	9 34	3 56	11 40	9 0	—
25½	4 75	3 35	4 55	3 10	2 15	**Castel Planio**	—	10 7	4 37	12 13	9 46	—
30	5 45	3 80	5 20	3 55	2 45	**Serra S. Quirico**	—	10 22	5 7	12 28	10 11	—
38½	7 5	4 95	6 70	4 60	3 20	**Albacina**	—	10 46	5 36	12 52	10 50	—
44½	8 4	5 85	7 65	5 25	3 65	**Fabriano**	5 33	11 12	5 57	1 20	11 20	—
54½	9 85	6 90	9 35	6 40	4 45	**Fossato**	6 47	11 57	6 12	2 6	...	—
59	10 55	7 40	10 0	6 85	4 75	**Gualdo Tadino**	7 12	12 9	7 12	2 19	...	—
68½	12 45	8 75	11 85	8 10	5 60	**Nocera**	7 57	12 36	8 7	2 47	...	—
80½	14 60	10 25	13 85	9 50	6 60	**Foligno** .....arr.	8 53	1 4	8 43	3 15	...	—

FLORENCE to PISTOJA, and PISA.—Ferrovie dell' Alta Italia.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. c.	L. c.	L. c.			a. m.	a. m.	p. m.	
—	—	—	—	**Florence** (Cen. St)	...	5 15	10 50	4 34	
1½	0 40	0 30	0 20	Rifredi	...	5 23	10 58	4 42	
3	0 55	0 35	0 25	Castello	...	5 31	11 7	4 50	
5	0 85	0 50	0 35	Sesto Florentino	...	5 42	11 17	4 59	
8	1 25	0 70	0 50	Calenzano	...	5 53	11 28	5 10	
11	1 75	1 30	0 95	Prato	...	6 9	11 46	5 26	
14½	2 60	2 10	1 40	S. Piero	...	6 24	12 1	5 41	
21½	3 10	2 65	2 0	**Pistoja** .....arr.	...	6 38	12 15	5 55	
...	...	...	...	,, ...dep	...	7 10	12 30	6 8	
25½	4 0	3 30	2 55	Serravalle	...	7 22	12 43	6 21	
29½	4 45	3 75	2 90	Pieve a Nievole	...	7 35	12 53	6 33	
30	4 65	3 80	3 0	Montecatini	...	7 43	1 4	6 43	
32½	4 95	4 25	3 30	Borgo a Buggiano	...	7 53	1 13	6 53	
34½	5 35	4 55	3 50	Fescia	...	8 6	1 24	7 6	
37	5 75	4 90	3 80	S. Salvatore	...	8 14	1 37	7 15	
40	6 50	5 25	4 15	Altopascio	...	8 24	1 48	7 26	
41	7 0	5 65	4 15	Porcari	...	8 34	1 58	7 36	
48½	7 95	6 45	5 0	**Lucca** .....arr	p. m.	8 48	2 12	7 50	
...	...	...	...	,, ...dep	4 34	9 0	2 24	8 4	
54½	8 75	7 20	5 60	Ripafratta	4 49	9 15	2 39	8 19	
56½	9 5	7 40	5 80	Rigoli	4 58	9 24	2 48	8 28	
59	9 35	7 70	6 0	S. Giuliano (2nd)...	5 6	9 32	2 56	8 36	
62½	8 65	5 95	4 15	**Pisa** (S. Central)	5 20	9 46	3 10	8 50	

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. c.	L. c.	L. c.			a. m.	a. m.	p. m.	p. m.
—	—	—	—	**Pisa** (S. C'entr) dep	...	8 40	9 46	3 45	9 16
3½	0 65	0 45	0 25	S. Giuliano	...	5 56	10 2	4 1	9 26
5½	0 95	0 55	0 35	Rigoli	...	6 4	10 10	4 9	9 34
8	1 25	0 70	0 50	Ripafratta	...	6 13	10 19	4 18	9 43
13	2 10	1 60	1 20	**Lucca** .....arr	...	6 26	10 32	4 31	9 56
...	...	...	...	,, ...dep	...	6 40	10 44	4 46	...
14½	2 75	2 40	1 70	Porcari	...	6 56	11 0	5 2	...
21½	3 30	2 70	2 0	Altopascio	...	7 7	11 11	5 13	...
25	3 95	3 30	2 35	S. Salvatore	...	7 19	11 23	5 25	...
27½	4 25	3 85	2 75	Fescia	...	7 28	11 40	5 43	...
30	4 65	3 80	3 0	Borgo a Buggiano	...	7 50	11 50	5 53	...
32½	4 85	4 15	3 15	Montecatini	...	7 58	11 59	6 3	...
33	5 15	4 30	3 40	Pieve a Nievole	...	8	5 19	6 10	...
36½	5 95	4 80	3 75	Serravalle	...	8 30	12 21	6 26	fêtes
40½	6 60	5 35	4 25	**Pistoja** .....arr	...	8 39	12 32	6 35	...
...	...	...	...	,, ...dep	...	9 39	12 45	7 0	9 30
45½	7 40	6 5	4 85	S. Piero	...	8 55	1 1	7 16	9 46
50½	8 15	6 70	5 25	Prato	...	9 15	1 28	7 36	10 8
53½	8 65	7 20	5 55	Calenzano	...	9 27	1 37	7 48	10 20
57½	9 15	7 80	5 75	Sesto Florentino	...	9 42	1 52	8 3	10 35
5	9 45	7 75	5 90	Castello	...	9 53	2 2	8 15	10 45
61	9 70	7 85	6 0	Rifredi	...	10	2 12	8 24	10 54
62½	8 65	5 95	4 15	**Florence** .....arr.	...	10	2 15	8 30	11 0

AVENZA and CARRARA.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. c.	L. c.	L. c.			a. m.	p. m.	p. m.	p. m.
—	—	—	—	**Avenza** .....dep	...	8 35	1 25	5 30	9 35
2	0 30	0 20	0 15	**Carrara** .....arr.	...	8 47	1 37	5 42	9 47

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. c.	L. c.	L. c.			a. m.	a. m.	p. m.	p. m.
—	—	—	—	**Carrara** .....dep	...	8 48	9 48	3 45	9 16
2	0 30	0 20	0 15	**Avenza** .....arr.	...	9 0	10 0	3 57	9 28

ROME and FRASCATI.—Strade Ferrate Romane.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. c.	L. c.	L. c.			a. m.	a. m.	p. m.	p. m.	p. m.
—	—	—	—	**Rome** .....dep	5 30	8 30	11 0	1 10	4 15	6 30
3	0 70	0 50	0 35	**Cinecittà**	5 45	8 45	11 15	1 25	4 30	6 45
3½	0 70	0 50	0 35	**Frascati** .....arr.	5 50	8 50	11 20	...	4 35	6 50
...	...	...	...	,, ...dep	6 10	9 10	11 43	...	5 0	7 20
6½	1 40	1 0	0 70	**Marino**	6 25	9 25	11 58	...	5 15	7 35
8½	1 80	1 30	0 90	**San Maurizio**	6 40	9 40	12 13	...	5 30	7 50
10½	2 20	1 60	1 10	**Borgaro**	6 55	9 55	12 28	...	5 45	8 5
12½	2 60	1 90	1 30	**Venaria Reale**	7 10	10 10	12 43	...	6 0	8 20
15½	3 20	2 40	1 70	**Stupinigi**	7 35	10 35	1 8	...	6 25	8 45
18½	3 80	2 70	2 0	**Turin** .....arr.	7 45	10 45	1 18	...	6 35	8 55

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. c.	L. c.	L. c.			a. m.	a. m.	p. m.	p. m.	p. m.
—	—	—	—	**Turin** .....dep	5 30	8 30	11 0	1 10	4 15	6 30
3	0 70	0 50	0 35	**Venaria Reale**	5 45	8 45	11 15	1 25	4 30	6 45
3½	0 70	0 50	0 35	**Borgaro**	5 50	8 50	11 20	...	4 35	6 50
6½	1 40	1 0	0 70	**San Maurizio**	6 10	9 10	11 43	...	5 0	7 20
8½	1 80	1 30	0 90	**Marino**	6 25	9 25	11 58	...	5 15	7 35
10½	2 20	1 60	1 10	**Rome** .....arr.	6 40	9 40	12 13	...	5 30	7 50

TURIN AND CIRIÈ.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Fête	1, 2, 3	1, 2, 3	1, 2, 3
						a. m.	a. m.	p. m.		p. m.	p. m.	p. m.
—	—	—	—	**Turin** .....dep	8 40	9 46	3 45	9 16		5 30	8 30	11 0
3½	0 65	0 45	0 25	**S. Giuliano**	5 56	10 2	4 1	9 26		5 46	8 46	11 16
8	1 25	0 70	0 50	**Venaria Reale**	6 13	10 19	4 18	9 43		6 3	9 3	11 33
13	2 10	1 60	1 20	**Lucca** .....arr	6 26	10 32	4 31	9 56		6 16	9 16	11 46
...	...	...	...	,, ...dep	6 40	10 44	4 46	...		6 30	9 30	11 50
14½	2 75	2 40	1 70	**Borgaro**	6 56	11 0	5 2	...		6 46	9 46	...
21½	3 30	2 70	2 0	**Ciriè**	7 10	11 15	5 18	...		7 0	9 45	12 10
25	3 95	3 30	2 35	**San Maurizio**	7 19	11 23	5 25	...		7 9	9 53	12 17
27½	4 25	3 85	2 75	**Lanzo**	7 28	11 40	5 43	...		7 25	10 10	12 35
30	4 65	3 80	3 0	**Borgo a Buggiano**	7 50	11 50	5 53	...		7 35	10 20	12 45
32½	4 85	4 15	3 15	**Montecatini**	7 58	11 59	6 3	...		7 43	10 28	12 53
33	5 15	4 30	3 40	**Pieve a Nievole**	8	5 19	6 10	...		7 50	10 35	1 0
36½	5 95	4 80	3 75	**Serravalle**	8 30	12 21	6 26	fêtes		8 6	10 51	1 16
40½	6 60	5 35	4 25	**Pistoja** .....arr	8 39	12 32	6 35	...		8 15	11 0	1 25
...	...	...	...	,, ...dep	9 39	12 45	7 0	9 30		8 30	11 50	...
45½	7 40	6 5	4 85	**S. Piero**	8 55	1 1	7 16	9 46		8 46	...	...
50½	8 15	6 70	5 25	**Prato**	9 15	1 28	7 36	10 8		9 6	...	...
53½	8 65	7 20	5 55	**Calenzano**	9 27	1 37	7 48	10 20		9 18	...	...
57½	9 15	7 80	5 75	**Sesto Florentino**	9 42	1 52	8 3	10 35		9 33	...	...
5	9 45	7 75	5 90	**Castello**	9 53	2 2	8 15	10 45		9 43	...	...
61	9 70	7 85	6 0	**Rifredi**	10	2 12	8 24	10 54		9 52	...	...
62½	8 65	5 95	4 15	**Florence** .....arr.	10	2 15	8 30	11 0		9 58	...	...

ORDINARY. Ret. TICKETS

Mls.	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.
Dis.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.
—	—	—	—	0 90	0 60	0 35
3	0 70	0 50	0 35	1 30	0 90	0 60
3½	0 70	0 50	0 35	1 30	0 90	0 60
6½	1 40	1 0	0 70	2 60	1 80	1 20
8½	1 80	1 30	0 90	3 40	2 40	1 60
10½	2 20	1 60	1 10	4 20	3 0	2 0
12½	2 60	1 90	1 30	4 90	3 40	2 30
15½	3 20	2 40	1 70	6 0	4 30	2 90
18½	3 80	2 70	2 0	7 10	5 0	3 40

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. c.	L. c.	L. c.			a. m.	dir.	p. m.	p. m.	p. m.
—	—	—	—	**Rome** .....dep	6 44	9 56	4 36	9 16	11 0	4 30
—	—	—	—	**Orte** .....arr.	9 14	12 46	7 21	11 51	1 40	7 0
						a. m.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	**Orte** .....dep	...	10 51	7 40	12 1	1 50	7 10
—	—	—	—	**Orvieto** .....arr.	...	12 13	8 55	1 13	3 12	8 32

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. c.	L. c.	L. c.			a. m.	dir.	p. m.	p. m.	p. m.
—	—	—	—	**Rome** .....dep	6 44	9 56	4 36	9 16	11 0	4 30
—	—	—	—	**Orte** .....arr.	9 14	12 46	7 21	11 51	1 40	7 0
						a. m.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	**Orte** .....dep	...	10 51	7 40	12 1	1 50	7 10
—	—	—	—	**Orvieto** .....arr.	...	12 13	8 55	1 13	3 12	8 32

NAPOLI, SIENA, and ORVIETO.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					a. m.	dir.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	**Florence** .....dep	6 35	2 35	5 0	11 0	4 8	8 50
—	—	—	—	**Leghorn**	5 0	11 0	4 8	8 50		
						a. m.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	**Empoli** .....dep	7 45	1 45	7 36	1 57	6 30	9 44
1	0 30	0 20	0 15	**Castel Fiorentino** ...	7 57	1 57	7 48	2 10	6 42	9 56
2	0 60	0 40	0 30	**Certaldo**	8 10	2 10	7 58	2 22	6 54	10 8
4	1 20	0 80	0 60	**Poggibonsi**	8 24	2 24	8 12	2 36	7 8	10 22
6	1 80	1 20	0 90	**Poggibonsi** .....arr.	8 38	2 38	8 26	2 50	7 22	10 36
					a. m.	a. m.	p. m.	p. m.	p. m.	p. m.
10	2 60	1 70	1 30	**Siena** .....arr	9 40	7 45	4 30	4 30	8 30	11 45
					a. m.	a. m.	p. m.	p. m.	p. m.	p. m.
10	2 60	1 70	1 30	**Siena** .....dep	8 30	7 45	4 30	4 30	8 30	11 45
16	3 75	2 50	1 90	**Asciano**	9 30	8 45	5 30	5 30	9 30	12 45
23	5 40	3 60	2 70	**Torrita**	10 30	9 45	6 30	6 30	10 30	1 45
28	6 50	4 35	3 25	**Chiusi**	11 15	10 30	7 15	7 15	11 15	2 30
34	7 90	5 25	3 95	**Chiusi** .....arr.	12 0	11 15	8 0	8 0	12 0	3 15
					p. m.	a. m.	p. m.	p. m.	p. m.	p. m.
34	7 90	5 25	3 95	**Chiusi** .....dep	12 15	11 19	7 36	8 0	12 0	3 15
39	9 10	6 10	4 55	**Florence** .....arr.	1 30	12 35	8 50	9 15	1 15	4 30

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. c.	L. c.	L. c.			a. m.	dir.	p. m.	p. m.	p. m.
—	—	—	—	**Rome** .....dep	6 44	9 56	4 36	9 16	11 0	4 30
—	—	—	—	**Orte** .....arr.	9 14	12 46	7 21	11 51	1 40	7 0
						a. m.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	**Orte** .....dep	...	10 51	7 40	12 1	1 50	7 10
—	—	—	—	**Orvieto** .....arr.	...	12 13	8 55	1 13	3 12	8 32

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. c.	L. c.	L. c.			a. m.	dir.	p. m.	p. m.	p. m.
—	—	—	—	**Florence** .....dep	6 35	2 35	5 0	11 0	4 8	8 50
—	—	—	—	**Leghorn**	5 0	11 0	4 8	8 50		
						a. m.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	**Empoli** .....dep	7 45	1 45	7 36	1 57	6 30	9 44
1	0 30	0 20	0 15	**Castel Fiorentino** ...	7 57	1 57	7 48	2 10	6 42	9 56
2	0 60	0 40	0 30	**Certaldo**	8 10	2 10	7 58	2 22	6 54	10 8
4	1 20	0 80	0 60	**Poggibonsi**	8 24	2 24	8 12	2 36	7 8	10 22
6	1 80	1 20	0 90	**Poggibonsi** .....arr.	8 38	2 38	8 26	2 50	7 22	10 36
					a. m.	a. m.	p. m.	p. m.	p. m.	p. m.
10	2 60	1 70	1 30	**Siena** .....arr	9 40	7 45	4 30	4 30	8 30	11 45
					a. m.	a. m.	p. m.	p. m.	p. m.	p. m.
10	2 60	1 70	1 30	**Siena** .....dep	8 30	7 45	4 30	4 30	8 30	11 45
16	3 75	2 50	1 90	**Asciano**	9 30	8 45	5 30	5 30	9 30	12 45
23	5 40	3 60	2 70	**Torrita**	10 30	9 45	6 30	6 30	10 30	1 45
28	6 50	4 35	3 25	**Chiusi**	11 15	10 30	7 15	7 15	11 15	2 30
34	7 90	5 25	3 95	**Chiusi** .....arr.	12 0	11 15	8 0	8 0	12 0	3 15
					p. m.	a. m.	p. m.	p. m.	p. m.	p. m.
34	7 90	5 25	3 95	**Chiusi** .....dep	12 15	11 19	7 36	8 0	12 0	3 15
39	9 10	6 10	4 55	**Florence** .....arr.	1 30	12 35	8 50	9 15	1 15	4 30

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. c.	L. c.	L. c.			a. m.	dir.	p. m.	p. m.	p. m.
—	—	—	—	**Leghorn**	...	6 30	2 30	7 0	...	...
—	—	—	—	**Pisa**	...	7 10	3 10	7 40	...	...
						a. m.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	**Pisa**	6 45	2 30	7 10	7 40	...	...
3	0 70	0 50	0 35	**Pontedera**	7 0	2 45	7 25	7 55	...	...
6	1 40	1 0	0 70	**Cascina**	7 15	3 0	7 40	8 10	...	...
10	2 60	1 90	1 30	**Lavorano**	7 35	3 20	8 0	8 30	...	...
14	3 60	2 70	2 0	**Empoli**	7 55	3 40	8 20	8 50	...	...
18	4 50	3 40	2 50	**Empoli** .....arr.	8 10	3 55	8 35	9 5	...	...
					a. m.	p. m.	p. m.	p. m.	p. m.	p. m.
18	4 50	3 40	2 50	**Empoli** .....dep	8 30	4 0	8 40	9 10	...	...
24	6 0	4 50	3 30	**Siena** .....arr	9 40	5 40	9 50	10 20	...	...

PESCARA and AQUILA.

| Mls. | 1 Cl. | 2 Cl. | 3 Cl. | Stations. | 1,2,3 | 1,2,3 | 1,2,3

BOLOGNA, ANCONA, FOGGIA, BRINDISI, and OTRANTO.

ITALIAN SOUTHERN or ADRIATIC COAST LINE.

...	PARIS ..... dep.					...	...	8 40	p.m.	...	...	11 0	a.m.						
...	LYON					...	...	6 10	a.m.	...	...	8 5	p.m.						
...	MODANE					...	...	2 55	p.m.	...	...	5 30							
...	TURIN					...	...	7 20	,,	...	p.m.	9 40							
...	GENOA					...	...	6 50	,,	...	11 50	7 50							
...	ALESSANDRIA					...	...	9 15	,,	...	4 32	11 28							
...	MILAN					...	...	9 40	,,	...	6 10	11 40							
...	VERONA					...	...	11 12	,,	...	5 5	12 15							
...	VENICE					...	...	7 50	,,	...	6 25	12 45							
...	PADUA					...	...	9 17	,,	...	7 53	1 52							
...	FLORENCE					...	...	9 30	,,	...	7 50	...							
...	**Bologna** { TURIN, MILAN					...	...	2 50	a.m.	...	1 45	4 52							
...	arrive { FLORENCE					...	...	3 4	,,	...	12 2	...							
...	from { VENICE					...	...	12 10	,,	...	12 10	4 40							
Mls.	1 Cl.	2 Cl.	3 Cl.		3 Cl.		1,2,3		1 & 2	1,2,3	1,2,3	1,2,3	1 & 2	1 Cl.					
Dis.	L. c.	L. c.	L. c.		L. c.		a.m.		a.m.		p.m.	p.m.	p.m.	p.m.					
...	—	—	—		Ord.	**Bologna** ...dep.	6 0	...	3 15	...	4 35	2 10	5 40	1 0					
(2	Express and Ordinary			Exp.	0 50	Mirandola	6 35	...	...	...	5 5	2 31	...	...					
10½					0 80	Quaderna	6 47	...	...	...	5 18	2 42	...	...					
15					1 10	Castel S. Pietro...	7 2	...	...	...	5 35	2 56	6 12	...					
21¾	4 0	2 80	2 0		1 60	Imola	7 25	...	3 58	...	6 2	3 19	6 28	...					
26¼	4 75	3 35	2 40		1 90	**Castel Bol. ar.**	7 40	...	4 8	...	6 18	3 34	6 38	...					
...	...	...	...		...	,, dep	8 0	...	4 12	...	6 54	3 45	6 44	...					
31¼	5 65	4 0	2 85		2 30	Faenza	8 20	...	4 24	...	7 15	4 2	6 56	...					
40	7 25	5 10	3 65		2 90	Forlì	8 52	...	4 44	...	7 50	4 30	7 16	...					
51½	9 40	6 60	4 75		3 80	Cesena	9 48	...	5 10	...	8 40	5 12	7 43	...					
69	12 55	8 80	6 30		5 5	**Rimini** .....arr	10 50	...	5 46	a.m.	10 0	6 12	8 20	...					
...	...	...	...		...	.....dep.	11 10	...	5 51	5 0		6 24	8 28	...					
80¾	14 70	10 38	7 35		5 90	Cattolica	11 48	...	...	5 41		7 0	...	...					
90	16 40	11 50	8 20		6 60	Pesaro	12 32	...	6 43	6 53	...	7 40	9 23	...					
97½	17 75	12 45	8 90		7 10	Fano	12 57	...	7 0	7 17	...	8 7	9 44	...					
111¼	20 25	14 20	10 15		8 10	Sinigaglia	1 50	...	7 29	8 5	...	8 46	10 15	...					
121¾	22 15	15 55	11 10		8 90	**Falconara** arr	2 27	...	7 52	8 40	...	9 16	10 39	...					
...	...	...	...		...	,, ...dep.	2 42	...	7 58	8 48	...	9 23	10 48	...					
126¾	23 10	16 15	11 55		9 25	**Ancona**.....arr.	3 0	...	8 10	9 5	...	9 40	11 0	4 44					
...	...	...	...		...	,, ...dep.	3 25	...	8 25	9 30	...	10 0	—	5 15					
136¾	24 90	17 45	12 45		9 95	Osimo	4 2	...	8 48	10 10	...	10 35	...	...					
141¾	25 80	18 5	12 90		10 35	Loreto	4 21	...	9 0	10 26	...	10 52	...	...					
144¾	26 25	18 40	13 15		10 50	Porto Recanati...	4 34	...	9 7	10 38	...	11 4	...	...					
151¾	27 95	19 55	14 0		11 20	Porto Civitanova	5 20	...	9 30	11 14	...	11 42	...	...					
163¾	29 75	20 85	14 90		11 90	Porto S. Giorgio	5 58	...	9 50	11 45	...	12 13	...	...					
176¾	32 10	25 50	16 5		12 85	Grottammare ...	6 50	...	10 22	12 32	...	12 56	...	...					
179¾	32 70	22 90	16 35		13 10	**S. Benedetto**	7 12	...	10 30	12 46	...	11 12	...	...					
198¾	35 40	24 80	17 17		14 15	Giulianova.....	8 7	...	10 56	1 30	...	1 55	...	...					
206¾	37 45	26 20	18 75		15 0	Mutignano.....	8 40	...	11 21	2 6	3 Cl.	...	...	...					
217¾	39 55	27 70	19 80		15 85	**Pescara** ....arr.	9 30	...	11 47	2 48	a.m.	3 5	...	7 58					
...	...	...	...		...	,, dep.	...	...	11 57	3 8	5 30	3 20	...	8 6					
231¾	42 5	29 45	21 5		16 85	Ortona	...	...	12 27	3 58	6 34	4 0	...	...					
240¾	43 75	30 65	21 90		17 50	Fossacesia	...	...	12 54	4 35	7 30	4 35	...	...					
252¾	46 80	32 75	23 40		18 75	Vasto	...	...	1 29	5 43	9 15	5 25	...	...					
273¾	49 75	34 85	24 90		19 90	Termoli	...	...	2 2	6 38	10 30	6 12	...	...					
277¾	50 55	35 40	25 30		20 25	Campomarino ...	...	...	2 17	6 58	10 52	6 30	...	...					
309¾	56 80	39 40	28 15		22 55	**S. Severo.**	1,2,3		3 24	8 58	1 24	8 28	1,2,3	...					
326¾	59 45	41 65	29 75		23 80	**Foggia** .....arr.	a.m.		4 0	9 55	2 35	9 25	a.m.	11 31					
...	...	...	...		...	,, ... dep.	6 10		4 20	...	...	...	11 25	11 39					
348¾	63 40	44 40	31 70		24 40	Cerignola	7 28		5 5	...	1,2,3	...	12 10	...					
360¾	67 15	47 0	33 60		26 85	**Barletta** ....arr.	8 45		5 53	...	a.m.	...	1 0	...					
...	...	...	...		...	,, ...dep.	8 55		5 55	...	6 15	...	1 2	...					
377¾	68 60	48 5	34 30		27 45	Trani	9 21		6 14	...	6 42	...	1 29	...					
387¾	70 55	49 40	35 30		28 25	Molfetta	10 4		6 44	...	7 20	...	1 52	...					
391¾	71 20	49 85	35 60		28 50	Giovinazzo.....	1,2,3		10 20	6 57	7 25	...	2 4	...					
403¾	73 35	51 35	36 70		29 35	**Bari**.....arr.	a.m.		11 0	7 25	8 10	...	2 32	...					
...	...	...	...		...	.....dep.	6 0		7 40	...	...	...	2 50	...					
410¾	74 60	52 25	37 30		29 85	Noicataro	6 23		7 57	...	...	...	3 10	...					
415¾	75 50	52 85	37 75		30 20	Moladi Bari	6 41		8 12	...	...	...	3 26	...					
427¾	77 90	54 50	38 95		31 15	Monopoli	7 34		8 50	...	...	...	4 9	...					
436¾	79 45	55 65	39 75		31 80	Fasano.....	8 3		9 11	...	...	...	4 34	...					
449¾	81 70	57 20	40 85		32 70	Ostuni	8 44		9 40	...	...	...	5 9	...					
464¾	84 55	59 20	42 30		33 85	San Vitod'Otranto	9 37	a.m.	...	...	...	...	5 50	...					
472¾	85 90	60 15	42 95		34 40	**Brindisi** ...ar.	10 0	1,2,3	10 30	...	...	...	6 10	3 55					
...	...	...	...		...	.....dep.	10 15	6 25	...	...	...	...	6 25	a.m.					
482¾	87 85	61 50	43 95		35 15	S. Pietro Vernot.	10 48	6 58	...	...	...	...	6 58	4					
487¾	88 60	62 5	44 30		35 45	Squinzano	11 2	7 12	...	...	...	...	7 7	...					
489¾	89 05	62 35	44 55		35 65	Trepuzzi.....	11 13	7 23	...	...	...	...	7 19	...					
495¾	90 20	63 15	45 10		36 10	**Lecce**.....	11 30	7 40	...	...	...	...	7 35	...					
...	...	...	...		...	..... dep.	...	7 50	...	...	...	...	7 45	...					
514	93 50	65 45	46 75		37 40	Maglie	...	9 0	...	...	...	...	8 51	...					

Sundays only.

Passengers proceeding via Brindisi are recommended to leave London not later than 7.40 a.m. on Friday.

CASTELBOLOGNESE and RAVENNA.

Mls.	1st	2nd	3rd	Stations.	1,2,3	1,2,3	1,2,3	Mls.	1st	2nd	3rd	Stations.	1,2,3	1,2,3	1,2,3
Dis.	L. c.	L. c.	L. c.		a.m.	p.m.	p.m.	Dis.	L. c.	L. c.	L. c.		a.m.	p.m.	p.m.
—	—	—	—	**Castelbolognese** d.	7 55	3 40	7 0	—	—	—	—	**Ravenna** .....dep.	5 50	12 40	5 15
3	0 70	0 50	0 30	Solarolo.....	8 20	3 51	7 14	—	1 50	1 5	0 60	Godi	6 15	12 57	5 36
6	1 60	1 15	0 65	**Lugo**	8 36	4 7	7 34	10½	1 95	1 35	0 80	Rossi	6 36	12 48	5 41
11½	2 15	1 55	0 90	**Bagnacavallo**	8 40	4 16	7 48	14	2 60	1 85	1 5	**Bagnacavallo**	6 44	1 8	5 51
14	2 65	2 0	1 15	Rossi	8 55	4 28	8 3	17	3 30	2 35	1 30	**Lugo**	6 58	1 24	6 4
16	3 30	2 30	1 35	Godi	9 14	4 35	8 12	22½	4 10	2 85	1 65	Solarolo	7 17	1 43	6 24
22½	4 75	3 35	1 90	**Ravenna** ..... arr.	9 28	4 55	8 35	25½	4 75	3 35	1 90	**Castelbolognese** ar.	7 29	1 55	6 35

Through Carriages to Egypt.

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OTRANTO, BRINDISI, FOGGIA, ANCONA, and BOLOGNA.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.		p.m.
Otranto dep	...	6 45	...	4 15
Maglie.....	...	6 41	...	4 11
Lecce.....arr	...	7 50	p.m.	5 15
,, ...dep	...	8 0	1 55	5 30
Trepuzzi.....	...	8 18	2 9	5 48
Squinzano.....	...	8 28	2 18	5 58
S. Pietro Ver.	...	8 41	2 31	7 23
Brindisi arr	a.m.	9 10	3 0	7 55
,, ...dep	6 0	9 20	3 15	
San Vito d'Otr.	6 25	9 39	3 32	
Ostuni.....	7 19	10 19	4 8	
Fasano	8 0	10 52	4 36	
Monopoli	8 35	11 17	5	
Mola di Bari ...	9 31	11 51	5 38	
Noicataro	9 58	12 11	5 52	
Bari.....arr	10 0	12 30	6 10	a.m.
,, ...dep		12 45	6 29	5 10
Giovinazzo...	...	1 12	6 55	5 46
Molfetta	...	1 22	7 11	6 6
Trani	...	1 32	7 41	6 46
Barletta arr	...	2 9	8 11	7 10
,, ...dep	...	2 11	8 6	7 22
Corigliola	2 pl.	3 5	9 3	9 50
Foggia .....arr	a.m.	3 50	9 52	10 0
,, ...dep	10 12	4 10	10 10	
Motta	10 49	4 36	...	
S. Severo ...	11 38	5 5	10 58	
Campomarino	2 15	7 2	12 5	
Termoli	2 45	7 32	12 17	
Vasto	4 10	8 23	12 50	
Fossacesia.....	4 43	9 38	1 35	
Ortona	5 23	10 10	1 55	1,2,3
Pescara...arr	7 25	10 55	2 30	a.m.
,, ...dep		11 45	3 30	4 15
Molfagnano.....	...	...	4 16	4 58
Giulia	...	...	5 22	5 35
Tortoretto	...	...	6 22	6 34
S. Benedett.	...	...	6 29	6 42
Grottammare	...	...	6 42	6 49
Porto S. Giorg.	...	...	6 55	7 2
Porto Civitano	...	...	7 5	7 45
Porto Recanati	...	...	8 30	8 42
Loreto	...	...	8 40	8 52
Osimo	1,2,3	...	8 51	9 15
Ancona.....arr	a.m.	7 40	9 0	9 45
,, ...dep	6 40	11 45	2 23	7 24
Falconara.....arr	7 58	12 58	3 51	7 16
,, ...dep	8 14	1 —	12 13	4 4
Sinigaglia	8 37	1 37	12 38	4 48
Fano	9 32	7 56	1 46	5 36
Pesaro.....	10 0	8 17	2 20	6 15
Cattolica	10 35	8 43	2 57	6 58
Rimini ...arr	11 10	9 6	3 35	7 35
,, ...dep	11 25	9 11	4 0	...
Cesena.....	12 38	9 51	5 17	...
Forlì.....	1 15	10 19	5 58	...
Faenza	1 45	10 40	6 27	...
Castel Bol.	2 0	10 51	6 42	...
,, dep	2 10	10 56	6 56	...
Imola	2 28	11 16	7 16	...
Castel S. Pietro	2 53	11 26	7 40	...
Quaderna	3 24	7	7 55	+ p.m.
Mirandola	3 21	...	8 12	
Bologna arr	3 45	12 0	8 35	...

Bologna Dep. for	TURIN, MILAN ...	9 30
	FLORENCE ...	...
	VENICE ...	...
	FLORENCE.....arr	...
	PADUA..... ,,	...
	VENICE..... ,,	...
	VERONA ..... ,,	...
	MILAN ..... ,,	...
	ALESSANDRIA..... ,,	9 0
	GENOA ..... ,,	...
	TURIN ..... ,,	11 30
	MODANE ..... ,,	3 38
		12 46

BARI and TARANTO.

Stations.	1,2,3	1,2,3
	a.m.	p.m.
Bari ..... dep.	5 50	7 35
Modugno.....	6 13	7 55
Bitetto	6 20	8 6
Grumo	6 48	8 21
Acquaviva	7 24	8 57
Gioia	7 53	9 20
Santeramo	8 31	9 57
Castellaneta ...	9 10	10 34
Palagiano	9 33	10 53
Taranto dep.	9 40	11 05

FOGGIA and CANDELA.

Stations.	Trains. 1st class	2nd class	3rd class	Trains. Mls.	1st class	2nd class	3rd class	Stations.
	1,2,3	1,2,3	1,2,3		1,2,3	1,2,3	1,2,3	
	a.m.	p.m.	p.m.		p.m.	p.m.	p.m.	a.m. p.m.
Foggia dep	9 22	2 43	...	0	5 15	6 15	...	Candela ... 4 45 12 30
Castellamia ...	7 0	3 39	...	7½	4 30	5 40	...	Ascoli 5 0 12 45
Gioia	7 46	4 21	...	13½	3 55	5 0	...	Ordona 5 30 1 15
Aquaviva	8 16	4 58	...	19	3 35	4 40	...	Cervaro ... 5 50 1 35
Grumo	8 48	5 27	...	24½	3 15	4 20	...	Foggia ar 6 15 1 50
Bitetto	9 0	5 41	...					
Modugno.....	9 10	5 53	...					

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EXPRESS NAPLES to FOGGIA.

Mls.	and ORD. 1 cl	2 cl	EXP. 2 cl	ORDINARY. 3 cl	4 cl.		Stations. 1—6	Trains. 1,2,3	1,2,3	1 & 2	1—4	1,2,3
19½	L. c.	L. c.	L. c.	L. c.	L. c.			a.m.	a.m.	p.m.	p.m.	p.m.
—	...	...	...	...	...	...	Naples dep.	p.m. 12 25	a. m. 5 0	7 0	4 0	5 25
61	1 15	0 90	0 60	0 50	0 35	...	Caserta	12 43	5 18	7 20	4 14	5 43
88	1 60	1 15	0 80	0 65	0 45	...	Fratta Grmo	12 52	5 24	7 32	4 23	5 55
95	1 85	1 30	0 95	0 75	0 50	...	S. Antimo	12 58	...	7 38	...	6 1
122	2 30	1 60	1 15	0 95	0 65	...	Aversa	1 16	5 55	7 50	4 56	6 13
125	2 30	2 30	1 65	1 25	0 90	...	Marcianise	1 26	5 49	8 9	...	6 32
212	4 0	2 80	2 0	1 60	1 10	...	Caserta ar.	1 40	5 59	8 19	4 57	6 42
	...	...	...	...	...	...	... dep	6 3	8 24	4 59	6 47	10 34
243	4 75	3 35	2 40	1 90	1 30	...	Maddaloni	...	8 42	...	7 8	...
30	5 45	3 80	2 75	2 20	1 50	...	Valle di Maddaloni	...	8 55	...	7 18	...
338	6 15	4 20	3 10	2 45	1 70	...	Dugenta	6 39	9 12	5 32	7 35	11 17
35	6 60	4 65	3 45	2 60	1 90	...	Amorosi	...	9 26	...	7 49	...
443	7 35	5 15	3 70	2 80	2 0	...	Telese	7 0	9 41	5 51	8 5	11 43
45	7 95	5 55	4 0	3 20	2 20	...	Solopaca	7 9	9 53	...	8 18	11 54
48	8 15	6 10	4 40	3 30	2 40	...	S. Lor. Maggiore	10 8	...	...	8 33	...
51	9 30	6 80	4 65	3 75	2 55	...	Ponte di Benevento	7 37	10 21	...	8 46	12 18
55	10 10	7 5	5 5	4 5	2 75	...	Vitulano	...	10 38	...	9 2	...
61	11 0	7 70	5 50	4 40	3 0	...	Benevento arr	7 50	10 55	6 38	9 20	12 30
	...	...	...	...	...	...	... dep	7 55	11 10	6 43	...	1 0
65½	11 65	8 15	5 85	4 70	...	...	Ponte Valentino	...	11 26	...	...	...
68	12 56	8 80	6 30	5 5	...	...	Apice	9 17	11 43	...	...	1 31
74	13 45	9 45	6 75	5 40	...	...	Buonalbergo	...	12 2	...	...	...
77½	14 15	9 90	7 10	5 65	...	...	Montecalvo	8 48	12 24	7 30	...	2 18
84	15 60	10 90	7 70	6 15	...	...	Ariano	9 12	1 2	7 58	...	2 53
92½	16 80	11 55	8 25	6 60	...	...	Savignano-Greci	9 40	1 40	...	...	3 36
96½	17 20	12 5	8 60	6 90	...	...	Montaguto	9 52	1 54	...	...	3 55
97	17 65	12 25	8 85	7 10	...	...	Orsara	10 0	2 4	...	...	4 5
102½	18 65	12 10	9 25	7 50	...	...	Bovino	10 15	2 20	8 54	...	4 25
107	19 45	13 65	9 75	7 80	...	...	Giardinetto	10 26	2 44	...	...	4 40
113	21 80	15 5	10 75	8 60	...	...	Cervaro	...	3 18	...	...	...
123	22 40	15 70	11 20	8 95	...	...	Foggia ... arr	11 0	3 35	9 35	...	5 20
								p.m.	p.m.	p.m.		a.m.
								a.m.	p.m.			a.m.
	...	...	...	...	...	...	Foggia {Bari dp / Pescara}	11 35	4 20	p.m.		6 10a
									4 10	10 10		6 0a
136	26 10	16 90	13 20	10 30	7 25	...	CANDELA ... arr	...	5 55	p		8 30a
199	32 20	20 75	15 80	12 30	9 60	...	BARI	...	9 30	...		11 0
204	47 55	33 20	26	5 20	14 20	...	BRINDISI ... arr	6 10	10 30	p		...
282	51 70	36 20	28	5 40	15 55	...	LECCE ... ,,	7 35	...	...		...
270	47 80	33 50	26	5 20	14 40	...	TARANTO ... ,,	...	11 0	p		...
282	51 70	36 20	28	5 40	15 55	...	PESCARA ... ,,	...	10 55	2 30	a	2 32
232	41 15	28 80	22	4 35	12 35	...	ANCONA ... ,,	...	...	6 20	a	6 35p
460	79 65	55 75	43	8 60	23 90	...	BOLOGNA ... ,,	...	...	12 0 noon		12 10p

EXPRESS FOGGIA to NAPLES

Mls.	and ORD. 1 cl.	2 cl.	EXP. 2 cl.	ORDINARY. 3 cl.	4 cl.		Stations.	Trains. 1,2,3	1,2,3	1,2,3	1 & 2
459	L. c.	L. c.	L. c.	L. c.	L. c.			a.m.	...	p.m.	a.m.
228½	79 65	55 75	43 75	30	23 90	...	BOLOGNA ... dep	...	...	2 10	3 15
282	57 20	40 5	45 60	24 25	17 20	...	ANCONA ... ,,	9 30	...	10 0	8 25a
270	41 15	28 80	22 95	24 70	12 25	...	PESCARA ... ,,	3 8p	...	3 20	1157a
270	47 85	33 50	26 30	28 75	14 40	...	TARANTO ... ,,	1 55p	...	...	5 40
282	51 70	36 20	28 40	31 5	15 55	...	LECCE ... ,,	1 50p	...	...	8 0
268	47 55	33 30	26 5	28 55	14 30	...	BRINDISI ... ,,	2 15p	...	12 45	9 20a
199	35 25	24 75	28 30	21 20	10 60	...	BARI ... ,,	6 28p	...	a.m.	5 10
136	24 10	16 90	19 30	14 50	7 25	...	CANDELA ... ,,	...	...	5 30a	...
	...	...	...	...	...	...	FOGGIA {Bol'gna / Bari arr}	9 55p	...	9 25	4 0p
	...	...	...	...	...	...		9 35p	...	10 0	3 50p
	1 cl.	2 cl.		3 cl.	4 cl.			p.m.		a.m.	a.m.
53	1 5	0 75		0 45	...	...	Foggia ... dep	10 20	...	6 5	10 25
53	3 10	2 15		1 25	...	...	Cervaro	6 26	10 46	...	...
81	3 15	2 70		1 55	...	...	Bovino	11 42	...	7 27	11 35
81	3 90	3 45		1 95	...	...	Orsara	...	...	7 52	12 18
88	5 35	3 75		2 15	...	...	Montaguto	...	...	8 5	12 32
93	6 0	4 20		2 40	...	...	Savignano-Greci	12 42	...	8 30	12 57
99	7 15	5 0		2 85	...	...	Ariano	1 21	...	9 11	1 31
44	6 40	5 90		3 35	...	...	Montecalvo	2 2	...	9 46	2 0
49	9 5	6 35		3 65	...	...	Buonalbergo	...	...	9 58	2 12
55	9 95	7 0		4 0	...	...	Apice	2 30	...	10 16	2 29
601	10 75	7 55		4 30	...	...	Ponte Valentino	...	1—4	10 32	2 43
64½	11 55	8 10		4 65	...	...	Benevento arr	2 56	a.m.	10 45	2 55
	...	...		...	...	...	... dep	3 6	5 45	11 0	3 5
68½	12 45	8 75		5 0	0 30	...	Vitulano	...	6 1	11 17	3 21
72½	13 25	9 30		5 30	0 50	...	Pon. di Benevento	3 37	6 17	11 33	3 36
75½	13 80	9 70		5 55	0 65	...	S. Lor. Maggiore	...	6 29	11 45	3 47
80½	14 60	10 25		5 85	0 90	...	Solopaca	4 1	6 43	11 57	4 1
86½	15 15	10 60		6 10	1 0	...	Telese	4 15	6 56	12 10	4 13
90½	15 60	10 95		6 25	1 15	...	Amorosi	...	7 8	12 22	4 25
93½	16 40	11 50		6 60	1 35	...	Dugenta	4 44	7 26	12 44	4 52
93½	17 10	11 95		6 85	1 55	...	Valle di Maddalo.	...	7 43	1 1	4 59
97	17 65	12 35		7 10	1 70	...	Maddaloni 1—4	5 15	7 59	1 18	5 14
102	18 85	13 0		7 45	1 95	...	Caserta ar	p.m. 5 32	8 14	1 33	5 30
	...	...		...	...	...	... dp	4 0	5 38	8 19	1 40
105½	19 25	13 45		7 70	2 10	...	Marcianise	4 11	5 51	8 31	1 53
111½	19 20	14 20		8 10	2 40	...	Aversa	4 32	6 11	8 53	2 15
113½	20 70	14 50		8 30	2 50	...	S. Antimo	4 40	6 20	9 1	2 24
118½	20 95	14 65		8 40	2 60	...	Fratta-Grmo	4 46	6 27	9 8	2 30
117½	21 40	14 95		8 55	2 70	...	Casoria	4 56	6 40	9 20	2 45
123½	22 40	15 70		8 95	3 0	...	Naples arr	5 15	7 0	9 40	3 5

SASSARI and PLOAGHE.

Mls.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	4 Cl.	Stations.	1—4	1—4	Stations.	1—4	1—4
Dis.	L. c.	L. c.	L. c.	L. c.	L. c.		a.m.	p.m.		a.m.	p.m.
—	...	...	...	...	...	Sassari ...dep	5 40	2 40	Ploaghe...dep	7 30	6 0
24	0 45	0 35	0 25	0 15	...	Cossoja ... ,,	5 49	2 49	Campo-di-Mela	7 55	6 25
31	0 60	0 45	0 35	0 20	...	Tissi Usini ... ,,	5 59	2 59	Scala-di-Giocca	8 7	6 37
38	1 15	1 10	0 80	0 50	...	Scala-di-Giocca	6 13	3 15	Tissi Usini ... ,,	8 21	6 51
38	1 30	1 10	1 0	0 65	...	Campo-di-Mela	6 20	3 20	Cossoja ... ,,	8 31	7 1
47	2 10	2 20	1 50	0 95	...	Ploaghe ...arr	6 50	3 50	Sassari.....arr	9 40	7 10

CATANIA and LEONFORTE.

Mls.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1—3	1—3	1,2,3	Stations.	1,2,3	1,2,3	1 2,3
Dis.	L. c.	L. c.	L. c.	L. c.		a.m.	a.m.	p.m.		a.m.	p.m.	p.m.
—	...	...	...	...	Catania ...dep	5 15	9 0	4 30	Leonforte dp	8 45	1 30	4 5
15	0 95	0 65	0 50		Biocco	5 21	9 17	4 47	Raddusa	6 4	1 49	4 25
31	2 5	1 45	1 5		Motta S. Anast'a	5 34	9 40	5 10	Catenanuova	6 20	2 28	4 55
39½	2 50	2 60	2 35		Catenanuova	6 15	11 14	5 45	Motta S. Anast'a	6 34	2 14	5 0
39½	7 15	5 0	3 60		Raddusa	7 51	10 30	7 10	Biocca	8 10	3 9	6 39
46½	8 85	6 20	4 45		Leonforte ar	8 15	12 0	7 55	Catania ... arr	8 50	4 10	7 10

REGGIO and MONASTERACE.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3
Dis.	L. e.	L. e	L. e.		a.m.	p.m.
—	—	—	—	**Reggio** .....dep	6 20	2 0
14½	3 40	2 40	1 70	Melito	7 18	2 55
26½	4 90	3 45	2 45	Bova.	7 48	3 21
47½	8 60	6 5	4 30	**Biancannuovo**	9 2	4 21
56½	12 70	8 90	6 35	Roccella	11 5	6 0
82	14 95	10 45	7 50	**Monasterace** .. arr	11 45	—

Mls.	1 Cl.	2 Cl	3 Cl	Stations.	1 2 3	1 2 3
Dis.	L. .	L. e.	L. e.		a. m	p. m.
—	—	—	—	**Monasterace** dep	—	1 5
12½	2 30	1 60	1 15	Roccella	6 18	1 52
35	6 35	4 45	3 20	**Biancannuovo**	8 0	3 31
55½	10 10	7 5	5 5	Bova.....	9 13	4 30
64½	11 55	8 10	5 80	Melito	9 44	4 56
82	14 95	10 45	7 50	**Reggio** ..... arr	10 50	5 50

TARANTO to COTRONE.

Mls.	1 cl.	2 cl	3 cl.	Stations.	1,2,3	1,2,3
Dis.	L. e.	L. e.	L. e.		a.m.	a.m.
—	—	—	—	**Taranto** ..... dep	5 15	10 45
7½	1 35	1 15	2 95	Policoro	7 21	1 13
19½	10 85	7 45	4 25	Rosoro	8 17	2 22
26½	13 90	9 70	5 60	Bufalaria	9 22	3 25
45½	15 60	10 95	6 25	Corigliano	9 56	4 10
53½	16 85	11 80	6 75	Rossano	10 20	4 38
69½	18 20	12 75	7 30	Mirto Crosia	10 41	5 1
113½	20 50	14 35	8 20	**Cariati**	11 32	5 54
139½	26 70	18 70	10 70	**Cotrone** ..... arr	1 25	8 0

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3
Dis.	L. e.	L. e.	L. e.		a.m.	a.m.
—	—	—	—	**Cotrone** ..... dep	5 35	11 15
7½	1 35	1 15	2 95	**Cariati**	7 20	1 24
19½	10 85	7 45	4 25	Mirto Crosia	7 59	2 8
26½	13 90	9 70	5 60	**Rossano**	8 23	2 36
45½	15 60	10 95	6 25	Corigliano	8 47	3 4
53½	16 85	11 80	6 75	Bufalaria	9 18	3 40
69½	18 20	12 75	7 30	Rosoro	10 15	4 45
113½	20 50	14 35	8 20	Policoro	11 12	5 54
139½	26 70	18 70	10 70	**Taranto**..... arr	1 20	8 25

MESSINA and SYRACUSE.—Scenery very grand round Etna.

Mls.	1 Cl.	2 Cl.	3 Cl.	Palermo time ap	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	L. e.	L. e.	L. e.		a.m	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
—	—	—	—	**Messina**....dep	6 0	...	10 10	2 0	4 25	**Syracuse** dep	...	6 30	...	1 0
15	2 75	1 90	1 40	Alì	6 49	...	11 4	...	5 12	Augusta	...	7 37	...	2 8
20	5 45	3 80	2 75	Giardini Taorm.	7 40	...	12 10	3 9	6 8	**Lentini**	...	8 31	...	3 4
30½	7 25	5 15	3 70	Giarre Riposto.	8 20	...	12 58	3 39	6 49	**Catania** ....arr	...	9 15	...	3 35
36½	9 20	6 45	4 60	**Acireale**	8 54	...	1 40	4 2	7 27	.. ...dep	6 0	9 45	1 45	5 0
44½	10 75	7 55	5 40	**Catania (266)**	9 20	...	2 10	4 25	7 56	**Acireale**.....	6 10	10 10	2 20	5 30
—	—	—	—	.. ...dep	...	7 0	...	4 36	...	Giarre	7 1	10 41	3 3	6 6
7½	1 8	1 35	1 0	**Lentini**	...	8 26	...	5 40	...	Giardini	7 38	11 13	3 45	6 47
38½	17 30	12 5	8 10	Augusta	...	9 31	...	6 43	...	Alì	8 28	...	4 44	7 37
113	20 80	14 40	10 30	**Syracuse** arr	...	10 25	...	7 45	...	**Messina**...dep.	9 20	12 30	5 45	8 25

PALERMO and CAMMARATA.

Mls.	1 Cl.	2 Cl.	3 C	Stations.	1,2,3	1,2,3	1,2,3	Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3
Dis.	L. e.	L. e.	L. e		a. m	a.m	p. m	Dis.	L. e.	L. e.	L. e.		a.m	a.m	p. m.
—	—	—	—	**Palermo** dep.	6 30	11 0	4 0	—	—	—	—	**Cammarata** d	...	6 0	3 15
9½	1 15	0 80	0 60	Ficarazzi	6 51	11 21	4 21	7½	1 40	0 95	0 70	Lercara	...	6 40	3 59
15	1 30	1 5	0 75	Bagheria	7 1	11 31	4 31	12½	2 30	1 60	1 15	Roccapalumba	...	7 10	4 29
19½	3 85	2 50	1 80	Trabia	7 43	12 5	5 13	23	4 25	2 80	2 0	Termini.....	6 45	8 45	6 8
24	4 50	2 95	2 10	Termini	8	12 30	5 38	34½	6 60	4 50	3 30	Trabia	6 57	8 57	6 20
44½	7 85	5 55	4 0	Roccapalumba	9 42	...	7 8	47½	8 60	6 5	4 30	Bagheria	7 45	9 45	7 5
53	8 7	6 10	4 40	Lercara	10 11	...	7 40	49½	9 5	6 35	4 55	Ficarazzi	7 55	9 55	7 15
72½	10 8	7 5	5 5	**Cammarata** a	10 45	...	8 15	55½	10 10	7 5	5 5	**Palermo** .. arr	8 10	10 15	7 30

Scenery very Grand.

CAGLIARI, SAN GAVINO and ORISTANO.—Compagnia Reale delle Ferrovie Sarde.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4.	1—4
Dis.	L. e.	L. e.	L. e.		a.m.	p.m.
—	—	—	—	**Cagliari** ...dep	7 0	2 0
5	0 95	0 65	0 30	Elmas	7 17	2 17
8	1 30	1 5	0 75	Assemini	7 29	2 29
10½	1 95	1 35	1 0	Decimomannu ...	7 47	2 47
16½	2 95	2 10	1 50	**Villasor** .. arr	8 5	3 3
—	—	—	—	.. ... dep	8 10	3 8
29½	3 45	2 50	1 80	**Serramanna**.....	8 22	3 20
34½	4 30	3 5	2 15	Samassi	8 34	3 36
37	5 10	3 60	2 55	Sanluri	8 54	3 52
41½	5 65	4 0	2 8	**San Gavino** ar	9 4	4 2
—	—	—	—	dep	9 14	4 12
46½	6 40	4 60	3 30	Pabillonis	9 21	4 29
63	7 80	5 50	3 90	Ures.....	9 54	4 59
68	8 75	6 10	4 40	Marrubiu	10 11	5 11
85½	10 65	7 45	5 35	**Oristano** ....arr	10 45	5 45

A tax of 5 Centimes levied upon each Ticket.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4.	1—4
Dis.	L. e.	L. e.	L. e.		a.m.	p.m.
—	—	—	—	**Oristano** ...dp.	7 20	2 20
11	2 8	1 45	1 5	Marrubiu	7 56	2 56
16½	2 95	2 10	1 50	Ures.....	8 14	3 14
23½	4 10	2 85	2 5	Pabillonis	8 38	3 38
27½	5 0	3 50	2 50	**San Gavino** ar	8 54	3 54
—	—	—	—	dep	9 5	4 4
31½	5 65	4 0	2 8	**Sanluri**	9 17	4 16
35½	6 45	4 85	3 25	Samassi	9 33	4 32
40	7 25	5 10	3 65	Serramanna	9 49	4 48
43	7 80	5 50	3 90	**Villasor** .. arr	9 58	4 58
—	—	—	—	.. ...dep	10 4	5 0
44½	8 1	5 70	4 05	Decimomannu ...	10 30	5 25
50½	9 20	6 45	4 60	Assemini	10 48	5 38
53½	9 75	6 8	4 90	Elmas	10 52	5 50
59½	10 65	7 45	5 35	**Cagliari**....arr	11 7	6 5

* The Post Office Steamer from Cagliari to Oristano arrives with the 20 p.m. Train from Oristano.

CAGLIARI and IGLESIAS.

Mls.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4.	1—4.	1—4
Dis.	L. e.	L. e.	L. e.	L. e.		a.m.	a.m.	p.m.
—	—	—	—	—	**Cagliari** ...dep	7 0	9 50	4 45
5	0 95	0 65	0 50	0 30	Elmas	7 17	10 7	5 2
8	1 30	1 5	0 75	0 45	Assemini	7 29	10 19	5 14
10½	1 95	1 35	1 0	0 60	Decimomanno	7 47	10 35	5 32
16½	3 60	2 40	1 70	1 50	Villasor	8 27	11 7	6 5
36	6 15	4 30	3 10	1 85	Iglesias..... arr	9 15	12 0	7 0

Mls.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4.	1—4.	1—4
Dis.	L. e.	L. e.	L. e.	L. e.		a.m	a.m.	p m.
—	—	—	—	—	**Iglesias** ...dep	6 10	10 10	3 55
25	4 75	3 35	2 40	1 45	Iliqua	7 8	11 8	4 53
30½	5 55	3 95	2 80	1 70	Decimomanno	7 45	11 43	5 28
53½	9 75	6 8	4 90	2 95	Assemini	7 55	11 53	5 38
59½	10 65	7 45	5 35	3 25	Elmas	8 7	12 5	5 50
64½	11 50	8 10	5 80	3 50	**Cagliari** ...arr	8 22	12 20	6 5

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MADRID, EL ESCORIAL, AVILA, MEDINA DEL CAMPO, VALLADOLID, VENTA DE BAÑOS, MIRANDA, VITORIA, SAN SEBASTIAN, AND HENDAYA.—Caminos de Hierro del Norte.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1 & 2	1,2,3	
Dis.	rs. cs.	rs. cs.	rs. cs.		a. m.	p. m.	p. m.	p. m.	
—	—	—	—	**Madrid** .....dep.	8 5	4 50	5 20	8 30	...
5½	4 50	3 25	2 0	Pozuelo	8 23	5 8	5 48	8 44	...
11	8 75	6 50	4 0	Las Rosas.....	8 46	5 27	6 7	9 7	...
23½	18 25	13 75	8 25	Villalba.....	9 30	6 15	7 2	9 54	...
31½	24 50	18 50	11 25	**El Escorial**.....	10 6	6 38	7 30	10 21	...
1	39 50	29 75	17 75	Navalperal	11 56		9 7	11 59	...
70½	54 75	41 25	24 75	**Avila**(Buffet)...arr.	1 5	—	10 15	1 6	...
...	...	...	...	,, ...dep.	1 35	—	10 35	1 16	...
90	...	...	...	**San Chidrian**.....	2 42	—	11 35	2 16	...
104½	...	...	...	Arévalo.....	3 25	...	12 25	3 0	...
118	...	...	...	Gomez Narro.....	4 13	...	...	3 47	...
124½	...	...	...	**Medina**	4 30	—	1 3	4 3	...
...	...	...	...	,, ...	4 40	...	1 36	4 20	...
134½	...	...	...	Matapozuelos	5 18	...	...	4 57	...
150½	...	...	...	**Valladolid** ...arr.	6 6	...	3 0	5 49	...
...	...	...	...	(Buffet) dep.	6 24	...	3 10	6 10	...
161	...	...	...	Cuero	6 51	...	...	6 40	...
173½	...	...	...	**Venta de Baños**	7 21	...	4 5	7 15	...
...	...	...	...	,, (1668) dep	8 21	...	...	7 40	...
196½	...	...	...	Torquemada	8 54	...	...	8 15	...
207	...	...	...	Villquiran.....	9 52	...	...	9 15	...
225½	...	...	...	**Burgos** .....arr.	10 45	...	...	10 6	...
...	...	...	...	,, ...dep.	...	...	...	10 44	...
246	...	...	...	Santa Olla	...	...	...	11 14	...
269	...	...	...	Pancorbo	...	...	...	12 15	...
281½	...	...	...	**Miranda**(1668)ar.	...	...	...	12 40	...
...	...	...	...	,, (Buffet) dep.	...	...	...	...	...
302	...	...	...	**Vitoria** .....arr	...	...	...	...	...
...	...	...	...	,, ...dep.	...	...	...	...	...
317	...	...	...	Salvatierra	...	...	...	...	...
328½	...	...	...	**Alsasua**(Buffet) ar	...	...	...	...	...
...	...	...	...	,, ...dep.	...	...	...	...	...
347	...	...	...	Zumarraga	...	...	...	...	...
356	...	...	...	Beasain	...	...	...	...	...
368	...	...	...	Tolosa	...	...	...	...	...
381½	...	...	...	**San Sebastian** ...	...	...	...	...	...
385½	...	...	...	Pasajes	...	...	...	...	...
389	...	...	...	Renteria	...	...	...	...	...
392	...	...	...	**Irun** .....arr.	...	...	...	...	...
...	...	...	...	,, ...dep.	...	...	...	...	...
392½	...	...	...	**Hendaya** (Fr)arr.	...	...	...	...	...

Stations.	1,2,3	1,2,3	1,2,3	1 & 2	
	p. m.	a.m.	a.m.	p.m.	
PARIS.....	...	...	...	...	...
Irun .....dep.	...	...	...	...	...
Renteria.....	...	...	...	...	...
Pasajes	...	...	...	...	...
San Sebastian ...	...	...	...	...	...
Tolosa.....	...	...	...	...	...
Beasain	...	...	...	...	...
Zumarraga	...	...	...	...	...
Alsasua .....arr.	...	...	...	...	...
,, ...dep.	...	...	...	...	...
Salvatierra	...	...	...	...	...
Vitoria .....arr.	...	...	...	...	...
,, ...dep.	...	...	...	...	...
Miranda.....arr	...	...	...	...	...
,, (1668).....dep.	3 (	...	...	...	...
Pancorbo	3 43	...	...	...	...
Santa Olla	4 52	...	...	...	...
Burgos.....arr.	5 46	...	...	...	...
,, ...dep	5 5	...	5 0	...	...
Villaquiran	6 48	...	5 51	...	...
Torquemada.....	7 47	...	6 57	...	...
Venta de Baños	8 20	...	7 25	...	...
,, (1668) dep	6 45	...	7 5	11 40	...
Cuero	9 18	...	8 30	...	...
Valladolid.....arr.	9 47	...	8 5	12 35	...
,, ...dep	10 1	...	9 2	12 45	...
Matapozuelos	11 9	...	10 22	...	...
Medina .....arr.	11 48	...	11 0	1 1	...
,, ...dep.	12 15	...	11 20	2 33	...
Gomez Narro	12 37	...	11 39	...	...
Arevalo.....	2 0	...	12 36	4 8	...
San Chidrian	3 0	...	1 19	5 0	...
Avila. ..... arr.	4 13	...	2 36	6 8	...
,, ...dep.	4 27	...	2 56	6 22	...
Navalperal	5 40	...	4 14	7 49	...
El Escorial.....	7 1	7 40	5 44	9 0	...
Villalba.....	7 24	8 7	6 18	9 26	...
Las Rosas.....	8 6	8 47	6 54	10 7	...
Pozuelo	8 24	9 6	7 20	10 26	...
Madrid .....arr	8 49	9 25	7 40	10 45	...

ALAR DEL REY and VENTA-DE-PANOS.

Mls.	Fares.				Trains				Mls.	Fares.				Trains.			
Dis.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Dis.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	
	rs. c.	rs. c.	rs. c.		p. m.	a. m.	a. m.	a.m.		rs. c.	rs. c.	rs. c.		a. m.	a.m.	a.m.	
—	—	—	—	**Alar Del Rey** ...dp	4 15	7 47	...	—	—								
12½	9 0	6 75	4 0	Espinosa	4 58	8 27	...	...	...	5 0	3 75	2 75	**Palencia**.....	4 42	6 22	...	...
13½	24 0	18 0	10 75	Pina	6 10	...	...	9½	...	16 75	12 75	7 75	Pina	...	9 18	...	...
19½	35 25	26 50	16 0	**Palencia**.....	7 34	10 34	6 55	11	...	21 75	24 0	14 50	Espinosa.....	...	10 55	...	...
57½	40 25	30 25	18 25	**Venta-de-Banos**	7 55	10 55	7 23	56½	...	10 25	30 25	18 25	**Alar Del Rey**...arr	7 10	11 35	...	...
				268									**269**				

BOBADILLA and LAS SALINAS. (Compillos and Granada Line.)

Mls	1 cl.	2	1	3	1	Stations	1 —3				Stations	1—3			
Dis	rs. cs.	rs. cs	rs. cs	rs. cs			a.m.					p.m.			
—	—	—	—	—		**Bobadilla**..... dep	6 2	...	...	...	**Las Salinas**.....dep	4 51	...	...	...
7½	...	...	...	...		Aparadero	6 20	...	...	...	Archidona	5 30	...	...	...
9½	...	...	...	...		Antequera	6 45	...	...	...	Antequera	6 25	...	...	...
21½	...	...	...	...		Archidona	7 39	...	...	...	Aparadero	6 4s	...	...	...
31½	...	...	...	...		**Las Salinas** 276arr	8 12	...	...	...	**Bobadilla** .....arr	6 52	...	...	...

Isabel II. Railway.—SANTANDER and ALAR.—Ferro Carril de Alar a Santander.

Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3	1 & 2	1,2,3
rs. c.	rs. c.	rs. c.		a. m.	p. m.	p. m.	p. m.
—	—	—	Santander.....dep.	7 0	9 0	12 5	5 0
10 75	7 50	4 0	Renedo	9 22	9 56	1 15	6 6
16 50	11 75	7 0	Las Caldas	9 25	10 4	2 25	7 1
25 0	17 75	9 50	Las Fraguas	10 11	11 12	3 5	8 0
31 50	22 25	12 0	Santa Cruz.....	10 26	11 23	3 4	8 22
39 25	28 0	15 0	Barcena	10 53	11 58	3 32	8 48
47 0	33 25	17 75	Reinosa	—	2 15	5 54	—
53 25	37 75	20 0	Aguilar	...	2 33	...	...
73 50	52 50	27 75	Alar del Rey arr. (268)	...	4 18	7 47	...

Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3
rs. c.	rs. c.	rs. c.		a. m.	a.m.	p.m.
—	—	—	Alar del Rey dep.	7 10	11 35	...
8 75	6 25	3 75	Aguilar	...	12 13	...
17 50	12 50	7 50	Reinosa	9 20	1 53	...
24 50	30 50	16 75	Barcena	10 53	3 23	5 45
47 0	32 50	17 75	Santa Cruz.....	11 22	3 41	6 9
48 75	32 50	18 25	Las Fraguas	11 36	3 50	6 29
55 50	36 25	21 0	Las Caldas	12 5	4 29	7 25
63 0	43 25	23 75	Renedo	12 50	5 14	8 29
73 50	50 50	27 75	Santander .....arr.	1 43	6 0	9 36

Some fine rocky and mountain scenery along this line of Railway.

CASTEJON and BILBOA.—Ferro-Carril de Tudela a Bilbao.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	...	...
rs. c.	rs. c.	rs. c.		a. m.	p. m.		
—	—	—	Castejon .....dep.	9 30	12 20	...	...
2 25	1 75	1 0	Alfaro	9 40	12 45	...	...
5 75	5 0	3 0	Rincon-de-Soto	9 58	1 9	...	...
12 50	9 25	5 75	Calahorra	10 26	1 40	...	...
—	—	—	Ladosa	...	...	...	...
21 25	16 0	9 50	Alcanadre	11 9	2 25	...	...
29 50	22 25	13 50	Recajo	11 44	3 7	...	...
			Intervention.				
36 0	25 50	15 25	Logrono	12 10	3 40	...	...
39 25	29 50	18 25	Fuen Mayor	12 36	4 13	...	...
46 50	33 50	20 0	Cenicero	12 55	4 34	...	...
52 0	39 0	23 50	Briones	2 26	5 15	...	...
56 0	42 0	25 25	Haro.....	1 6	5 42	...	...
			Intervention.				
64 0	48 0	29 75	Miranda .....arr	2 21	6 14	...	...
			,, 268 dep				
70 50	53 0	32 75	Pobes	...	...	...	...
78 25	59 50	36 25	Izarra	...	...	...	...
82 0	62 0	38 0	Orduna	...	...	...	...
93 25	71 50	43 0	Amurrio	...	...	...	...
101 0	75 75	45 50	Arcta	...	...	...	...
102 25	77 0	47 50	Arrigorriaga.....	...	...	...	...
107 0	82 25	49 50	Bilbao .....arr	...	...	...	...

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	...	...
rs. c.	rs. c.	rs. c.		a. m.	p.m.		
—	—	—	Bilbao.....dep.	...	...	...	...
4 50	3 50	2 0	Arrigorriaga.....	...	...	...	...
9 25	7 0	4 25	Areta	...	...	...	...
15 0	11 25	6 75	Amurrio	...	...	...	...
18 25	13 75	8 25	Orduna	...	...	...	...
21 0	23 25	14 0	Izarra	...	...	...	...
29 25	29 50	17 75	Pobes	...	...	...	...
36 0	34 50	20 75	Miranda ..... arr.	a. m.	p.m.	...	...
			,, 268 dep	5 36	1 24	...	...
54 25	40 75	24 50	Haro	6 20	2 7	...	...
58 75	43 75	26 25	Briones	6 43	2 24	...	...
65 75	49 25	29 50	Cenicero	7 20	2 55	...	...
70 0	52 50	31 50	Fuen-Mayor	7 45	3 15	...	...
			Intervention.				
76 25	57 25	34 25	Logrono	8 21	3 49	...	...
80 25	60 25	36 50	Recajo	8 43	4 7	...	...
89 0	66 75	40 0	Alcandre	9 28	4 43	...	...
...	...	...	Ladosa	9 42	4 56	...	...
97 75	73 50	44 0	Calahorra	10 21	5 22	...	...
103 50	77 75	46 75	Rincon-de-Soto	10 48	5 48	...	...
107 50	80 75	48 50	Alfaro.....	11 12	6 9	...	...
			Intervention.				
109 75	82 25	49 50	Castejon .....arr	11 25	6 22	...	...

This Railway is one of the most remarkable in Europe, the scenery between Bilbao and Miranda being terribly wild, and magnificently grand.

LEON AND BUSDONGO.—Linea de Asturias.

Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3	...
Dis.	rs. c.	rs. c.	rs. c.		a. m.	p. m.	
—	—	—	—	Leon ..... dep.	9 17	3 1	...
6	5 33	3 99	2 42	Santibanez	9 32	3 25	...
16	12 89	9 16	5 72	La Robla	10 13	3 59	...
25	18 46	11 97	7 45	Pola de Gordon	10 43	4 29	...
33	26 14	19 1	11 88	Busdongo.....arr	11 40	5 25	...

Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. p.m.	a.m.
Dis.	rs. c.	rs. c.	rs. c.		p.m.	a.m.
—	—	—	—	Busdongo.... d. p.	3 1	9 2
8	7 4	4 40	2 75	Pola de Gordon	4 19	10 1
18	14 4	10 21	6 38	La Robla	4 49	10 5
26	20 92	15 14	9 46	Santibanez	5 16	11 2
33	26 14	19 1	11 88	Leon 273 .....arr.	5 38	11 4

UTRERA and MORON.—Ferro Carriles de Madrid a Zaragoza y a Alicante.

Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3	...
Dis.	rs. c.	rs. c.	rs. c.		a. m.	p. m.	
—	—	—	—	Utrera .....dep.	9 30	7 10	...
19	10 80	7 75	5 25	Cornull	10 25	8 6	...
29	20 0	14 50	9 50	Moron ..... arr.	10 56	8 36	...

Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. p.m.	a.m.
Dis.	rs. c.	rs. c.	rs. c.		p. m.	p. m.
—	—	—	—	Moron .....dep.	7 4	4 38
10	9 50	6 25	4 50	Coronil	7 39	5 11
29	20 0	14 50	9 50	Utrera ..... arr.	8 38	6 7

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BARCELONA and SARAGOSSA LINE.—Saragossa, Pamplona, and Barcelona Railway Company.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	rs. cs.	rs. cs.	rs. cs.		a. m.	p. m.	p. m.
—	—	—	—	Barcelona dep.	7 40	5 20	12 10
6¾	...	...	...	Moncada	8 3	5 46	12 35
14½	9 90	7 70	5 50	Sabadell	8 35	6 28	1 12
23¾	13 20	10 45	7 70	Tarrasa	9 3	7 2	1 45
31½	22 55	16 78	12 38	Monistrol	9 47	7 46	2 34
41½	28 68	21 45	15 51	Manresa	10 25	8 15	3 21
52½	44 0	33 0	24 20	Calaf	11 55		5 28
73½	58 55	41 53	30 13	Cervera	12 53		6 37
89¼	78 40	57 81	28 78	Mollerusa	1 50		7 39
113½	81 56	60 50	44 28	Lerida	2 53	8 4	8 66
129¾	91 2	68 18	50 5	Almacellas	3 39		9 27
144½	103 32	76 94	56 78	Monzon	4 23		10 5
171½	121 56	91 3	66 83	Sarinena	5 46		11 20
194½	138 3	103 48	75 80	Tardienta	6 57	9 30	12 30
211½	151 80	114 85	83 60	Zuera	7 38	10 28	...
227½	161 10	120 73	88 55	Saragossa ...arr	9 0	11 30	...

* This Train waits at Tardienta until the arrival of Passengers from the Barcelona and Huesca Lines.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3
Dis.	rs. cs.	rs. cs.	rs. cs.		a. m.	p. m.
—	—	—	—	Saragossa dep.	6 0	3 46
8¾	6 25	4 75	3 0	Las Casetas	6 31	4 16
14½	10 25	7 75	4 75	Alagon	6 54	4 39
22½	16 0	12 0	7 25	Lucena	7 24	5 12
47½	33 50	25 25	15 25	Tudela	8 37	6 42
58½	40 50	30 50	18 25	Castejon	9 30	7 12
74	52 50	39 50	23 75	Caparroso	10 22	
84½	60 0	45 0	27 0	Tafalla	10 57	...
114½	79 0	59 25	35 50	Pamplona a r	...	...
...	...	...	...	... dep	12 16	...
141½	101 75	76 25	45 75	Alsasua ...arr.	2 40	...

There is a Buffet at Castejon.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3
Dis.	rs. cs.	rs. cs.	rs. cs.		a. m.	p. m.
—	—	—	—	Alsasua dep.	12 32	...
33½	23 50	17 50	10 5	Pamplona arr	...	...
...	...	...	...	... dep	3 40	...
60½	43 0	31 5	18 0	Tafalla	5 20	...
69½	49 75	37 50	22 50	Caparruso	5 53	a.m.
87	61 75	46 25	27 75	Castejon	7 18	9 1
97	68 75	51 50	31 0	Tudela	7 43	9 26
121½	86 25	64 75	39 0	Lucena	8 35	11 13
140	98 0	69 0	41 50	Alagon	9 10	11 48
145½	96 0	72 0	3 25	Las Casetas	9 43	12 9
145½	101 75	76 25	45 75	Saragossa ... arr	10 0	12 25

TARDIENTA and HUESCA LINE.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3
Dis.	rs. cs.	rs. cs.	rs. cs.		a. m.	p. m.
—	—	—	—	Tardienta...dep	9 35	7 20
8	6 0	4 50	2 75	Vicien	10 2	7 48
13½	10 0	7 50	4 50	Huesca ...arr	10 21	8 5

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3
Dis.	rs. cs.	rs. cs.	rs. cs.		a. m.	p. m.
—	—	—	—	Huesca ...dep.	7 57	5 25
4½	4 25	3 25	2 0	Vicien	8 17	5 54
13½	10 0	7 75	4 40	Tardienta ..arr.	8 43	6 20

* † These Trains wait at Tardienta for the arrival of the Trains from the Barcelona Line.

MADRID to ZARAGOZA.—Ferro Carriles de Madrid a Zaragoza y a Alicante.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	rs. c.	rs. c.	rs. c.		a. m.	a. m.	p. m.	p. m.
—	—	—	—	Madrid.....dep.	7 5	11 0	4 35	8 25
21½	15 0	11 75	7 25	Alcala	8 26	12 25	5 58	9 28
35½	25 25	19 50	12 0	Guadalajara	9 5	1 10	6 45	10 10
65½	46 75	36 0	22 0	Jadraque	11 13			11 29
87	61 75	47 75	29 50	Siguenza	12 56			1 24
101½	73 25	56 75	34 75	Medinaceli	2 10			1 29
137	94 25	73 0	44 75	Cetina	3 42			2 55
138	96 50	74 75	46 0	Albama	3 59			3 8
144½	102 25	79 25	48 50	Atreca	4 29			3 37
152½	108 0	83 75	51 25	Calatayud	5 18			3 55
203½	143 75	88 0	54 0	Paracuellos	6 18			4 14
212½	144 50	112 0	68 75	Casetas	8 23			6 29
222½	150 25	116 50	71 50	Zaragoza ...arr.	8 45			6 50

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	rs. cs.	rs. cs.	rs. cs.		a. m.	p. m.	p. m.
—	—	—	—	Zaragoza ...dep.	6 50	...	9 15
9½	6 25	4 75	3 0	Casetas	7 34	...	9 43
23½	15 0	11 25	7 25	Paracuellos	10 53	...	11 58
34½	22 0	16 50	10 10	Calatayud	11 42	...	12 38
42½	27 0	20 25	12 50	Atreca	12 21	...	12 42
73½	47 50	35 50	22 50	Albama	12 50	...	1 6
74½	48 25	36 25	23 0	Cetina	1 15	...	1 16
75½	49 0	36 75	23 25	Medinaceli	3 23	...	2 39
90½	58 75	44 0	28 0	Siguenza	4 43	...	3 37
104½	67 75	50 75	32 25	Jadraque	5 57	a. m.	a. m.
133½	86 75	65 0	41 25	Guadalajara	7 54	7 50	6 40
147½	95 75	71 75	45 50	Alcala	8 46	8 33	6 4
169½	110 0	82 50	52 50	Madrid ...arr.	10 4	9 50	7 28

Albama has a celebrated The mal Establishment

The scenery along this line is very interesting, the Railway traversing two ranges of rocky mountains.

UTRERA and MARCHENA.—Ferro Carriles de Madrid a Zaragoza y a Alicante.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1—3	1—3
Dis.	rs. cs.	rs. cs.	rs. cs.		a.m.	p.m.
—	—	—	—	Utrera.....dep	9 20	7 10
...	8 50	6 25	4 25	Empalme	10 13	7 53
...	15 50	11 50	7 75	Arahal	10 46	8 25
...	18 50	13 50	9 25	Piradas	11 0	8 48
...	22 50	16 50	11 0	Marchena ...arr	11 15	9 0

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1—3	1—3
Dis.	rs. cs.	rs. cs.	rs. cs.		a.m.	p.m.
—	—	—	—	Marchena.....dep.	6 45	4 15
...	4 0	3 0	2 0	Peralesa	7 4	4 33
...	7 0	5 25	3 50	Arahal	7 21	4 51
...	14 0	10 25	6 75	Empalme	8 5	5 37
...	22 50	16 50	11 50	Utrera ...arr	8 35	6 7

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BARCELONA, ARENYS, AND GERONA.—Ferro-Carriles de Barcelona, Linea del Litoral ó Sea de Mataro.

Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3	1,2,3	Gds.
Dis. rs. cs.	rs. cs.	rs. cs.		a. m.	a. m.	p. m.	p. m.	p. m.
—	—	—	Barcelona d.	6 0	8 55	12 30	2 45	5 0
—	3 80	3 0	Badalona	6 15	9 11	12 45	3 0	5 16
5½	5 20	4 20	3 0	Mongat	6 22	9 17	12 52	3 7
6½	6 80	5 60	4 20	Masnou	6 30	9 25	1 0	3 15
7½	—	—	—	Ocata	6 36	9 30	1 6	3 20
10	8 0	6 60	5 40	Premia	6 44	9 38	1 14	3 28
13½	10 60	7 20	6 0	Villasar	6 53	9 47	1 23	3 37
13½	12 0	9 40	7 20	Mataro	7 7	10 0	1 30	3 40
17½	15 60	12 60	9 60	Caldetas	7 22	10 15	1 55	4 5
21	18 60	13 20	10 20	Arenys	7 35	10 19	1 57	4 29
23½	19 0	14 27	11 20	Canet	7 40	—	2 1	—
25½	20 0	15 60	12 40	San Pol	7 48	—	2 9	—
28	21 40	17 20	13 60	Calella	7 57	—	2 18	—
34½	26 20	21 0	16 20	Blanes	8 21	—	—	—
37½	28 80	22 60	17 40	Tordera	8 34	—	—	—
41	31 0	25 0	19 60	Empalme	8 54	—	—	—
65	49 0	38 40	26 40	Gerona arr.	9 56	—	—	—

Stations.	Trains. 1,2,3	1,2,3	1,2,3	1,2,3	Gds.
	a. m.	a. m.	paces	p. m.	p. m.
Gerona dep.	—	—	—	—	4 48
Empalme	—	—	—	—	5 14
Tordera	—	—	—	—	5 30
Blanes	—	—	—	—	6 0
Calella	—	7 30	—	4 36	6 36
San Pol	—	8 8	—	4 32	6 45
Canet	—	8 17	—	4 40	6 53
Arenys	6 0	8 27	12 0	5 0	7 3
Caldetas	6 7	8 33	12 6	5 6	7 11
Mataro	6 25	8 50	12 26	5 22	7 39
Villasar	6 36	9 2	12 35	5 16	—
Premia	6 45	9 10	12 41	5 42	—
Ocata	6 54	9 17	12 52	5 49	—
Masnou	7 0	9 23	12 58	5 55	—
Mongat	7 0	9 30	1 6	6 2	—
Badalona	7 16	9 38	1 14	6 10	—
Barcelona a.	7 34	9 56	1 32	6 20	—

BARCELONA to SARRIA at 7.45 8.45 a.m. and every Half-hour till 6.15 p.m.; and vice versa at 6 5, and 9.5 a m., and every Half-hour till 6 39 p.m.—Fares, 17, 12, and 8 cuartos.

BARCELONA GRANOLLERS AND GERONA.—Lines del Interior o Sea de Granollers.

Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	2 & 3	2 & 3	2 & 3	1,2,3
Dis. rs. c.	rs. c.	rs. c.		a. m.	a. m.	p. m.	p. m.	p.m.
—	—	—	Barcelona dep.	6 30	8 30	12 30	3 15	—
2	2 0	1 60	1 0	Clot	6 37	8 38	12 38	3 22
3½	—	—	—	Horta	—	8 41	12 44	—
5½	3 60	2 0	1 60	S. Andres	6 46	8 50	12 50	3 31
6	4 0	2 60	1 80	Sta. Coloma	—	8 54	12 54	—
8	5 80	4 40	3 20	Moncada	6 57	9 4	1 4	3 43
12	8 60	6 60	4 80	Mollet	7 7	9 16	1 16	3 54
14	9 60	7 60	5 40	Montmelo	7 17	9 27	1 27	4 5
18½	12 0	9 60	7 20	Granollers	7 30	9 41	1 41	4 15
—	31 0	23 0	16 60	Empalme	—	—	—	—
61½	48 0	36 40	26 40	Gerona arr.	—	—	—	—

Fares 1 cl.	2 cl.	3 cl.	Stations.	Trains. 2 & 3	1,2,3	2 & 3	1,2,3
rs. c.	rs. c.	rs. c.		a.m.	p.m.	p.m.	p.m.
—	—	—	Gerona dep.	—	—	—	—
17 40	15 0	8 0	Empalme	—	—	—	—
20 20	15 20	9 40	Hostalrich	—	—	—	—
22 60	17 40	11 0	Breda	—	—	—	—
33 40	26 0	16 80	Cardedeu	—	—	—	—
37 0	28 80	16 60	Granollers	6 20	6 31	12 30	3 15
39 0	31 0	20 40	Monmelo	6 46	6 42	12 38	3 27
39 60	29 20	21 60	Mollet	6 46	6 51	12 44	4 35
42 60	34 20	23 20	Moncada	6 59	9 2	12 51	3 45
44 20	35 60	24 40	Santa Coloma	7 8	—	12 54	3 51
48 0	36 0	26 40	Barcelona arr.	7 27	9 23	1 41	4 26

BARCELONA, MOLINS DEL REY, AND MARTORELL.—Ferro-Carriles de Tarragona á Martorell y Barcelona.

Dis.	1 cl. rs. cs.	2 cl. rs. cs.	3 cl. rs. cs.	Stations.	1,2,3 a. m.	1,2,3 a. m.	2 & 3 p. m.	2 & 3 p. m.	1,2,3 p. m.
—	—	—	—	Barcelona dep.	5 30	8 15	12 0	2 0	4 30
1½	1 40	1 10	0 77	Sans	5 38	8 24	12 8	2 9	4 37
3½	2 27	2 31	1 28	Hospitalet	5 48	8 34	12 18	2 19	4 49
5	4 68	3 24	2 31	Cornella	5 56	8 41	12 28	2 28	4 57
5½	5 90	4 10	2 96	San Feliu	6 4	8 50	12 34	2 35	5 5
9	7 82	5 52	3 59	Molins del Rey	6 13	9 1	12 38	2 45	5 16
10½	13 9	9 50	7 0	Martorell	6 46	9 36	1 21	—	5 45
—	25 9	18 56	12 59	Villafranca	7 49	—	2 20	—	7 42
17½	28 61	20 36	14 33	Tarragona a.	9 15	—	—	—	4 45

Stations.	1,2,3	1,2,3	2 & 3	2 & 3	1,2,3
	a. m.	a. m.	noon	p. m.	p. m.
Tarragona d.	6 0	—	—	—	12 25
Villafranca	7 42	—	—	3 20	2 47
Martorell	8 20	6 0	12 0	4 37	—
Molins del Rey	8 56	6 30	12 30	5 9	—
Sans Feliu	9 0	6 40	12 40	5 19	3 10
Cornella	9 10	6 49	12 49	5 27	3 19
Hospitalet	9 16	6 57	12 57	5 33	3 7
Sans	9 24	7 7	1 8	5 44	3 37
Barcelona ar.	9 30	7 15	1 15	5 51	3 45

EXTRA—Villafranca to Tarragona (2 & 3 Cl.) 8.22 a.m. and vice versa at 12.45 p.m.

VALENCIA TO TARRAGONA AND BARCELONA.—Ferro-Carriles de Almansa á Valencia y Tarragona.

1 cl. rs. c.	2 cl. rs. c.	3 cl. rs. c.	Stations.	1,2,3 a. m.	1,2,3 p. m.	1,2,3 p. m.
—	—	—	Valencia ..... dep.	—	3 0	7 0
6 0	4 0	2 0	Alboixech	—	3 32	7 32
7 75	5 0	2 75	Puig	—	3 42	7 34
10 25	7 0	3 75	Nules	—	4 12	8 38
23 0	14 75	11 0	Burriana	—	5 29	8 49
24 75	16 75	11 75	Villarreal	—	5 46	9 1
27 50	17 50	13 0	Castellon	1 20	6 0	9 22
78 25	46 75	34 0	Ulldecona	4 50	—	12 17
81 25	52 0	38 50	Tortosa	6 0	—	1 22
85 25	54 50	40 25	Amposta	6 30	—	1 47
94 25	61 50	45 50	Hospitalet	7 55	—	2 49
109 0	69 75	51 50	Tarragona arr.	9 36	—	3 55
—	—	—	Barcelona	—	—	—

1 cl. rs. c.	2 cl. rs. c.	3 cl. rs. c.	Stations.	1,2,3 a. m.	1,2,3 p. m.	1,2,3 p. m.
—	—	—	Barcelona ..... dep.	—	—	—
3 25	3 50	2 50	Tarragona ..... ,,	—	2 20	9 56
19 50	12 50	9 25	Hospitalet	—	3 55	10 35
23 50	21 25	16 75	Amposta	—	5 18	11 37
30 0	25 0	18 50	Tortosa	7 0	5 46	12 17
44 75	34 75	25 50	Barbara	7 32	—	12 40
50 75	32 50	34 0	Ulldecona	8 4	—	1 5
84 75	54 25	40 25	Castellon	11 52	6 10	3 57
88 75	56 75	43 0	Burriana	—	6 46	4 22
92 50	59 0	43 75	Nules	—	7 2	4 33
103 50	66 25	49 0	Puig	—	8 19	5 38
109 0	69 75	51 50	Alboixech	—	8 29	5 47
—	—	—	Valencia (Xativa) arr.	—	9 5	6 15

MADRID, CASTILLEJO, TOLEDO, ALCAZAR, ALMANSA & ALICANTE.—Ferro-Carriles de Madrid á Alicante y

Mls.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1, 2, 3	1, 2, 3	1 & 2	1 & 2	
Dis.	rs. cs.	rs. cs.	rs. c.		a. m.	a. m.	p. m.	p. m.	
—	—	—	—	**Madrid** ..... dep.	7 0	—	7 50	9 0	—
9½	2 3	0 5	0 2	**Getafe**	7 26	—	8 16	9 27	—
18	3 3	0 9	0 5	Pinto	7 46	—	8 33	9 46	—
18	3 3	0 9	0 5	Valdemoro	8 1	—	8 46	10 1	—
168	12 0	9 0	5 0	Ciempozuelos	8 16	—	9 0	10 16	—
21½	15 0	11 0	7 5	Aranjuez	8 31	—	9 30	10 31	—
30	21 18	16 15	10 5						
40	28 25	22 0	13 5	**Castillejo** ..... arr.	9 23	—	10 3	11 20	—
				Castillejo ..... dep.	9 28	—	10 3	11 17	—
44½	33 5	26 0	16 0	Algodor	9 53	—	10 41	—	—
53½	39 15	30 15	19 0	**Toledo** ..... arr.	10 17	—	11 5	—	—
45½	32 25	25 0	15 25	**Villaseca**	9 44	—	10 21	11 38	—
53½	37 0	28 15	17 15	Huerta	10 11	—	10 40	11 57	—
64	44 20	34 20	21 25	**Tembleque**	10 35	—	11 14	12 36	—
74½	53 0	41 0	25 25	Villacañas	11 33	—	11 52	1 10	—
84	59 20	46 25	28 25	Quero	12 3	—	12 18	1 39	—
92	65 25	50 30	31 0	**Alcazar**	1 25	—	1 1	2 2	—
97	68 75	53 25	32 75	Criptana	1 46	—	1 16	—	—
107	75 75	58 75	36 0	Záncara	2 12	—	1 42	—	—
116½	82 50	64 0	39 25	Socuellamos	2 1	—	2 5	—	—
126½	90 0	69 75	43 75	Villarrobledo	3 45	—	2 35	—	—
140½	99 50	77 25	47 50	Minaya	4 32	—	3 7	—	—
151	107 0	83 0	51 0	La Roda	5 18	—	3 36	—	—
162½	115 0	89 0	54 75	La Gineta	5 51	a.m.	4 2	—	—
173½	122 0	95 25	58 50	**Albacete**	6 28	8 0	4 39	—	—
145½	131 25	101 75	63 50	Chinchilla		9 1	5 20	—	—
196½	139 25	107 75	66 25	Villar		9 59	5 52	—	—
210	148 75	115 25	70 75	Alpera		10 14	6 24	—	—
229½	157 75	122 25	75 0	**Almansa**		11 41	6 54	—	—
234½	166 00	128 75	79 0	La Encina		12 45	7 57	—	—
239	168 75	130 75	80 25	Caudete		1 3	8 14	—	—
246	174 25	135 25	83 0	Villena		1 30	8 42	—	—
253	179 25	139 0	85 25	Sax		2 22	9 20	—	—
257½	182 25	141 25	86 75	Elda		2 39	9 35	—	—
260½	184 50	143 0	87 75	Monovar		3 1	9 58	—	—
264	187 0	145 0	89 0	Novelda		3 43	10 29	—	—
271½	196 75	152 50	93 50	San Vicente		4 0	10 45	a.m.	—
282½	200 25	156 25	96 25	**Alicante** ..... arr.		—	11 29	a.m.	—
				Valencia					

Mls.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	
Dis.	rs. cs.	rs. cs.	rs. c.		a. m.	a. m.	p. m.	p. m.	
—	—	—	—	**Valencia**	—	—	—	2 55	p.m.
8½	4 0	2 25	2 0		—	a. m.	—	p.m.	
19½	10 75	10 75	6 50	**Alicante** ..... dep.	—	8 5	—	4 30	—
22½	12 50	12 50	7 75	San Vicente	—	8 39	—	4 37	—
30	16 0	16 50	10 25	Novelda	—	9 48	—	5 19	—
38½	20 25	20 25	12 50	Monovar	—	10 12	—	5 33	—
43	24 25	24 75	15 25	Elda	—	10 33	—	5 46	—
45	25 0	27 0	16 75	Sax	—	11 1	—	6 1	—
49	27 25	29 25	18 25	Villena	—	11 45	—	6 25	—
61½	33 75	33 25	20 50	Almansa	—	12 34	—	6 50	—
72½	41 50	40 0	24 50	Alpera	—	1 18	—	7 10	—
87½	48 25	47 50	25 25	Villar	—	2 21	—	8 17	—
97½	59 25	53 75	33 0	Chinchilla	a.m.	3 18	—	8 53	—
97½	59 25	53 75	33 0	**Albacete**	10 15	6 5	—	10 47	—
110	78 0	60 50	37 0	La Gineta	10 54	p. m.	—	11 16	—
121½	86 0	66 50	40 75	La Roda	11 37	—	—	11 47	—
131½	93 50	72 50	44 50	Minaya	12 18	—	—	12 18	—
142½	101 0	76 25	48 0	Villarrobledo	1 4	—	—	12 51	—
158½	110 50	85 75	52 50	Socuéllamos	1 44	—	—	1 18	—
166½	118 0	91 50	56 25	Záncara	2 18	—	—	1 49	—
176½	125 0	97 0	9 50	Criptana	2 54	—	p. m.	2 8	—
185½	131 75	102 0	62 50	**Alcazar**	4 3	—	1 10	3 10	—
199½	135 25	104 75	64 25	Quero	4 31	—	1 36	3 37	—
199½	141 25	109 25	67 25	Villacañas	5 5	—	2 3	4 7	—
209½	147 50	114 25	70 25	**Tembleque**	5 47	—	2 40	4 48	—
220½	156 0	120 75	74 0	Huerta	6 23	—	3 11	5 23	—
231½	163 75	127 0	77 75	Villaseca	6 45	—	3 30	5 44	—
234½	168 25	130 50	80 0	**Castillejo** ..... dep.	7 14	—	3 50	6 5	—
243½	172 25	133 50	81 75		p.m.	a.m.			
				Toledo ..... dep.	6 0	7 12	—	—	—
				Algodor	6 34	7 40	—	—	—
				Castillejo ..... arr.	7 14	8 6	—	6 5	p.m.
282½	183 50	142 25	87 25	Aranjuez	7 54	—	4 26	6 45	4 30
219½	177 0	137 25	84 25	Ciempozuelos	8 24	—	4 53	7 15	4 56
252½	179 25	139 0	85 25	Valdemoro	8 43	—	5 7	7 30	5 16
253½	183 75	144 0	88 25	Pinto	9 4	—	5 21	7 46	5 36
268½	188 50	146 0	89 50	Getafe	9 24	—	5 41	8 6	6 0
271½	194 25	150 50	92 25	**Madrid** ..... arr.	9 48	—	6 5	8 30	6 30
282½	200 25	155 25	95 25						

TARRAGONA, AND VINAIXA.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a. m.	a. m.	p. m.	p. m.	p. m.	
Tarragona	6 25	9 3	12 30	4 0	8 15	—
Villaseca	6 19	9 44	12 44	4 15	8 29	—
Reuss	7 4	10 1	1 0	4 34	8 45	—
La Selva	7 34	—	—	5 7	—	—
Alcover	7 45	—	—	5 15	—	—
Montblanch	8 0	—	—	5 32	—	—
Espluga	8 14	—	—	5 43	—	—
Vimbodi	8 27	—	—	5 57	—	—
Vinaixa	8 3	—	—	6 12	—	—

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a m			p m
Vinaixa	6 42	—	—	5 40
Vimbodi	6 59	—	—	5 56
Espluga	7 9	—	—	6 3
Montblanch	7 21	—	—	6 16
Alcover	8 0	—	—	6 49
La Selva	8 9	a. m.	p. m.	6 54
Reuss	8 15	8 26	10 40	2 0	7 15
Villaseca	8 33	8 41	10 28	2 18	7 32
Tarragona	8 53	8 53	10 40	2 30	7 44

ALBACETE TO CARTAGENA.

Stations.	1, 2, 3	1, 2, 3
	a. m.	a. m.
Madrid ..... dep.	—	—
Albacete ..... p.m.	7 0	4 30
Chinchilla	8 6	5 35
Agramon	11 3	7 44
Cieza	12 44	9 5
Cotillas	2 22	10 28
Murcia	3 17	11 10
La Palma	5 42	1 14
Cartagena ..... arr.	6 5	1 35

Stations.	1, 2, 3	1, 2, 3
	p. m.	a. m.
Cartagena ..... dep.	9 0	12
La Palma	9 25	1
Murcia	12 27	3
Cotillas	1 8	3
Cieza	3 18	5
Agramon	5 3	6
Chinchilla	8 50	10
Albacete	10 18	10
Madrid ..... arr.	—	—

Valencia to Grao: at 6.30, 7.30, 8.30, 9.30, 10.30, and 11.30 a.m.; 2.30, 3.30, 4.30, 5.30, 6.30, and 7.30 p.m.

Grao to Valencia: at 7.0, 8.0, 9.0, 10.0, and 11.0 a.m.; 12.0 noon, 2.0, 4.0, 5.0, 6.0, 7.0 and 8.0 p.m.; fare 2, 1, and 1 rvn.

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VALENCIA AND ALMANSA.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1 & 2	1,2,3
Dis.	rs. c.	rs. c.	rs. c.		a.m.	p.m.	p.m.	Dis.	rs. c.	rs. c.	rs. c.		a.m.	a.m.	p.m.
—	—	—	—	**Valencia**....dep.	6 10	2 55	5 0	—	—	—	—	**Almansa**....dep.	—	7 29	1 30
5½	3 61	2 73	1 38	Catarroja	6 29	3 11	5 19	—	—	—	—	Fuenia.....	—	7 39	1 40
11	5 36	4 43	1 65	Silla.....	6 43	3 21	5 33	20	14 49	10 91	6 34	Mogente	—	8 24	2 41
15	9 09	7 50	4 36	Benifayo.....	7 2	3 38	5 56	41	22 55	17 9	9 90	Alcudia	—	9 6	3 36
20	14 43	10 91	6 34	Algemesi.....	7 25	3 55	6 20	47	26 61	20 12	11 68	Jativa	6 10	9 21	3 50
22½	16 24	12 28	7 13	Alcira	7 41	4 6	6 38	53	28 96	21 83	12 67	Manuel	6 27	9 40	4 34
22½	18 4	13 64	7 92	Carcagente.....	7 56	4 17	6 56	58	32 92	24 89	14 45	Carcajente	6 58	10 3	5 6
30	22 10	16 71	9 70	Manuel	8 16	4 36	7 18	59	34 33	26 36	15 25	Alcira	7 14	10 14	5 25
44½	25 26	19 10	11 9	Jativa	8 46	5 4	7 37	61	36 53	27 62	16 4	Algemesi.....	7 30	10 23	5 37
48½	29 32	22 17	12 87	Alcudia	9 12	5 23	—	67	41 4	31 3	18 2	Benifayo.....	7 58	10 41	6 1
49	37 88	28 64	16 63	Mogente	10 16	6 17	—	—	45 10	34 10	19 80	Silla	8 21	10 59	6 22
—	50 96	38 53	22 37	Encina	11 30	7 25	—	—	47 36	35 81	20 79	Catarroja	8 33	11 8	6 32
73	54 94	41 54	24 13	**Almansa**.....a.	—	—	—	73	50 96	38 53	22 37	**Valencia** 243 a.	9 0	11 29	7 0

Tramways.—Carriages to Gandia. Twice a day each way, morning and afternoon.

MEDINA DEL CAMPO and ZAMORA.—Ferro-Carril de Medina del Campo a Zamora y de Orenze a Vigo.

Mls.	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1 & 2	1,2,1	Mls.	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1 & 2	1,2,3
Dis.	r. cs.	r. cs.	r. cs.		a.m.	p.m.	Dis.	r. cs.	r. cs.	r. cs.		p.m	a.m.
—	—	—	—	**Medina del Campo** dp.	4 31	6 0	—	—	—	—	**Zamora** .....dep.	7 20	7 40
6½	5 0	2 75	2 50	Villiverde	4 54	6 24	6½	5 50	4 0	2 75	Coreses	7 41	8 1
13½	7 50	5 75	3 75	Nava del Rey	5 24	6 44	30	14 75	11 0	7 25	Toro	8 49	8 59
17½	12 50	9 25	6 25	Venta de Pollos	5 48	7 8	24½	18 50	14 0	9 25	San Roman	9 9	9 17
24½	17 25	13 0	8 75	Castromono	6 17	7 37	31½	22 50	17 25	11 25	Castromono	9 34	9 39
30½	21 75	16 25	11 0	San Roman	6 36	7 56	38½	27 75	21 0	13 75	Venta de Pollos	10 4	10 0
36½	25 75	19 25	13 0	Toro	7 12	8 30	44½	32 75	24 50	16 50	Nava del Rey	10 43	10 29
49	35 0	26 25	17 50	Coreses	8 2	9 0	49	35 25	26 50	17 75	Villaverde .....(Buffet)	10 55	10 41
56½	39 75	29 75	20 0	**Zamora** .....arr.	8 21	9 39	56½	39 75	29 75	20 0	**Medina del Campo** arr	11 20	11 0

DILIGENCES.—From **Venta de Pollos** to **Salamanca** a 6.30 a.m., arriving at 1.30 p.m.; from Salamanca at noon, and arriving at Venta de Pollos at 7 p.m. Fares, 65, 56, 45 esls. **Zamora** to **Salamanca** at 10.30 a.m., arriving 5.30 p.m.; Salamanca to Zamora at 9.30 a.m., arriving 3.30 p.m. Fares, 50 and 40 r. a.

MALAGA and CORDOVA.—Ferro Carril de Cordova a Malaga.

Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains 1,2,3	1,2,3	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3
Dis.					a.m	p.m.	rs. c.	rs. c.	rs. c.			p.m.
—	—	—	—	**Malaga** .....dep.	7 0	3 30	—	—	—	**Cordova**.....dep	...	2 0
11	3 50	4 0	2 50	Campanillas	7 18	3 42	—	9 0	5 50	Torres Cabrera.....	...	2 38
18	9 0	6 75	4 0	Cart-ma	7 32	3 59	11 75	18 0	11 0	Montilla	...	3 33
30	14 75	11 0	6 75	Pizarra.....	7 59	4 26	24 25	30 75	12 75	Aguilar	...	3 46
34	18 50	14 0	8 50	Alora.....	8 14	4 47	27 75	38 0	17 0	Puente Genil.....	...	4 21
57	27 75	20 75	12 75	Gobantes	8 55	5 31	37 75	52 75	20 0	Casariche	...	4 41
59	33 50	25 25	15 25	Bobadilla.....	9 33	...	49 0	0 36	0 22	0	La Roda.....	...	5 4
61	39 25	29 50	18 0	Fuente de Piedra	9 52	...	54 25	40 75	24 75	Fuente de Piedra.....	a.m.	5 24
94	45 75	34 25	20 75	La Roda	10 17	...	60 25	45 25	27 50	Bobadilla	7 7	6 4
113	50 50	38 0	23 0	Casariche	10 38	...	66 50	50 0	30 25	Gobantes	7 30	6 42
116	56 25	42 25	25 75	Puente Genil	10 55	...	75 75	56 75	34 50	Alora	8 6	7 5
140	66 50	50 0	30 25	Aguilar.....	11 32	...	79 0	59 25	36 0	Pizarra	8 37	7 36
142	69 75	52 50	31 75	Monilla	11 50	...	84 75	63 75	38 75	Carama.....	9 2	7 45
159	82 0	61 50	37 25	Torres Cabrera	12 47	...	88 25	66 25	40 25	Campanillas	9 17	7 57
183	93 50	70 25	42 50	**Cordova** .....arr.	1 19	...	93 50	70 25	42 50	**Malaga** .....arr.	9 37	8 17

VALENCIA a BRANUELAS.—Ferro-Carriles del Noroeste de España Lines de Galicia.

Mls	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	Mls	1 cl.	2 cl.	3 cl.	Stations.	Ex.	1,2,3	1,2,3
Dis.	rs. c.	rs. c.	rs. c.		a.m.	a.m	p.m.	Dis.	rs. c.	rs. c.	rs. c.		a.m.	a.m	p.m.
—	—	—	—	**Palencia** ..... dep.	...	9 50	2 40	—	—	—	—	**Branuelas**.....dep.	...	9 21	3 35
33	2 75	2 0	1 25	Grijota	...	9 44	2 52	10½	7 25	5 50	3 25	Vega	...	9 56	4 1
7½	3 50	4 0	2 50	Villaumbrales	...	9 58	3 7	20	14 0	10 50	6 25	**Astorga**	...	10 26	4 44
13	9 25	7 0	4 25	Paredes	...	10 20	3 37	26½	18 25	13 75	8 25	Veguellina	...	11 4	5 27
18	13 0	9 75	5 75	Villaumbroso.....	...	10 39	3 56	37½	27 75	17	10 25	Villadangos	...	11 38	6 4
21½	15 50	11 75	7 0	Cisneros	...	10 55	4 20	34	26 75	20 0	12 0	Quintana.....	...	12 1	6 29
29½	20 75	15 75	9 50	Villada.....	...	11 23	4 54	43½	30 75	23 0	13 75	**Leon** ..... arr.	...	12 25	6 51
35	24 75	18 50	11 25	Grajal	...	11 43	5 17	—	—	—	—	**Leon** (269) ....d p.	6 30	12 55	...
39½	27 50	20 50	12 50	Sahagun	...	12 0	5 40	49	34 75	26 0	15 50	Troneros	6 50	1 12	...
44½	30 0	22 50	13 50	Calzada	...	12 15	5 55	60½	41 75	31 25	18 75	Palanquinos	7 13	1 37	...
49½	33 25	25 50	16 0	El Burgo.....	...	12 40	6 22	66½	47 0	35 25	21 25	Stas. Martas	7 38	1 59	...
61	42 25	31 75	19 25	Stas. Martas	...	1 16	7 1	70½	49 50	37 25	22 25	El Burgo.....	8 15	2 35	...
65½	46 25	34 75	21 0	Pal nquinos	...	1 38	7 26	74	52 25	39 25	23 50	Calzada	8 41	3 0	...
76½	50 25	37 75	22 75	Torneros	...	1 57	7 46	78½	55 25	42 0	25 25	Sahagun	9 5	3 19	...
76½	54 25	40 75	24 50	**Leon** ..... arr	...	2 15	8 4	87½	61 50	46 0	27 75	Grajal	9 22	3 33	...
—	—	—	—	**Leon** ..... (269) ....dep.	8 0	2 45	...	91½	64 0	48 0	29 0	Villada	9 52	3 55	...
82½	58 75	44 0	26 50	Quintana.....	8 25	3 8	...	95½	67 75	50 75	30 50	Cisneros	10 24	4 23	...
88½	62 0	47 25	28 50	Villadangos	8 52	3 32	...	102	71 0	53 75	32 25	Villarumbroso	10 41	4 37	...
94½	66 75	52 25	31 50	Veguellina	9 34	4 8	...	106	74 25	55 75	33 50	Paredes	11 7	4 55	...
106½	77	57 75	34 75	**Astorga**	10 19	4 50	...	109½	77	57 75	34 75	Villaumbrales	11 30	5 17	...
115½	82	0 61 50	37 0	Vega.....	10 43	5 13	...	121½	83 25	64 75	38 75	Grijota	11 52	5 35	...
125½	89	0 66 75	40 0	**Branuelas** .....arr.	11 17	5 47	...	125½	89	0 66 75	39 96	**Palencia** ..... arr.	12	4	5 43

MADRID AND CARTAGENA.

Dis.	Stations.	Fares. 1 Cl.	2 Cl.	3 Cl.	Trains 1,2,3
		rs. cs.	rs. cs.	rs. cs.	p. m.
—	**Madrid**.....dep.	— —	— —	— —	7 50
31	Chinchilla	22 25	13 75	8 75	5 35
103	Moreda.....	77 50	47 50	30 0	1 10
141	**Cartagena** ..... arr.	109 75	67 50	43 75	10 0

ALICANTE AND CARTAGENA.

Dis.	Stations.	Fares. 1 Cl.	2 Cl.	3 Cl.	Trains 1,2,3
		rs. cs.	rs. cs.	rs. cs.	p. m.
—	**Cartagena** dep.	19 44	—	—	3 18
38	Murcia.....	13 50	8 25	5 25	1 45
103	Chinchilla	9 0	5 40	3 30	0 30
141	**Alicante** ..... arr.	8 100	—	—	—

CADIZ TO SEVILLE AND CORDOVA.

Dis.	Stations.	Fares. 1st class	2nd class	3rd class	Trains 1,2,3	1,2,3	1,2,3	1,2,3
		r. c.	r. c.	r. c.	a. m.	a. m.	p. m.	p.m.
	Cadiz .....dep.	2 25	1 75	1 25	5 20	9 0	3 0	5 15
9½	San Fernando.....	2 25	1 75	1 25	5 45	9 30	3 32	5 44
16	Puerto Real	6 75	5 0	3 0	6 3	9 54	3 5	6 7
21½	Puerto Sta. Mar ...	9 50	7 75	4 50	6 21	10 15	4 16	6 28
30½	**Jerez**	11 75	9 50	6 0	6 53	10 40	4 41	7 3
43½	El Cuervo.....	22 0	16 25	10 0	7 22	...	...	7 36
50	Lebrija	33 50	23 75	14 25	7 41	...	...	8 1
61½	Las Cabezas.....	38 75	27 75	16 50	8 8	...	...	8 33
68	Las Alcantarillas	46 25	33 25	20 0	8 26	...	...	8 53
76½	Utrera	51 25	37 0	22 25	8 47	...	...	9 21
86½	Dos Hermanas ...	57 0	41 25	24 75	9 20	...	...	9 51
94	**Seville**.....arr.	64 0	46 50	28 0	9 55	...	...	10 12
	Empalme ....arr.	70 0	51 25	30 75	10 5	...	...	...

Dis.	Stations.	Trains 1,2,3 class	1st class	2nd class	3rd class
		a. m.	rs. cs.	rs. cs.	rs. cs.
	Cadiz.....dep.	5 40	—	—	—
9½	San Fernando.....	a. m.	—	—	—
16	Puerto Real	9 57	—	—	—
21½	Puerto Sta. Mar ...	10 12	—	—	—
30½	**Jerez**	10 30	—	—	—
43½	El Cuervo.....	10 45	—	—	—
50	Lebrija	11 0	—	—	—
61½	Las Cabezas.....	11 20	—	—	—
68	Las Alcantarillas	11 40	—	—	—
76½	Utrera	12 0	—	—	—
86½	Dos Hermanas ...	12 30	—	—	—
94	**Seville**.....arr.	12 50	—	—	—

SEVILLE AND CORDOVA.

Dis.		rv. c. From	rv. c. m Se	rv. c. ville.	Trains a.m.	a.m.	p.m.			
—	**Seville** .....dep.	5 50	10 0	5 50	...	...	...	...	...	...
13	Brenes	6 58	10 45	6 58	...	...	...	...	...	...
21½	Tocina	7 33	11 7	7 33	...	...	...	...	...	...
34½	Lora	8 35	11 44	8 35	...	...	...	...	...	...
45½	Penaflor.....	9 18	11 11	9 17	...	...	...	...	...	...
61½	Posadas.....	10 44	12 55	10 14	...	...	...	...	...	...
67	Almodovar	11 10	1 11	11 10	...	...	...	...	...	...
80½	**Cordova**.....arr.	11 50	1 40	11 50	...	...	...	...	...	...

CORDOVA TO MADRID.

Ferro Carril de Madrid a Zaragoza y a Alicante.

Dis.	Stations.	Fares. 1st class	2nd class	3rd class	Trains 1 2,3 1 & 2 class					
		rs cs.	rs. cs.	rs cs.	a.m.	p.m.				
—	**Cordova** dep.	—	—	—	3 0	2 23	...	...	...	...
7	Villafranca	3 75	2 59	1 75	3 51	3 4	...	...	...	...
22	Pedro Abad ...	13 25	10 25	6 50	4 20	3 30	...	...	...	...
30	Obejo	18 0	9 25	8 50	5 7	4 12	...	...	...	...
35	Marmolejo.....	24 0	18 50	11 50	5 35	4 33	...	...	...	...
47	Andujar	31 75	23 75	15 25	6 12	5 5	...	...	...	...
63½	Menjibar ..... arr.	44 0	32 25	21 0	7 27	6 13	...	...	...	...
6	Bueza.....	49 75	36 75	23 75	8 26	6 51	...	...	...	...
78	Lilares	56 0	43 50	26 75	9 0	7 14	...	...	...	...
92	Vilches	59 50	46 25	28 25	9 36	7 44	...	...	...	...
	Santa Elena.....	64 25	50 0	30 75	10 34	8 28	...	...	...	...
	V. de Cardenas	71 50	55 25	34 0	11 18	9 3	...	...	...	...
	Almuradiel	77 0	59 75	36 75	11 53	9 24	...	...	...	...
	Santa Cruz	81 50	63 25	38 75	12 42	9 55	...	...	...	...
16½	Aldepenas	89 0	69 0	42 25	1 22	10 19	...	...	...	...
25	Manzanares.....	95 50	74 0	45 50	2 21	11 14	...	...	...	...
43	Argamasilla.....	107 50	83 25	51 0	3 4	11 53	...	...	...	...
58	Alcazar	118 0	91 50	56 25	4 3	1 10	...	...	...	...
	Villacentos	141 75	110 0	67 50	5 1	2 3	...	...	...	...
	Tembleque	150 25	116 50	71 50	5 47	2 46	...	...	...	...
	Castillejo	166 50	129 0	79 0	7 14	3 50	...	...	...	...
	Aranjuez	173 50	134 50	82 50	7 54	4 26	...	...	...	...
	Getafa	189 0	146 50	89 75	9 24	5 41	...	...	...	...
	Madrid .....arr.	194 50	150 75	92 50	9 48	6 5	...	...	...	...

There is a Diligence every night from Cordova, at 11.0 p.m. for Ahendiguilla; thence by rail to Belmez, and Almorchon, and thence to Badajoz and Lisbon, which prevents travellers going up to Ciudad Real, or Manzanares, and thence to Badajoz, and vice versa.

CORDOVA AND CADIZ.

Dis.	Stations.	Fares. 1st class	2nd class	3rd class	Trains 1,2,3 class
		rs. cs.	rs. cs.	rs. cs.	a. m.
—	**Cordova** de.	2 10	—	—	5 40
—	Empalme	5 25	—	—	9 57
—	**Seville**..... arr.	5 25	—	—	9 57
	" ..... dep.	5 53	—	—	10 12
	Empalme	5 53	—	—	10 30
	Cadiz .....arr.	10 10	7 0	4 40	1 40

LARIDO AND GIJON.

Dis.	Stations.	Fares. 1 Cl.	2 Cl.	3 Cl.	Trains 1,2,3,4,5
		rs. cs.	rs. cs.	rs. cs.	a. m.
—	**Larido** .....dep.	7 50	5 25	3 75	7 0
6½	Carnoya	3 25	2 50	1 75	7 16
10½	Somosa	4 50	3 0	2 0	7 40
19½	Rodadero	8 0	4 50	3 25	8 25
24	Rodadero	9 25	6 25	4 25	8 55
34½	Florida	11 50	7 75	5 25	9 50
44	**Gijon** ..... arr.	13 50	9 0	6 0	10 30

GIJON AND LARIDO.

Dis.	Stations.	Trains 1,2,3,4,5 class	1st class	2nd class	3rd class
		a. m.	rs. cs.	rs. cs.	rs. cs.
—	**Gijon** .....dep.	7 30	5 25	3 75	2 50
9½	Florida	8 55	6 0	4 0	2 50
19½	Rodadero	9 25	6 25	4 25	2 50
29	Rodadero	9 55	6 50	4 50	3 0
33	Somosa	10 40	7 25	5 0	3 25
37½	Carnoya	11 0	7 50	5 25	3 50
44	**Larido** ..... arr.	11 30	8 0	5 50	4 0

CORDOVA TO SEVILLE.

Dis.	Stations.	Fares. 1st class	2nd class	3rd class	Trains 1,2,3 class
		rs. cs.	rs. cs.	rs. cs.	a. m.
—	**Cordova** de.	2 10	—	—	5 40
—	Empalme	5 25	—	—	9 57
—	**Seville**... arr.	5 25	—	—	9 57
	" ..... dep.	5 53	—	—	10 12
	Empalme	5 53	—	—	10 30
	Cordova arr.	10 10	7 0	4 40	1 40

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SEVILLE to JEREZ and CADIZ.

Mls.	1 cl	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	r. c.	r. c.	r. c.		a.m.	a.m.	p.m.	p.m.	p.m.	
Fro m	Se ville.		...	**Empalme**.....	...	...	...	...	5 41	...
...	...	...	...	**Seville**.....dep	...	6 15	...	...	6 7	...
8	2 75	2 0	1 25	Dos Hermanas	...	6 44	...	...	6 30	...
18	9 0	6 75	4 0	Utrera	...	7 18	...	...	6 53	...
26	16 50	12 25	7 50	Las Alcantar	...	7 41	...	...	7 17	...
33	21 75	16 25	9 75	Las Cabezas.....	...	8 5	...	...	7 37	...
44	27 0	20 25	12 25	Lebrija	...	8 33	...	...	8 2	...
51	34 50	25 75	15 50	El Cuervo.....	...	8 57	...	...	8 20	...
64	3 75	29 75	18 0	**Jerez**	6 41	9 40	3 5	5 21	8 56	...
73	48 50	36 50	22 0	Puerto Sta. Maria	7 17	10 10	3 35	5 51	9 22	...
78	56 75	41 75	25 0	Puerto Real	7 36	10 29	3 54	6 10	9 37	...
85	61 75	44 75	27 0	San Fernando.....	8 1	10 54	4 19	6 36	9 58	...
94	66 0	48 25	29 0	**Cadiz** .....arr.	8 27	11 18	4 45	7 2	10 18	...

Ferro Carril de Cordoba a Sevilla.

Eng. Miles	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class									
Dis.	r. c.	r. c.	r. c.		a. m	p m.	p.m.									
From	Cordova.			**Cordova** .....dep.	6 45	2 10	4 15	...	...	...	...	...	...	...	...	...
13	10 25	7 75	4 75	Almodovar.....	7 35	2 41	5 35	...	...	...	...	...	...	...	...	...
19	14 25	10 75	6 50	Posadas	8 9	2 57	6 9	...	...	...	...	...	...	...	...	...
35	25 25	19 0	11 50	Penaflor	9 26	3 41	7 28	...	...	...	...	...	...	...	...	...
45	33 0	24 75	15 0	Lora	10 15	4 11	8 13	...	...	...	...	...	...	...	...	...
59	43 50	31 75	19 0	Tocina	11 13	4 45	9 12	...	...	...	...	...	...	...	...	...
67	48 50	36 50	22 0	Brenes	11 46	5 7	9 45	...	...	...	...	...	...	...	...	...
80	57 75	43 25	26 0	**Seville** .....arr.	12 45	5 48	10 45	...	...	...	...	...	...	...	...	...

MADRID to CORDOVA.—Ferro Carriles de Madrid a Zaragoza y a Alicante.

Mls.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,3,3 class	1 & 2 class										
Dis.	r. c.	r. c.	r. c.		a. m.	p. m.										
From		Madrid.		**Madrid**...dep.	7 0	9 0	...	...	...	...	...	...	...	...	...	...
8½	6 25	5 0	3 0	Getafe	7 26	9 27	...	...	...	...	...	...	...	...	...	...
30½	21 75	16 75	10 50	Aranjuez	8 51	10 50	...	...	...	...	...	...	...	...	...	...
40	28 25	22 0	13 50	Castiuejo	9 23	11 20	...	...	...	...	...	...	...	...	...	...
64	44 50	34 50	21 25	Tembleque.....	10 55	12 36	...	...	...	...	...	...	...	...	...	...
74½	53 0	41 0	25 25	Villacanas	11 33	1 10	...	...	...	...	...	...	...	...	...	...
92	65 25	50 50	31 0	Alcazar	12 49	2 46	...	...	...	...	...	...	...	...	...	...
103½	76 75	59 50	36 50	Argamasilla ...	1 36	3 28	...	...	...	...	...	...	...	...	...	...
123	87 25	67 75	41 50	Manzanares ...	2 39	4 25	...	...	...	...	...	...	...	...	...	...
140½	99 50	77 25	47 25	Valdepenas ...	3 39	5 7	...	...	...	...	...	...	...	...	...	...
149½	105 75	82 0	50 25	Santa Cruz ...	4 21	5 34	...	...	...	...	...	...	...	...	...	...
159½	113 25	87 75	53 75	Almuradiel ...	5 17	6 6	...	...	...	...	...	...	...	...	...	...
156	117 50	91 25	56 0	V. de Cardenas	5 52	6 27	...	...	...	...	...	...	...	...	...	...
174	123 25	95 50	58 75	Santa Elena ...	6 44	7 3	...	...	...	...	...	...	...	...	...	...
184½	130 75	101 50	62 25	Vilches	7 43	7 47	...	...	...	...	...	...	...	...	...	...
19 3	135 25	104 75	64 25	Linares	8 16	8 11	...	...	...	...	...	...	...	...	...	...
196½	139 25	107 75	66 25	Baeza	8 45	8 28	...	...	...	...	...	...	...	...	...	...
209½	148 50	115 0	70 50	Menjibar	9 49	9 23	...	...	...	...	...	...	...	...	...	...
224	160 25	124 25	76 25	Andujar	10 59	10 16	...	...	...	...	...	...	...	...	...	...
233	165 50	128 25	78 75	Marmolejo	11 28	10 39	...	...	...	...	...	...	...	...	...	...
243	171 25	133 75	81 50	Villa del Rio	11 59	11 1	...	...	...	...	...	...	...	...	...	...
253	179 75	139 25	84 50	Pedro Abad	12 45	11 36	...	...	...	...	...	...	...	...	...	...
269½	183 50	142 25	87 25	Villafranca.....	1 10	12 0	...	...	...	...	...	...	...	...	...	...
274	194 50	150 75	92 50	**Cordova** arr.	2 0	12 41	...	...	...	...	...	...	...	...	...	...

SEVILLA to ALCALA.—Ferro-Carriles de Sevilla a Alcala y Extension.

Mls.	1 Cl	2 Cl	3 Cl	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	r. c.	r. c.	r. c.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
				Sevilla .....dep	7 0	11 30	4 0	6 30	7 30	9 0	10 30	1 0	5 10	9 45
28	3 0	2 0	1 50	Carmona	7 27	12 5	4 25	6 53	8 0	9 27	11 0	1 30	5 40	10 15
40	4 50	3 0	2 25	**Alcala** .....arr	7 53	12 35	4 55	7 23	8 30	9 53	11 30	2 0	6 10	10 45
				Alcala .....dep	7 55	1 45	5 20	7 33	8 40	9 55	11 45	2 10	6 20	10 55
52	6 0	4 0	2 75	**Cerreja**.....arr	8 25	2 15	5 50	8 3	9 10	10 25	12 15	2 40	6 50	11 25

MADRID, CIUDAD-REAL and BADAJOS.—Ferro Carriles de Madrid a Zaragoza y a Alicante

Mls.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class		Fares. 1st	2nd	3rd	Stations.	Trains. 1,2,3	1,2,3
Dis.	r. c.	r. c.	r. c.		a. m.	p. m.		r. c.	r. c.	r. c.		a.m.	p.m.
				Madrid.....dep	7 0	9 0	...	—	—	—	**Badajoz** .....dep.	8 15	11 0
17½	65 25	50 50	31 0	Alcázar.....	12 49	2 46	...	...	...	...		p. m.	a. m.
67	87 25	67 75	41 50	Manzanares.....	2 54	4 17	...	2 0	1 50	1 0	**Ciudad-Real**	8 48	11 15
75½	96 50	74 75	46 0	Daimiel.....	3 47	4 50	...	10 25	8 0	5 0	Miguelturra	8 56	12 9
88½	106 25	82 25	50 50	Almagro	4 49	5 28	...	19 50	15 0	9 25	Almagro.....	9 28	1 4
98	114 0	88 50	53 25	Miguelturra	5 32	5 55	...	29 25	22 50	14 0	Daimiel	10 6	2 21
101½	115 75	89 75	55 0	**Ciudad-Real**	6 10	6 30	...	30 75	39 25	24 25	Manzanares.....	11 14	3 21
...	...	...	...	**Badajoz** .....arr.	11 10	5 30	...	115 75	89 75	55 0	Alcázar	1 10	4 3
											Madrid .....arr	6 5	9 48

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CIUDAD-REAL and BADAJOZ.—Ferro-Carril de Ciudad-Real a Badajoz.

Miles	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1 2 3	1,2,3	
Dist	r. c.	r. c.	r. c.		a.m.	p.m.	
Dist				**Ciudad Real**.....dep.	6 30	6 10	...
9½	7 68	5 76	3 84	La Canada	6 58	6 51	...
15	11 52	8 64	5 76	Apeadero de la Canada	7 15	7 19	...
20½	15 84	11 88	7 92	Argamasilla	7 44	7 45	...
24½	1 1 72	14 4	9 36	**Puertollano**.....	7 50	8 15	...
30½	27 84	20 88	13 92	**Veredas**	8 21	9 10	...
45½	35 4	26 28	17 52	Caracollera.....	9 0	9 55	...
62½	47 4	35 28	23 52	Almadenejos	9 50	11 10	...
70½	54 72	41 4	27 36	Almaden	10 21	11 58	...
84½	64 36	48 24	32 16	Belalcazar	10 56	12 52	...
91½	70 56	52 92	35 28	Apeadero Cabeza ...	11 24	1 29	...
97	74 88	56 16	37 44	**Almorchon**.....arr.	12 10	1 54	...
				.. (236) dep.	12 11	2 30	...
111½	86 40	64 80	43 20	Castuera	1 20	3 45	...
123½	95 54	71 64	47 76	Campanario	1 39	4 39	...
130	100 32	75 24	50 16	**Magacela**.....	1 56	5 12	...
145½	01 64	78 48	52 32	Villanueva de la Serena.	2 14	5 45	...
139½	107 52	80 64	53 76	Don Benito.....	2 27	6 10	...
145½	112 32	84 24	56 16	Medellin	2 43	6 41	...
151½	117 52	89 64	59 76	Guarena	3 4	7 14	...
156½	122 84	92 16	61 44	Villagonzalo	3 17	7 32	...
61½	124 80	93 60	62 40	Ape dero de la Zarza	3 27	7 45	...
164½	126 72	95 4	63 36	Don Alvaro	3 37	7 54	...
172½	132 96	99 72	66 48	**Merida** ..... arr	3 58	8 25	...
...	...	...	...	.. .. dep.	4 4	8 50	...
180½	139 20	104 4	69 60	Garrovilla	4 27	9 25	...
186½	144 0	108 00	72 0	Montijo	4 45	9 55	...
19	152 64	114 48	76 32	Talavera	5 10	10 33	...
208½	161 28	120 96	80 64	**Badajoz** ..... arr.	5 33	11 10	...

Miles	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1,2,3	1,2,3	
	r. c.	r. c.	r. c.		a.m.	p.m.	
				Badajoz .....dep.	8 15	4 30	...
	6 64	6 48	4 32	Talavera	8 42	5 15	...
	17 2	12 96	8 64	Montijo	9 7	5 55	...
	22 56	16 92	11 28	Garrovilla	9 24	6 25	...
	28 80	21 60	14 40	**Merida** .....arr	9 43	6 55	...
	...	...	...	.. ..dep	9 51	7 20	...
	35 4	26 28	17 52	Don Alvaro.....	10 12	7 54	...
	38 48	2 38	18 24	Ape dero de la Zarza	10 21	8 8	...
	43 40	24 80	19 20	Villagonzalo	10 31	8 23	...
	42 24	31 68	21 12	Guarena	10 44	8 44	...
	48 96	36 72	24 48	Medellin	11 9	9 24	...
	53 76	40 32	26 88	Don enito	11 28	9 54	...
	56 64	42 48	28 32	Villanueva de la Serena	11 46	10 21	...
	60 6	45 72	30 48	**Magacela**.....	12 7	10 53	...
	66 24	49 68	33 12	Campanario	12 29	11 23	...
	75 36	56 52	37 68	Castuera	1 7	12 24	...
	86 88	65 16	43 44	**Almorchon**.....arr.	1 20	1 25	...
	...	...	...	.. (236) dep.	2 20	2 0	...
	90 72	68 4	45 36	Apeadero Cabeza.....	2 47	2 29	...
	97 44	73 8	48 72	Belalcazar	3 11	3 8	...
	107 4	80 28	53 52	Almaden	3 49	4 2	...
	114 72	86 4	57 48	Almadenejos	4 24	5 0	...
	126 72	95 4	63 36	Caracollera.....	5 30	6 13	...
	133 92	100 44	66 48	**Veredas**	6 5	6 58	...
	143 4	107 8	71 52	**Puertollano**.....	6 40	7 59	...
	145 92	109 44	72 96	Argamasilla	6 55	8 24	...
	150 24	112 68	75 12	Apeadero de la Canada	7 15	8 51	...
	154 8	115 56	77 4	La Canada	7 34	9 24	...
	161 28	120 96	80 64	**Ciudad-Real**...arr.	8 2	10 14	...

Trains marked ... Madrid time is kept at all the Stations.

LISBON and BADAJOS.

Miles	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	
Dist	Reis	Reis	Reis		a.m.	a.m.	p.m.	p.m.	
	190	150	110	**Lisbon** .....dep.	6 45	11 0	4 4	8 0	...
5½	500	390	280	Sacavem.....	7 14	11 55	5 28	8 26	...
16	500	390	280	Alhandra	7 49	12 53	6 27	9 0	...
18½	590	460	330	Villafranes ...(Buffet)	7 59	1 11	6 42	9 10	...
22½	700	550	390	**Carregado**.....	8 15	1 39	7 18	9 29	...
32½	990	780	560	Azambuja.....	8 3	2 13	7 44	9 47	...
33½	1040	810	580	Reguengo	8 46	2 26	8 2	...	...
37½	1100	900	640	Santa Anna	8 5	3 3	8 21	10 9	...
46½	1420	1100	790	**Santarem** (Buffet)	9 29	4 7	8 48	10 37	...
52	1590	1240	890	Ville de Figueira	9 50	4 53	...	10 5	...
58½	1780	1390	990	Matto de Miranda ..	10 6	5 21	...	11 14	...
63½	1950	1520	1090	Torres Novas	10 21	6 11	...	11 30	...
68½	2030	1580	1130	**Entroncamento** a.	10 30	6 15	...	11 40	...
	...	...	...	.. dep.	11 50	...	...	1 20	...
84½	2460	1920	1370	Tramagal	12 45	...	...	...	...
123½	3480	2710	1940	Chanca	4 23	...	...	...	...
140½	4110	3190	2280	**Portalegre**.....	7 0	...	...	5 13	...
164½	4650	3620	2590	Santa Eulalia	8 34	...	...	6 2	...
174½	5340	4150	2960	**Badajoz** (236) arr.	10 30	...	...	7 30	...

Miles	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	Stations.	1,2,3	
Dist	r. c.	r. c.	r. c.		a.m.		p.m.	
	201 12	154 0	97 40	**Almorchon**dep	2 20	**Belmez** .....dep	9 7	Dis.
12½	210 24	160 84	101 96	Zujar	3 3	Penarroya	9 30	— Alhondiguill
25	220 32	168 40	107 0	Valsequillo	3 55	Valsequillo	10 8	5½ Espl l .....
35½	228 18	174 52	111 8	Penarroya	4 40	Zujar (236)	10 55	17½ **Belmez** ...arr
40	231 84	177 4	112 76	**Belmez** ..... arr	4 56	**Almorchon** arr	11 35	(236

Miles	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	Miles	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3
Dist	r. c.	r. c.	r. c.		a.m.	Dist	r. c.	r. c.	r. c.		a.m.
				Almorchon.....dep.	8 10					**Granada**.....dep.	2 20
				Lobos	9 7		54	4 25	3 25	2 0	Atarfe-Santa Fé	2 36
54	5 0	3 75	2 25	Huertor-Tajar	9 23		99	7 25	5 50	3 25	Pinos-Puentes	2 47
11½	9 25	7 0	4 25	Tocon	9 40		154	12 0	9 0	5 50	Illora	3 7
18	14 25	10 75	6 50	Illora	10 0		21½	17 0	12 75	7 75	Tocon	3 24
24½	19 0	14 25	8 75	Pinos-Puentes	10 17		28	21 25	16 0	9 75	Huertor-Tajar	3 41
28	22 0	16 50	10 0	Atarfe-Santa Fé	10 29		33½	26 15	19 75	12 0	**Lobos**	4 3
33½	26 25	19 75	12 0	**Granada**	10 43						**Salinas** .....arr	4 51

GRANADA AND LOJA.—(Las Salinas,) pag. 240.

Miles	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3
Dist	r. c.	r. c.	r. c.		p.m.
				Salinas .....dep.	8 10
				Lojа	9 7
54	5 0	3 75	2 25	Huertor-Tajar	9 23
11½	9 25	7 0	4 25	Tocon	9 40
18	14 25	10 75	6 50	Illora	10 0
24½	19 0	14 25	8 75	Pinos-Puentes	10 17
28	22 0	16 50	10 0	Atarfe-Santa Fé	10 29
33½	26 25	19 75	12 0	**Granada**	10 43

Miles	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3
Dist	r. c.	r. c.	r. c.		a.m.
				Granada.....dep.	2 20
	54	4 25	3 25	2 0	Atarfe-Santa Fé	2 36
	99	7 25	5 50	3 25	Pinos-Puentes	2 47
	154	12 0	9 0	5 50	Illora	3 7
	21½	17 0	12 75	7 75	Tocon	3 24
	28	21 25	16 0	9 75	Huertor-Tajar	3 41
	33½	26 15	19 75	12 0	**Lobos**	4 3
					Salinas .....arr	4 51

Lisbon Time is kept at all the Stations.

LISBON AND OPORTO.—Lines de Lisbon a Oporto.

Eng. Mls.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1, 2, 3 class	1, 2, 3 class	3rd class		Stations.	Trains. 1, 2, 3 class	3rd class	1, 2, 3 class		
Dis.	Reis	Reis	Reis		a. m.	p. m.				a. m.	a. m.	p. m.		
—	—	—	—	**Lisbon** .....dep.	6 45	3 0	...	...	**Oporto** .....dep.	...	...	...	...	...
65¼	2010	1360	1130	**Entroncamento (B)**	11 0	12 10	...	...	Villa Nova de Gaya	6 30	9 0	5 30	...	...
74½	2290	1780	1240	**Thomar**	11 38	12 38	...	...	Valladares	6 46	9 15	...	...	...
80	2440	1920	1370	Chao de Macas	12 8	1 4	...	...	Grania	7 6	9 38	5 50	...	...
86½	2625	2060	1470	Caxarias	12 43	1 37	...	...	Esmoris	7 29	10 19	6 15	...	...
93½	2840	2210	1540	Alborgaria	1 20	...	...	...	Ovar	7 54	11 6	6 36	...	...
100	3070	2390	1710	Vermoil	1 47	...	...	...	Estarreja	8 22	11 46	7 54	...	...
105	3230	2540	1790	**Pombal**	2 18	2 30	...	...	Aveiro	8 55	12 36	7 30	...	...
114½	3530	2710	1940	Soure	2 50	2 55	...	...	Oliveira de Barros	9 30	1 35	...	...	...
124½	3860	2970	2130	Formoselha	3 22	3 21	...	...	Mogofores	9 46	2 6	8 14	...	...
131	4010	3130	2230	Taveiro	3 41	...	a. m.		Malhada	10 9	2 45	8 33	...	...
136½	4130	3210	2290	**Coimbra (Buffet)**.....	4 12	4 0	4 20	...	Sousella	10 30	3 19	...	...	...
139½	4280	3310	2370	Sousella	4 27	...	4 45	...	**Coimbra (Buffet)**	11 4	3 48	9 20	...	...
144½	4480	3460	2480	Malhada	5 0	4 33	5 36	...	Taveiro	11 19	...	...	...	...
151½	4640	3610	2580	Mogofores	5 20	4 49	6 0	...	Formoselha	11 44	...	9 49	...	...
156½	4790	3730	2680	Oliveira de Barros.....	5 38	...	6 25	...	Soure	12 29	...	10 19	...	...
169	5160	4030	2870	Aveiro	6 25	5 35	7 45	...	**Pombal**	1 16	...	10 52	...	...
178½	5450	4240	3030	Estarreja	7 0	5 50	8 45	...	Vermoil	1 51	...	...	...	...
187	5680	4430	3170	Ovar	7 35	6 26	9 41	...	Alborgaria	2 38	...	...	...	...
193½	5900	4 91	3280	Esmoris	7 58	6 44	10 13	...	Caxarias	3 5	...	12 1	...	...
198½	6070	4730	3380	Grania	8 30	7 7	10 48	...	Chao de Macas	3 31	...	12 22	...	...
202½	6240	4830	3450	Valladores	8 57	...	11 17	...	**Thomar**	3 56	...	12 39	...	...
209½	6500	4900	3500	Vil a Nova de Gaya	9 15	7 35	11 40	...	**Entroncamento (B)**	4 50	...	1 30	...	...
—	—	—	—	**Oporto** .....arr.	...	...	...	...	**Lisbon** .....arr.	9 10	...	5 30	...	...

Direct Service and Through Booking to all the principal cities of Spain & France.

LISBON, BARREIRO, SETUBAL, EVORA, and BEJA.—Caminhos de Ferro do Sueste de Portugal. [C. F. WHITE, Manager and Engineer.]

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3		Mls.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	
Dis.	Reis	Reis	Reis		a. m.	p. m.	p. m.		Dis.	Reis	Reis	reis.		a. m.	a. m.	a. m.	
—	—	—	—	**Lisbon** (Steamer)	7 30	2 40	...	...	—	—	—	—	**Beja** .....dep.	9 10	...	3 30	...
—	—	—	—	**Barreiro** ...dep.	8 40	3 40	3 50	...	10½	430	320	210	Cuba	9 54	...	4 26	...
1½	170	140	100	Lavradio	8 48	3 50	3 58	...	18½	730	550	370	Alvito	10 24	...	5 12	...
4	170	140	100	Alhos Vedros	8 56	3 58	4 8	...	23½	960	720	480	Villa Nova.....	10 50	...	5 41	...
4½	240	190	140	Moita	9 4	4 7	4 20	...	28½	1130	850	570	Vianna	11 12	...	...	...
9½	420	320	230	Pinhal Novo ....arr	9 30	4 30	...	...	32½	1310	980	660	Alcaçovas	11 35	...	...	...
...	...	...	...	,, ...dep.	9 35	4 34	4 56	...	...	...	...	...	**Extremoz**	8 1	...	...	...
14½	616	480	330	Palmella	9 47	4 49	...	...	...	...	...	...	**Evora**.....	11 21	...	...	...
17½	756	590	290	**Setubal**.....	10 0	5 2	...	...	56½	2270	1760	1130					
18½	860	610	420	Poceirão.....	9 55	...	5 46	...	40	1610	1210	810	Casa Branca ...arr.	12 20	...	7 3	...
26½	1100	830	570	Pegões	10 25	...	6 32	...	...	...	...	...	,, ...dep.	12 23	...	840	...
36½	1480	1120	760	Vendas Novas arr.	11 10	...	...	...	49½	1990	1490	1000	Monte Mor..... arr	12 58	...	...	...
...	...	...	...	,, ...dep.	11 12	...	7 42	...	60½	2440	1830	1220	Vendas Novas arr.	1 40	...	...	...
46½	1930	1460	990	Monte Mor.....	11 58	...	8 46	...	...	...	...	...	,, ...dep.	1 46	...	9 42	...
56½	2310	1740	1176	Casa Branca ...arr.	12 40	...	...	...	70½	2820	2110	1410	Pegões	2 15	...	10 26	...
...	...	...	...	,, ...dep.	12 41	...	10 0	...	77½	3120	2340	1560	Poceirão.....	2 37	a. m.	11 12	...
72½	2960	2230	1500	**Evora** arr.	1 55	...	...	...	95	3-30	2870	1920	**Setubal**	2 40	7 43	...	...
...	...	...	...	**Extremoz**	4 20	...	...	...	...	...	...	...	Palmella	2 55	7 58	...	...
63½	2610	1970	1330	Alcaçovas	1 7	...	10 48	...	86½	3500	2630	1750	Pinhal Novo ...arr	3 1	8 14	...	...
68½	2810	2120	1430	Vianna	1 26	...	11 20	...	...	...	...	...	,, ...dep	3 16	8 16	10 0	...
73½	2990	2250	1510	Villa Nova.....	1 45	...	11 52	...	91½	3680	2760	1840	Moita	3 32	8 33	10 22	...
78½	3190	2400	1620	Alvito	2 5	...	12 26	...	92½	3750	2820	1880	Alhos Vedros	3 40	8 41	12 32	...
85½	3490	2630	1770	Cuba	2 40	...	1 20	...	95	3830	2870	1920	Lavradio	3 48	8 53	12 12	...
96	3920	2950	1980	**Beja**	3 14	...	2 14	...	96½	3920	2950	1980	**Barreiro**.....arr.	4 25	9 30	12 48	...
										4570	3100	2080	**Lisbon** .....arr.	5 0	10 5	...	...

Extremoz to Beja 8 a.m., arriving 3.14 p.m.; and *vice versa* 9 10 a.m., arriving 4 20 p.m.
Setubal to Beja 7.43 a.m., arriving 3.14 p.m.; and *vice versa* 9 10 a.m., arriving 5 2 p.m.

BEJA and QUINTOS.

Stations.	1—3	Sat. Sun. Thurs. and Fair days.	Stations.	1—3	Sun. Tues. Frid. and Fair days.
	p.m.			a.m.	
Beja .....dep	3 50	...	**Quintos**.....dep	7 32	...
Ruivizo.....	4 12	...	Baleizao.....	7 52	...
Quintos.....arr	4 34	...	**Beja** .....arr	8 22	...

BEJA and CASEVEL.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations	1—3			Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3		
Dis.	Reis	Reis	Reis		a.m.			Dis.	Reis	Reis	Reis		a.m.		
—	—	—	—	**Beja** .....dep.	3 50	...	...	—	—	—	—	**Casevel** .....dep.	6 30	...	...
9½	410	310	210	Outeiro	4 26	...	...	6½	260	190	130	Carregueiro	7 0	...	...
15	610	460	310	Figueirinha	4 52	...	...	14½	580	440	290	Figueirinha	7 35	...	...
23	940	700	470	Carregueiro	5 30	...	...	19½	790	590	390	Outeiro	7 50	...	...
24½	1140	860	600	**Casevel** .....arr	5 54	...	...	29½	1190	890	600	**Beja** .....arr	8 39	...	...

Steamers. Lisbon to Setubal at 7.30 a.m., and 2.40 p.m.; and *vice versa* at 8.40 a.m., 2.58 p.m.

DANISH STATE RAILWAYS – De Jydsk fynske Jernbaner.

NYBORG, STO IB, FREDERICIA, VAMDRUP LANGÅA, AALBORG, FREDERIKSHAVN, GOTEBORG, LANGÅA, HOLSTEBRO

Dan. Mls	1 Cl. Sks.	2 Cl. Sks.	3 Cl. Sks.	The times are Copenhagen times.	1–3	1–3	1–3	1–3	1–3	1–3	1–3	1–3	1 C. Sks.	2 Cl. Sks.	3 Cl. Sks.	Copenhagen times are 10 minutes before Hamburg time.	1–3	1–3	1–3	1–3	1–3	1–3
					p.m.				a.m.	a.m.									a.m.		a.m.	p.m.
—	—	—	—	COPENHAGEN ..... dep	7 0	...	...	...	6 45	9 0	...	...	—	—	—	**Hollstebro** ..... dep	...	...	5 45	...	8 35	2 25
...	...	...	...	KORSOR ..... arr	...	...	...	...	...	...	...	...	52	40	24	**Struer**	...	...	6 20	...	9 20	3 10
				Steamer to NYBORG in 1¼ hr.						p.m.			101	76	48	Vamdrup	...	...	6 36	...	9 44	3 33
					p.m.		a.m.	a.m.	p.m.	p.m.			172	124	80	**Skive**	...	...	7 10	...	10 40	4 30
—	—	—	—	**Nyborg** ..... dep	11 50	...	7 0	11 20	3 30	7 30	...	...	276	201	128	**Viborg**	...	...	8 0	...	12 0	5 30
1,4	40	28	20	Ullerslev	...	...	7 21	11 39	3 51	7 58	...	...	316	232	144	Rodkjorsbro	...	...	8 17	...	12 26	5 50
3,9	104	76	48	**Odense** ..... dep	12 27	...	8 4	12 0	4 30	8 48	...	...	344	252	160	Bjerringbro	...	...	8 46	...	1 24	6 36
					12 32	...	8 12	12 5	4 40	8 59	...	...	392	288	180	**Langaa** ..... arr	...	...	9 10	...	2 5	7 5
...	...	...	...	" ..... dep	...	...	8 46	12 26	5 6	9 52	...	...	...	...	...	STOCKHOLM ..... dep	...	...	...	...	...	6 21
5,9	156	116	72	To merup	...	...	...	...	...	...	...	...	...	...	...	GOTEBURG ..... dep	...	...	...	...	...	7 3
7,1	188	138	88	Aarup	1 5	...	9 16	12 43	5 37	10 31	...	...	384	192	...	FREDERIKSHAVN ..... arr	...	p.m.	...	...	a.m.	p.m.
9,1	249	176	112	Norre Aaby	...	...	10 0	1 3	6 0	11 20	...	...										
10,5	272	200	128	**Middelfart**	1 39	...	10 26	1 22	6 22	11 50	...	...	—	—	—	**Frederikshavn** ..... dep	7 0	...	...	...	6 0	3 45
11,1	288	208	132	**Strib** ..... arr	1 45	...	10 35	1 28	6 30	12 0	...	...	128	92	60	**Bjorring**	8 22	...	...	...	7 16	4 53
...	...	...	...	Steamer to FREDERICIA dep	1 50	...	10 40	1 33	6 35	12 10	...	...	204	148	96	Brondersley	...	...	...	...	7 55	...
...	...	...	...	" arr	2 5	a.m.	10 55	1 48	6 50	12 25	p.m.	...	280	208	132	**Norre Sundby** ..... arr	...	9 50	...	...	8 40	6 10
...	...	...	...	" dep	2 30	1	8 11	25	2 20	7 20	...	...	...	...	...	" dep	...	9 55	...	...	8 50	6 15
27	380	276	176	**Kolding**	3 4	2	0 12	10	2 50	8 5	...	10 32	304	224	140	**Aarlborg** ..... arr	...	10 30	a.m.	p.m.	9 30	6 45
32	432	316	200	**Vamdrup** ..... arr	3 30	2	50 12	45	3 18	8 45	...	11 15	...	...	...	" dep	...	...	6 55	3 45	9 45	6 58
				VAMDRUP ..... dep	3 40	...	...	...	3 25	...	...	...	360	264	168	Stovring	...	...	6 58	4 21	10 35	7 24
...	...	...	...	FLENSBORG ..... arr	6 7	...	...	...	5 47	...	...	...	380	280	176	Skjorping	...	...	7 9	4 37	10 55	7 35
													400	296	184	Arden	a.m.	...	...	4 55	...	...
...	...	...	...	ALTONA ..... "	10 35	...	...	...	9 40	...	...	...	448	328	208	**Hobro**	8 10	...	7 50	5 33	12 0	9 17
					p.m.				a.m.			p.m.	537	388	244	**Randers**	6 30	...	8 50	6 44	1 37	9 30
...	...	...	...	ALTONA ..... dep	6 5	...	...	...	6 55	...	...	1 35	560	408	256	**Lungaa** ..... arr	...	...	9 10	7 5	2 5	9 51
...	...	...	...	FLENSBORG ..... "	10 33	...	...	...	10 43	...	...	6 24	...	...	...	" dep	...	...	9 20	7 20	2 25	9 56
					a.m.				p.m.				572	416	260	Laurberg	...	...	9 26	7 26	2 33	10 3
...	...	...	...	VAMDRUP ..... arr	1 5	...	...	...	1 5	...	...	9 10	592	432	272	Hadsteen	...	...	9 42	7 48	2 55	10 19
													616	448	280	Hjelne up	...	...	9 59	8 7	3 20	10 36
					a.m.	a.m.							672	488	304	**Aarhus** ..... ar	...	a.m.	10 40	9 0	4 25	11 20
—	—	—	—	**Vamdrup** ..... dep	1 15	5 0	9 15	1 15	5 25	...	...	9 30	...	...	...	" ..... dep	...	6 40	10 50	9 19	4 45	11 36
2,5	68	48	32	**Kolding**	1 47	5 56	10 6	1 45	6 7	...	...	10 22	704	512	320	Horning	...	7 7	11 18	9 46	5 30	...
5,2	136	100	64	**Fredericia** ..... arr	2 15	6 40	10 45	2 10	6 45	...	...	11 0	724	528	328	**Skanderborg** ..... arr	...	7 25	11 31	10 3	5 45	12 6
...	...	...	...	" ..... dep	2 35	7 0	11 20	2 30	7 15	...	...	...	...	...	...	SKANDERBORG ..... dep	...	...	11 40	...	6 0	...
6,9	180	132	84	Borkop	...	7 27	11 45	2 57	7 38	...	...	...	796	580	3 0	SILKEBORG ..... arr	...	...	12 45	...	7 15	...
8,7	228	168	104	**Vejle**	3 17	8 12	12 20	3 20	8 10	...	...	...										
10,3	268	196	124	Daugaard	...	8 39	12 38	3 44	8 35	...	...	...							a.m.		p.m.	
11,4	288	212	132	Losning	...	9 3	1 12	3 55	8 46	...	...	...	...	...	...	SILKEBORG ..... dep	...	...	9 30	...	4 0	...
12,9	324	240	152	**Horsens** ..... arr	4 0	9 30	1 39	4 16	9 8	...	...	...	...	...	...	SKANDERBORG ..... arr	...	...	10 45	...	5 5	...
...	...	...	...	" ..... dep	4 5	9 40	1 47	4 19	9 15	...	...	...	...	...	...	**Skanderborg** ..... dep	...	7 30	11 34	10 10	5 55	12 9
14,9	384	272	172	Hovedgard	...	10 15	2 21	4 47	9 43	**Sun**	...	...	768	552	344	Hovedgaard	...	7 57	12 5	10 33	6 20	...
18,8	412	300	188	**Skanderborg** ..... arr	4 46	10 48	2 53	5 11	10 10	p.m.	...	...	792	576	360	**Horsens** ..... arr	...	8 30	12 20	11	6 50	12 47
...	...	...	...	" ..... dep	...	...	...	...	...	...	...	...	...	...	...	" ..... dep	...	8 40	12 23	11 7	7 0	12 50
...	...	...	...	SKANDERBORG ..... dep	...	11 40	...	6 0	...	7 40	...	...	...	...	...	" ..... arr	...	9 8	12 45	...	7 27	...
20,8	496	364	228	SILKEBORG ..... arr	...	12 45	...	7 15	...	8 40	...	...	824	600	372	Losning	...	9 21	12 57	...	7 13	...
...	...	...	...										840	612	3 0	Daugaard	...	9 21	12 57	...	7 13	...
...	...	...	...			a.m.		p.m.		p.m.			868	632	392	**Vejle**	...	9 57	1 19	12 10	8 20	1 36
...	...	...	...	SILKEBORG ..... dep	...	9 30	...	4 0	...	6 20	...	...	904	656	408	Borkop	...	10 24	1 40	...	8 43	...
...	...	...	...	SKANDERBORG ..... arr	...	10 45	...	5 5	...	7 24	...	...	932	680	424	**Fredericia**	a.m.	10 54	2 0	12 53	9 10	2 10
...	...	...	...													..... dep	8 11	25	2 20	7 20	9 35	2 30
17,9	436	320	200	**Skanderborg** ..... dep	4 49	10 58	3 0	5 14	10 17	7 37	...	...	980	712	444	**Kolding**	2 0	12 10	2 50	8 5	10 32	3 4
19,8	476	348	220	**Aarhus** ..... arr	5 20	11 33	3 45	5 50	10 56	8 20	a.m.		1028	744	464	**Vamdrup** ..... arr	2 50	12 45	3 15	8 45	11 15	3 30
...	...	...	...	" ..... dep	5 30	12 13	...	6 0	...	...	7 15	...										
21,6	516	368	244	Hinnerup	...	1 16	...	6 41	...	...	8 16	...	Price from Hamburg to Copenhagen—									
24,2	556	408	256	Hadsteen	...	1 41	...	6 57	...	...	8 32	...	1 cl. 1746 sk.; 2 cl. 1160 sk.; 3 cl. 860 sk.									
25,4	580	424	264	Laurberg	...	2 2	...	7 13	...	...	8 48	...	Price from Hamburg to Fredrikshavn—									
													1 cl. 1860 sk.; 2 c. 1239 sk.; 3 cl. 882 sk.									
1	2	3			5	6	7	8	9	10	11						15	16	17	18	19	20

1	2	3	4			5	6	7	8	9	10	11		12	13	14		15	16	17	18	19	20
25 9	388	428	268	**Langaa**	arr	6 36	2 15	...	7 20	...	...	9 10		...	...	...	VAMDRUP dep	...	...	8 25	...	...	9 40
...	...	...	...	"	dep	6 33	2 35	...	7 30	...	...	9 30		...	...	...	FLENSBORG arr	...	...	5 47	...	...	7 27
27,8	620	452	281	**Randers**		7 5	3 17	...	8 0	...	...	10 18								p.m.			a.m.
31,8	696	504	316	**Hobro**		7 50	4 20	...	8 55	...	...	11 40		...	...	...	ALTONA arr	...	...	9 40	...	...	10 3
33,8	732	532	332	Arden		8 23	5 5	...	9 26	...	...	12 27								a.m.		p.m.	p.m.
34,8	748	544	340	Skj rring		8 38	5 20	...	9 40	...	...	12 47		...	...	...	ALTONA dep	...	...	6 55	...	1 35	6 5
35,8	768	556	348	tovring		8 50	5 38	1—3	9 53	...	...	1 6		...	...	...	"	...	...	10 43	...	6 21	10 33
38,4	812	592	368	**Aalborg**	arr	9 25	6 30	a.m.	10 25	...	...	2 0								p.m.			a.m.
...	...	...	...	"	dep	9 30	6 45	6 20		...	...												
...	832	604	376	**Norre Sundby**	arr	10 0	7 25	6 50	...	...	...	...		...	...	...	VAMDRUP arr	...	...	1 5	...	9 10	1 5
...	...	...	...	"	dep	10 5	7 35	7 0	...	...	...	...						a.m.	a.m.	p.m.	p.m.	p.m.	
3 2	888	644	401	Brondersley		10 45	8 17	7 55	...	...	...	...		—	—	—	**Vamdrup** dep	5 0	9 15	1 15	5 25	9 30	1 18
6,1	940	684	424	**Hjorring**	arr	11 25	9 8	8 51	...	...	...	...		68	48	32	**Kolding**	5 56	10 6	1 48	6 7	10 22	1 47
10,9	1028	744	464	**Frederikshavn**		12 30	10 15	10 15	...	...	...	...		136	100	64	**Fredericia**	6 40	10 45	2 0	6 45	11 0	2 15
...	...	...	...	" (Steamer)	dep	12 45	...	...									St. amer to **Strib.**—	*5 35	11 15	2 40			2 35
...	...	...	...	G TEBURG	arr	8 0	p.m.	...						176	128	84	**Strib** arr	5 50	11 30	2 55	...	...	2 50
...	...	...	...	STOCKHOLM	arr	8 21	a.m.	...						...	...	...	dep	6 —	11 40	3 5	...	...	3 0
						a.m.		p.m.						1 2	1 40	1 08	**Middelfart**	6 18	11 53	3 15	...	...	3 9
—	—	—	—	**Langaa**	dep	6 40	2 35	...	7 30	...	...	...		224	168	108	Nr ne-Aaby	6 39	12 11	3 33	...	*	
2 1	56	40	28	Bjerringbro		7 6	3 8	...	7 56	...	...	...		276	204	128	**Aarup**	7 20	12 20	4 0	...	...	3 47
3,5	92	68	44	Rodkjo sbro		7 25	3 30	...	8 14	...	...	...		344	252	160	Tomm rup	8 9	1 0	4 3	...	...	
5,3	140	104	64	**Viborg**		8 0	4 30	...	8 50	...	...	...					**Odense** arr	8 55	1 36	4 40	...	...	4 26
9 2	248	184	116	**Skive**	arr	9 0	5 45	...	9 35	...	...	...		464	2 6	184	Ullerslev	9 52	2 14	4 59	...	...	4 39
...	...	...	...	"	dep	9 5	5 55	...	9 40	...	...	...		432	316	200	**Nyborg** arr	10 20	2 30	5 30	...	...	5 15
12,2	312	228	144	Vind rup		9 43	...	...	...	...	...	...					Steame to KORSOR in 1½ hr.						
13,9	348	256	160	Struer		10 20	7 30	...	10 37	...	...	...		...	...	...	KORSOR dep	...	5 0	7 25	...	...	8 0
16,0	392	288	180	**Holstebro**	arr	10 45	8 5	...	11 0	...	...	...		...	...	...	COPENHAGEN arr	...	8 45	10 40	...	...	10 30

HOLSTEBRO and RINGKJOBING.

Miles	Stations.	1,2 3	1,2,3
Dist		a.m.	p.m.
—	**Holstebro** dep	8 15	**Ringkjobing** dep 6 7 4 30
2,4	Ve b	11 41	8 37 Hjm 6 34 4 56
3,8	Ulfborg	12 4	9 20 U fborg 6 57 5 21
4,7	Hjm	12 29	9 41 Vemb 7 20 5 44
6,3	**Ringkjobing** arr	1 0	10 15 **Holstebro** arr 8 7 6 30

RIBE to BRAMMINGE

Stations.	a.m.	p.m.	p.m
Bramminge dep.	7 55	4 5	10 9
Gredsted	8 16	4 50	10 9
Ribe arr	8 39	5 5	0 3
Ribe dep	7 0	11 20	8 2
Gredsted	7 15	11 34	8 3
Bramminge arr	7 35	11 5	8 5

ESLOF, BILLEBERGA, and LANDSKRONA.

1 Cl	3 Cl	Stations.	1—3	1—3	1—3	1—3	1—3
			a.m.	a.m.	p.m.	p.m.	p.m.
—	—	**Eslof** dep	8 35	11 50	...	3 30	6 45
0 50	0 30	Marieholm	...	8 58	12 13	...	3 57
1 20	0 60	**Billeberga** arr	9 21	12 35	...	4 24	7 30
...	...	" dep	9 26	12 41	1 51	4 46	7 40
1 80	0 90	**Landskrona** arr	9 50	1 5	2 15	5 15	8 5
...	...	"	5 55	1 10	2 20	5 25	8 15

1 Cl	3 Cl	Stations.	1—3	1—3	1—3	1—3	1—3
			a.m.	a.m.	p.m.	p.m.	p.m.
—	—	**Landskrona** dep	6 30	8 50	1 20	4 5	
0 60	0 30	**Billeberga** arr	6 3	9 16	1 43	4 43	
...	...	" dep	7 3	9 35	1 49	4 45	
1 20	0 60	Marieholm	7 8	9 5	2 13	5 16	
...	...	" arr	7 50	10 35	2 35	5 45	
			8 0	10 50	2 40	6 0	

HELSINGBORG, BILLEBERGA, and ESLOF.

1 Cl	3 Cl	Stations.	1—3	1—3	1—3	1—3	1—3
			a.m.	a.m.	p.m.	p.m.	p.m.
—	—	**Helsingborg** dep	5 50	8 0	12 45	3 25	
0 54	0 27	Gantofta	6 13	8 28	1 6	3 48	
1 20	0 60	Tagaro	6 44	9 3	1 33	4 19	
1 56	0 78	**Billeberga** arr	6 56	9 17	1 45	4 32	
2 16	1 8	LANDSKRONA	7 30	9 50	2 15	5 15	

1 Cl	3 Cl	Stations.	1—3	1—3	1—3	1—3	1—3
			a.m.	a.m.	p.m.	p.m.	p.m.
ESLOF		dep	8 35	11 50	3 30	6 45	
LANDSKRONA		"	8 50	12 5	4 5	7 0	
Billeberga		arr	9 25	12 40	4 36	7 38	
"		dep	9 41	12 56	4 54	7 55	
Tagaro		"	10 8	1 27	5 23	8 23	
Gantofta		"	10 41	1 57	5 53	8 53	
Helsingborg		arr	11 0	2 15	6 10	9 10	

Swedish Central Railway.

S. M	2 Cl	3 Cl	All 1, 2, 3 Class.	a.m.	p.m.
	rd o	rd o	**Frovi** dep	9 30	5 35
6½	0 55	0 35	Vedevag	9 55	5 59
11½	1 0	0 60	Lindo	10 28	6 25
15	1 30	0 85	Gusselby	10 42	6 38
21½	1 85	1 15	Stora	11 13	7 7
27½	2 40	1 5	Rallsa	11 41	7 32
34	3 0	1 90	Kopparberg arr	12 9	8 10
34½	3 40	2 15	Stall'dalen	6 30	8 30
46½	4 5	2 95	Hork	6 55	9 11
4 ½	4 3½	2 75	**Grangesberg**	8 3	9 28
5½	5 5	3 20	Gonas	9 47	...
15	5 30	3 40	**Ludvika** arr	9 39	10 12

E. M	2 Cl	3 Cl		a.m.	p.m.
...	rd. o	rd o	**Ludvika** dep	4 0	10 55
...	—	—	Gonas	11 8	...
...	—	—	**Grangesberg**	5 10	2 39
...	5 30	0 25	Hork	5 41	1 17
...	0 90	0 55	Stallda'en	5 58	1 35
...	1 30	0 85	Kopparb rg	6 17	1 5
...	1 90	1 20	Rallsa	6 38	2 31
...	2 45	1 55	Stora	7 8	3 4
...	3 0	1 90	Gus elby	7 31	3 28
...	3 30	2 10	Lindo	7 47	3 46
...	3 55	2 40	Vedevag	8 8	4 6
...	4 30	2 75	**Frovi** arr	8 30	4 30

(West Zealand) Copenhagen to Korsoer.—Vest Sjællandske Jernbane.

K M	1 Cl.	2 Cl.	3 Cl.	stations.	1, 2, 3	1, 2, 3	2 & 3	2 & 3	2 & 3	2 & 3
Dis	rd. s.	rd. s.	rd. s.		a. m.	p. m.	noon	a. m.	p. m.	p. m.
...	...	...	...	ELSINORE dep.	...	...	...	7 0	...	...
—	—	—	—	COPENHAGEN ...	...	...	...	9 0	...	...
—	—	—	—		6 45	7 0	12 0	...	...	5 0
3½	0 14	0 12	0 8	Frederiksberg...	...	7 7	12 10	...	...	5 10
7½	0 44	0 32	0 24	Glostrup ...	...	7 30	12 30	...	...	5 30
10½	0 64	0 48	0 32	Taastrup...arr	7 6	7 32	12 45	...	...	5 42
				... dep	7 7	7 33	12 45	...	...	5 42
15½	0 92	0 68	0 46	Hedehusene ...	...	...	...	...	...	5 56
19	1 24	0 88	0 60	Roeskilde arr	7 25	7 53	1 15	...	...	6 10
				... dep	7 30	7 58	1 35	10 10	...	...
26½	1 64	1 20	0 80	Viby ...	...	...	2 0	10 30	...	...
31	1 92	1 36	0 92	Borup...	7 58	8 23	2 14	10 45	...	...
39½	2 40	1 68	1 16	Ringsted.. arr	8 15	8 49	2 50	11 10	...	...
				...dep	8 25	8 58	3 10	11 25	...	...
46½	2 92	2 8	1 40	Sorö ...	8 48	9 8	3 35	12 0	...	...
58½	3 4	2 40	1 60	Slagelse...	9 7	9 29	4 10	12 10	...	...
69	4 0	2 72	1 80	Korsoer ...arr	9 30	9 50	4 45	1 0	...	...
				... dep	8h 0	Nyb.	Slag.	Rtea	...	...
...	...	...	...	NYBORG ...arr	to	Slag.	Sor.	mer	...	...
					11	2	2	4 28		
								p.m.		

RETURN TICKETS are issued good for one day, at a half more than single fare.

(South Zealand) Copenhagen to Nyborg and Nestved.—Sydsjællandske Jernbane.

K M	1 Cl.	2 Cl.	3 Cl.	stations.	1, 2, 3	1, 2, 3	2 — 3
Dis.	rd. s.	rd. s.	rd. s.		a.m.	p.m.	a.m.
...	...	...	...	ELSINORE dep	7 0	2 45	11 40
—	—	—	—	Copenhagen ...	9 0	7 0	2 15
2½	0 16	0 12	0 8	Frederiksberg...	9 8	7 8	2 23
7½	0 44	0 32	0 24	Glostrup ...	9 22	...	2 45
10½	0 64	0 48	0 32	Taastrup ... arr	9 33	...	3 0
				... dep	9 34	...	3 0
15½	0 92	0 68	0 46	Hedehusene ...	9 44	...	3 14
19	1 24	0 88	0 60	Roskilde arr	9 51	...	3 25
				... dep	10 0	8 0	3 40
26½	1 64	1 20	0 80	Havdrup ...	10 16	8 16	4 0
33½	2 8	1 48	1 4	Kjoge ...arr	10 30	8 30	4 18
				... dep	10 33	8 33	4 18
43½	2 48	1 72	1 20	Thureby ...	10 50	8 50	4 5
46	2 72	1 92	1 32	Slaglev ... arr	11 0	9 0	5 20
				... dep	11 3	9 3	5 26
53	3 12	2 20	1 4	Ol-trup ...	11 20	9 20	5 45
57½	3 36	2 36	1 60	Nestved ...arr	11 29	9 29	6 3
				... dep	11 35	9 35	6 17
67½	3 92	2 72	1 88	Lundby ...	11 56	9 53	6 45
74½	4 2	2 92	1 92	Vor ingborg ...	12 15	10 16	7 8
75½	4 32	3 0	2 0	Masnedsund	12 20	10 20	7 14

K M	1 Cl.	2 Cl.	3 Cl.	stations.	1, 2, 3	1, 2, 3	2 — 3
Dis.	rd. s.	rd. s.	rd. s.		a.m.	p.m.	a.m.
...	...	...	...	Masnedsund	6 35	5 20	9 15
1½	0 16	0 12	0 8	Vordingborg ...	6 42	5 27	9 21
8½	0 48	0 36	0 24	Lundby ...	6 58	5 44	9 45
18½	1 16	0 80	0 56	Nestved ... arr	7 20	6 5	10 11
				... dep	7 26	6 11	10 26
22½	1 41	1 4	0 64	Olstrup ...	7 37	6 22	10 42
29½	1 84	1 32	0 88	Slaglev ... arr	7 51	6 36	11 1
				... dep	7 57	6 38	11 9
37½	2 12	1 44	1 4	Thureby ...	8 7	6 52	11 36
43½	2 32	1 76	1 20	Kjoge ... arr	8 22	7 7	11 55
				... dep	8 25	7 10	12 15
49	2 68	2 4	1 40	Havdrup ...	8 44	7 29	12 35
56½	3 28	2 24	1 52	Roskilde arr	9 0	7 45	12 55
				... dep	9 10	7 55	1 20
60½	3 52	2 44	1 64	Hedehusene ...	9 20	8 5	1 33
65	3 76	2 60	1 72	Taastrup arr	9 30	8 15	1 50
				... dep	9 37	8 17	1 50
69½	4 0	2 72	1 80	Glostrup ...	9 48	8 27	2 3
73½	4 21	2 87	1 88	Frederiksberg...	9 55	8 40	2 20
77½	4 32	3 0	2 0	Copenhagen ...	10 0	8 45	2 30
				... (Nord) d	11	9 p.m.	3 25

† Goes on to Copenhagen and North Zealand, 1, 2, 3 class.

RETURN TICKETS are issued good for one day, at a half more than single fare.

(North Zealand) COPENHAGEN to ELSINORE.—Nord Sjællandske Jernbane.

K M	1 Cl.	2 Cl.	3 Cl.	stations.	1, 2, 3	2 & 3	1, 2, 3	1, 2, 3
Dis	rd. s.	rd. s.	rd. s.		a. m.	a. m.	p. m.	a. m.
—	—	—	—	Copenhagen	7 30	11 15	3 25	9 0
4½	0 24	0 16	0 10	Hellerup ...	8 2	11 29	3 39	9 12
6	0 32	0 24	0 16	Gjentofte ...	8 6	11 36	3 46	9 18
8½	0 36	0 28	0 20	Lyngby ...	8 9	11 47	3 57	9 30
12	0 56	0 44	0 32	Holte ...	8 25	12 0	4 10	9 40
14½	0 72	0 56	0 44	Birkerød ...	8 45	12 10	4 20	9 50
18	0 92	0 72	0 52	Lillerød ...	8 58	12 22	4 32	10 0
22½	1 32	1 0	0 72	Hillerod .. arr	9 5	12 35	4 45	10 10
				... dep	9 11	12 45	4 52	10 15
26½	1 32	1 0	0 72	Fredensborg ...	9 27	1 2	5 12	10 32
32	1 32	1 0	0 72	Qvistgaard ...	9 32	1 15	5 22	10 45
36	1 32	1 0	0 72	Elsinore...arr	9 45	1 4	5 40	10 55
					a.m.	p.m.	p.m.	p.m.

K M	1 Cl.	2 Cl.	3 Cl.	stations.	1, 2, 3	2 & 3	2 & 3	1, 2, 3
Dis.	rd. s.	rd. s.	rd. s.		a. m.	a. m.	p. m.	a. m.
...	...	...	...	Elsinore dep.	7 0	11 40	3 45	8 0
...	...	...	...	Qvistgaard	7 12	11 57	4 2	8 12
...	...	...	...	Fredensborg	7 25	12 10	4 15	8 25
...	...	...	...	Hillerod ...arr	7 35	12 25	4 32	8 35
...	...	...	...	...dep	7 40	12 35	4 42	8 40
...	...	...	...	Lillerød	7 50	12 50	4 55	8 50
...	...	...	...	Birkerød	8 0	1 0	5 7	9 0
...	...	...	...	Holte	8 10	1 15	5 20	9 15
...	...	...	...	Lyngby	8 22	1 27	5 32	9 27
...	...	...	...	Gjentofte	8 32	1 36	5 40	9 36
...	...	...	...	Hellerup	8 40	1 43	5 48	9 44
36	1 32	1 0	0 72	Copenhagen ...	9 50	2 210	6 a.m.	10 54
				... dep	9 am	2½	p.m.	—

RETURN TICKETS are issued good for one day, at a half more than single fare.

Klampenborg Branch.—COPENHAGEN to KLAMPENBORG.—(6½ English Miles.) Stations—Hellerup & Charlottenlund.) 32 sk; 24 sk; 16 sk; on Sundays and holidays. (On Wednesdays 24 sk; 16 sk; 10 sk). In Summer.—On Week days Trains leave Copenhagen for Klampenborg, and Klampenborg for Copenhagen about every hour. On Sundays Trains leave for Klampenborg, and Klampenborg for Copenhagen every half-hour

NOTE.—These times vary according to the season of the year.

Falsterbanen (Railway on the Island Falster.) See page 280.

CHRISTIANIA DRAMMEN JERNBANE.

[May 1.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Daily Trains	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Christiania..... dep	5 30	6 20	9 50	2 30	3 15	5 40	8 0
Lysakerstranden.....	5 34	6 38	9 58	2 38	3 23	5 48	8 10
Lysaker	5 45	6 45	10 5	2 47	3 30	4 55	8 18
Sandviken	6 8	7 8	10 25	3 8	3 52	6 8	8 45
Hvalstad	6 22	7 18	10 37	3 28	4 4	6 30	8 57
Asker ..... arr	6 30	7 26	...	3 36	...	...	9 6
,, ... dep	...	7 30	10 45	...	4 14	6 38	9 7
Roken..... arr	...	...	11 10	...	...	7 2	...
,, ... dep	...	7 52	11 12	...	4 38	7 3	9 32
Lier	...	8 20	11 36	...	5 5	7 30	9 57
Sigerseen	...	8 3	11 48	...	5 17	7 42	10 9
Drammen ..... arr	...	8 3	11 54	...	5 23	7 48	10 15
KONGSBERG	...	11 12	...	...	7 57	...	...
KRODEREN	...	12 15	...	...	9 0	...	...
HONEFOS	...	12 2	...	...	8 47	...	...
RANDSFJORD	...	12 45	...	...	9 30	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
RANDSFJORD dep	...	...	6 3	...	...	3 15
HONEFOS	...	...	7 12	...	...	3 57
KRODEREN	...	...	6 45	...	...	3 35
KONGSBERG ..... arr	...	5 45	8 56	...	...	4 45
Drammen ..... dep	6 20	7 55	1 2	4 45	3 0	7 7
Bragerøen	6 27	8 2	10 9	4 52	3 7	7 14
Lier	6 40	8 15	10 43	5 6	3 20	7 26
Roken ..... arr	...	8 49	11 0	5 30	...	7 52
,, ... dep	7 7	...	1 10	5 3	...	7 52
Asker ..... arr	7 21	9 10	...	...	p.m.	...
,, ... dep	7 34	9 16	11 34	5 52	2 35	...
Hvalstad	7 43	9 26	11 44	6 1	2 45	8 25
Sandviken	8 3	9 45	11 57	6 14	3 11	8 43
Lysaker	8 12	9 55	12 15	6 30	3 40	9 0
Lysakerstranden	8 29	10 13	12 2	6 35	4 48	9 8
Christiania ..... arr	8 36	10 20	12 30	6 45	3 55	9 15

DRAMMEN, (HONGSUND, KONGSBERG,) and RANDSFJORD.—Drammen Randsfjord Jernbane.

[May 1.

Miles.	Stations.	Daily Trains. 1,2,3	1,2,3	1,2,3	Single 1 Cl.	Single 2 Cl.	Return 1 Cl.	Return 2 Cl.
Dis.			a.m.	p.m.	sh.	sh.	sh.	sh.
—	Randsfjord dp.	...	6 30	3 15	—	—	—	—
7½	Heen	...	6 54	3 53	...	...	...	...
11½	Honefos.....	...	7 12	4 57	...	...	...	...
13	Ask	...	7 18	4 17	7½	6	...	...
23½	Skjerdalen	...	7 46	4 31	10½	24	12	36
—	Kroderen dep	...	6 45	3 35	—	—	—	—
—	Snarum	...	7 2	4 17	...	...	...	...
—	Vikersundarr	...	8 0	p.m. 4 49	...	...	...	...
29	Vikersund...dep	...	8 18	2 30	5	3	...	...
34½	Aamot	...	8 42	3 0	5 27	17½	...	...
39	Skotselven	...	8 56	3 20	5 41	...	...	...
44½	Hongsund arr	a.m.	9 18	3 43	6 3	...	...	...
—	Kongsberg dep	5 45	8 0	...	4 45	17	30	60
4	Skollenborg	6 3	8 18	...	5 3	20½	48	84
11	Darbo	6 31	8 46	...	5 31	27	60	90
14	Vestfossen	6 45	9 0	...	5 45	...	...	...
17½	Hongsund arr	7 0	9 12	...	5 57	...	...	...
—	Hongsund dep	7 0	9 30	3 48	6 53	35	84	42
49	Mjerdalen	7 14	9 44	4 2	6 29	40	92	48
55½	Gulskogen	7 36	10 4	4 26	6 49	44	100	50
58	Drammen...arr	7 42	10 10	...	6 55	48	112	56
—	CHRISTIANIA ...	10 20	12 30	...	9 15	58	120	60

Miles.	Stations.	Daily Trains. 1,2,3	1,2,3	1,2,3	Single 1 Cl.	Single 2 Cl.	Return 1 Cl.	Return 2 Cl.
Dis.			a.m.	p.m.	sh.	sh.	sh.	sh.
—	CHRISTIANIA .	6 3	9 30	3 15	—	—	—	—
—	Drammen dep	8 48	12 10	5 31	...	...	...	...
—	Gul-kogen	8 55	12 17	5 40	...	...	...	...
—	Fjömdalen	9 15	12 37	6 0	...	...	...	...
—	Hongsund...arr	9 2	...	6 12	...	...	...	...
—	Hongsund dp	9 15	...	6 50	...	...	...	...
—	Vestfos-en.....	10 5	...	6 40	...	...	...	...
—	Darbo	10 23	...	7 8	...	...	...	...
—	Skollenborg	10 37	...	7 42	...	...	...	...
—	Kongsberg ar	11 2	...	7 57	...	...	...	...
—	Hongsund dep	9 30	1 58	6 21	...	...	...	...
—	Skotselven	10 4	1 20	6 49	...	...	...	...
—	Aamot	10 20	1 36	7 5	...	...	...	...
—	Vikersundarr	10 4	2 0	7 29	...	...	...	...
—	Vikersundd ep	10 54	2 35	...	...	...	...	...
—	Snarum	11 30	3 11	...	...	...	...	...
—	Kroderen arr	12 11	3 6	...	...	...	...	...
—	Skjerdalen ...dep	11 12	...	7 57	...	...	...	...
—	Ask	11 44	...	8 29	...	...	...	...
—	Honefos	12 2	...	8 47	...	...	...	...
—	Heen	12 21	...	9 5	...	...	...	...
—	Randsfjord ar	12 45	...	9 30	...	...	...	...

At Hongsund Station, the Trains to Kongsberg
At Vikersund Station, the Trains to Kroderen Station, by the Lake of Kroderen, where the Trains correspond with the Steamer "Hak-in-Adelsen:" from this Station the highroad leads to Bergen, through Hallingdal.
At Skjerdalen Station the trains correspond with the steamer "Tyrid" on Tyrifjord, (Krogkleven.)
At Heen station, the Trains correspond with the Steamer "Bogna" on Spirillen. From this end Stat on the highroad passes through the valley of Valdres.
At Randsfjord station, the Trains correspond with the Steamer "Olaf Fryggveson" and "Harald Haarfagre," on the Lake of Rand-fjord only during the summer

HAMAR, ELVERUM, and RENA.—Hamar-Amot Jernbane.

Miles.	Stations.	Fares. Single 1 Cl.	Single 2 Cl.	Return 1 Cl.	Return 2 Cl.	Week Days. 1,2,3	Week Days. 1,2,3	Sun. & Fetes. 1,2,3	Sun. & Fetes. 1,2,3
Dis.		sh.	sh.	sh.	sh.	p.m.	p.m.	a.m.	p.m.
—	Hamar .....dep.	—	—	—	—	7 45	4 0	10 0	0
—	Aker *	...	...	...	...	...	...	...	...
20	Hjellum	12	20	18		9 1	5 14	10 11	
22	Ilseng	20	48	30		8 20	4 28	9 28	
40	Horsand	24	60	36		8 9	4 42	10 41	
62	Loken	36	94	56		8 52	4 55	10 50	
69	Berg	36	60	56		9 14	5 44	11 1	
82	Elverum.....arr	36	94	56		9 4	5 34	11 31	
—	,, ...dep	—	—	—	—	10 2	5 46	11 41	
—	Grundset *	...	...	...	...	...	...	...	
72	Osna	44	108	66		10 36	6 16	12 11	

Miles.	Stations.	Week Days. 1,2,3	Week Days. 1,2,3	Sun. & Fetes. 1,2,3	Sun. & Fetes. 1,2,3
Dis.		a.m.	p.m.	p.m.	p.m.
—	Rena.....dep	7 5	4 5	5	
—	Aasta	7 21	4 25	5 2	
—	Osna	7 50	5 2	5 50	
—	Grundset *	...	...	...	
—	Elverum.....arr	8 18	5 36	6 18	
—	,, ...dep	8 30	6 0	6 30	
—	Berg	9 5	6 44	7 5	
—	Loken	9 14	6 53	7 14	
—	Horsand	9 23	7 6	7 23	
—	Ilsend	9 34	7 20	34	
—	Hjellum	9 46	7 34	7 46	

Opens at Grundset and Aker by Signal only.

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NYKJOBING and ORE HOVED.—Falsterbahn.

D.M.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1—3	1—3	Pas & Gds.			Stations	1—3	1—3	1—3		
Dis.	rd. s.	rd. s.	rd. s.	rd. s.		a.m.	p.m.	a.m.	p.m.				a.m.	p.m.		
—	—	—	—	—	**Nykjobing** .....dep.	5 0	...	12 0	3 30	...	COPENHAGEN dep.	...	9 0	7 0	...	...
...	...	...	...	...	Thingsted	...	...	...	...	...	KORSOER ..... „	...	8 0	5 0	...	...
...	...	...	...	...	Eskildstrup	...	...	...	...	...		a.m.	p.m.	p.m.		
...	...	...	...	...	Norre Alslev	...	...	...	...	...	**Orehoved** .....dep	8 0	1 30	11 20	...	...
...	...	...	...	...	**Orehoved** .....arr.	5 40	4 15	12 54	4 12	...	Norre Alslev	...	1 45	11 35	...	...
...	...	...	...	...	MASNEDSUND dep.	6 15	9 15	...	5 15	...	Eskildstrup	...	1 54	11 44	...	...
...	...	...	...	...	COPENHAGEN arr.	10 0	2 30	...	8 45	...	Thingsted	...	2 2	...	...	...
						p.m.					**Nykjobing** .....arr.	8 54	2 14	12 0	...	...
...	...	...	...	...	KORSOER .....arr.	1 0	...	...	...	...						

THRONDHJEM and STOREN.—Throndhjem and Storen Jernbane.

Nor. Mls.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	Su. & Fetes			Stations.	1,2,3	1,2,3	Su. & Fetes		
	Sk.	Sk.	Sk.	Sk.		a.m.	p.m.	a.m.	p.m.			a.m.	p.m.	a.m.	p.m.	
—	—	—	—	—	**Throndhjem** dep.	10 0	5 45	10 0	3 0		**Storen** .....dep.	6 15	7 0	9 30	7 0	
0·3	...	...	...	...	Sluppen	10 9	5 54	10 9	3 9		**Hovind**	6 32	7 18	9 45	7 16	
0·8	16	12	8		**Helmdal**	10 27	6 12	10 29	3 27		**Lundemo**	6 54	7 43	10 4	7 38	
1·2	22	16	10		Stokke	10 41	6 28	10 44	3 41		**Leer**	7 10	8 0	10 18	7 53	
1·6	28	20	12		**Meelhuus**	10 57	6 44	11 0	3 57		Kvaal	7 24	8 14	10 31	8 7	
1·9	34	22	14		Soberg	11 10	6 57	11 13	4 10		Soberg	7 37	8 27	10 44	8 22	
2·2	40	26	16		Kvaal	11 28	7 7	11 23	4 20		**Meelhuus**	7 48	8 38	11 3	8 35	
2·7	48	32	18		**Leer**	11 35	7 23	11 38	4 35		Stokke	8 2	8 52	11 17	8 50	
3·2	58	38	22		**Lundemo**	11 53	7 40	11 55	4 51		**Helmdal**	8 17	9 7	11 32	9 5	
3·8	68	46	26		**Hovind**	12 14	8 2	12 14	5 10		Sluppen	8 36	9 26	11 51	9 26	
4·3	78	52	30		**Storen** .....arr	12 30	8 18	12 30	5 25		**Throndhjem** ..... arr.	8 45	9 35	12 0	9 35	

The Trains stop at Sluppen by signal.

† Sundays and Holidays.

CHRISTIANIA, KONGSVINGER, (ASD SWEDEN)—Hoved og Kongsvinger-Jernbanen.

S.M.	1 Cl.	2 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—3	1—3	1—3		Stations.	1	3	1—3	1—3	1—3	
Dis.	sk.	sk.		sk.			a.m.	p.m.									
—	—	—		—	**Christiania**.....dep	...	7 0	4 40	...	...	MALMÖ .....dep	...	...	...	...	...	...
...	...	...		...	EIDSVOLD ... „	...	5 54	3 20	...	...	ELMHULT ..... „	...	...	...	a.m.	...	...
1·5	...	...		...	**Lillestrom** .....arr	...	7 54	5 38	...	...	GOTHENBURG „	...	...	...	7 22	...	...
...	...	...		...	„ .....dep	...	8 0	5 48	...	...	STOCKHOLM C.	...	...	...	7 15	...	...
2·5	...	...		...	Fetsund	...	8 14	6 3	...	...	CARLSTINEHAMM	...	...	...	...	...	...
3·7	...	...		...	Blaajer	...	8 38	6 31	...	...	CARLSTAD „ „	...	...	...	...	...	...
4·3	...	...		...	Haga	...	8 50	6 45	...	...	ARVIKA* „	...	a.m.	p.m.	p.m.	...	...
5·1	...	...		...	**Aarnæs** .....arr	...	9 4	7 0	...	...	**Charlottenberg**...	...	7 30	2 30	8 50	...	...
...	...	...		...	„ .....dep	...	9 10	7 7	...	...	Magnor	...	7 52	2 47	9 7	...	...
5·9	...	...		...	Sæterstöen	...	9 26	7 25	...	...	**Eidsskog** .....arr	...	...	...	...	...	...
6·9	...	...		...	Skarnæs	...	9 48	7 50	...	...	„ .....dep	...	8 17	3 6	9 26	...	...
7·6	...	...		...	Sander	...	10 2	8 6	...	...	**Aabogen** .....arr	...	...	...	...	...	...
8·5	...	...		...	**Kongsvinger**...arr	a.m.	10 22	8 30	p.m.	...	„ .....dep	...	8 42	3 24	9 43	...	...
...	...	...		...	„ .....dep	5 30	10 30	...	6 30	...	**Kongsvinger**...arr	a.m.	9 4	3 42	10 2	...	...
9·8	...	...		...	**Aabogen** .....arr	...	...	...	...	...	„ .....dep	5 45	...	3 43	...	...	...
...	...	...		...	„ .....dep	5 49	10 49	...	6 55	...	Sander	6 11	...	4 10	...	...	...
10·7	...	...		...	**Eidsskog** .....arr	...	...	...	...	...	Skarnæs	6 27	...	4 24	...	...	...
...	...	...		...	„ .....dep	6	6 11	6	7 18	...	Sæterstöen	6 52	...	4 46	...	...	...
11·7	...	...		...	Magnor	6	25 11	25	7 43	...	**Aarnæs** .....arr	7 8	...	5 0	...	...	...
12·6	...	...		...	**Charlottenberg** a	6	42 11	42	8 4	...	„ .....dep	7 14	...	5 6	...	...	...
...	...	...		...	ARVIKA* .....arr	...	...	...	...	...	Haga	7 32	...	5 22	...	...	...
...	...	...		...	CARLSTAD ... „	...	...	...	...	...	Blaajer	7 46	...	5 34	...	...	...
...	...	...		...	CHRISTINEHAMM	...	...	...	...	...	Fetsund	8 14	...	6 3	...	...	...
...	...	...		...	STOCKHOLM C.	9	8	...	...	...	**Lillestrom** .....arr	8 29	...	6 17	...	...	...
...	...	...		...	GOTHENBURG „	9	19	...	...	...	„ .....dep	8 35	...	6 24	...	...	...
...	...	...		...	ELMHULT ..... „	...	...	...	...	...	**Christiania** .....arr	9 32	...	7 19	...	...	...
...	...	...		...	MALMÖ ..... „	...	...	...	...	...	EIDSVOLD ..... „	10 43	...	...	...	...	...

CHRISTIANIA, LILLESTROM, and EIDSVOLD.

N.M.	1 Cl.	2 Cl.	2 Cl.	Stations.	1—3.	1—3	1—3	1—3		Stations	1—3	1—3	1—3	1—3	
Dis.	sk.	sk.			a.m.	a.m.	p.m.	p.m.							
—	—	—	**Christiania** .....dep		7 0	8 0	2 30	4 40	...	Per (LILLEHAMMER	...	...	...	...	...
0·3	...	...	Bryn		7 10	8 10	2 42	4 52	...	Stea- (GJOVIG .....dep	...	...	...	...	...
0·9	...	...	Grorud		7 25	8 24	2 58	5 8	...	mer. (HAMAR ..... „	a.m.	...	p.m.	...	...
1·6	...	...	Strömmen		7 45	8 44	3 20	5 28	...	**Eidsvold** .....dep	5 54	...	3 20	...	...
1·8	...	...	**Lillestrom** .....arr		7 54	8 54	3 30	5 38	...	Dahl	6 19	...	3 43	...	...
...	...	...	„ .....dep		...	9 0	3 34	...	...	Trögstad	6 47	...	4 11	...	...
2·4	...	...	Leersund		...	9 11	3 51	...	...	Klöften	7 5	...	4 28	...	...
2·6	...	...	Frogner		...	9 22	4 2	...	...	Frogner	7 21	...	4 41	...	...
3·2	...	...	Klöften		...	9 38	4 27	...	...	Leersund	7 34	...	4 54	...	...
3·9	...	...	Trögstad		...	9 56	4 47	...	...	**Lillestrom** .....arr	7 48	a.m.	5 8	p.m.	...
5·1	...	...	Dahl		...	10 22	5 15	...	...	„ .....dep.	7 54	8 35	5 18	6 24	...
6·0	...	...	**Eidsvold** .....arr		...	10 45	5 40	...	...	Strömmen	8 4	8 46	5 30	6 34	...
...	...	...	Per (HAMAR		...	...	...	...	...	Grorud	8 25	9 4	5 48	6 52	...
...	...	...	Stea- (GJOVIG		...	...	...	...	...	Bryn	8 40	9 19	6 3	7 7	...
...	...	...	mer. (LILLEHAMMER		...	...	...	...	...	**Christiania** .....arr	8 52	9 32	6 15	7 19	...

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Miles	EXPRESS.		ORDINARY.			Stations.	DAILY.						EXPRESS.		ORDINARY			Stations.	1 & 2	1, 2, 3	1, 2 & 3	2 & 3	2 & 3	2 & 3
	1 Cl.	2 Cl.	1 Cl.	2 Cl.	3 Cl.		Ex.	Ex.	class	class	class	class	1 Cl.	2 Cl.	1 Cl.	2 Cl.	3 Cl.		Ex.	Ex.	class	class	class	class
Dist.	r. oe.	r. oe.	r. oe.	r. oe.	r. oe.		a.m.	a.m.	p.m.	a.m.			r. oe.	r. oe.	r. oe.	r. oe.	r. oe.		p.m.	a.m.	a.m.	p.m.	a.m.	a.m.
—	—	—	—	—	—	Stockholm dep.	...	...	...	...	...	...	—	—	—	—	—	Malmoe dep.	2 15	10 10	6 45	5 36	7 17	12 35
—	—	—	—	—	—	Central Stn. dep.	...	7 16	7 51	9 51	8 6	...	1 20	0 90	1 12	0 75	0 45	Lund arr.	2 39	10 43	7 2	6 14	8 9	1 35
1,3	1 10	0 85	1 7	0 75	0 45	Tuddinge	...	7 51	✠ 46	3 36	9 45	...						dep.	2 45		7 28	6 23	8 21	
2,2	...	...	1 75	1 20	0 70	Flemmingsberg	...	...	9 13	4 18	10 15	...	2 40	1 80	2 32	1 55	0 95	Eslöf arr.	3 11	...	8 3	6 58	9 16	...
3 5	...	...	2 71	1 85	1 10	Soedertelje L.	...	...	9 58	5 20	11 7	...	...	...	...	...	...	dep.	3 23	...	8 17	7 13	9 46	...
3,4	2 80	2 10	2 45	1 80	1 5	Soedertelje St.	8 32	10 7	5 33	11 16	...	...	4 0	3 0	3 75	2 50	1 50	Hor	3 54	...	9 0	7 53	10 51	...
5,1	4 90	3 70	4 67	3 15	1 90	Tuesta arr.	9 18	11 1	6 55	12 36	...	...	6 10	4 60	5 77	3 85	2 30	Hessleholm arr.	4 37	...	9 59	✠ 46	12 7	...
...	...	...	...	...	...	dep.	9 25	11 22	...	12 55	...	...						dep.	4 46	...	10 8	8 53	2 31	...
9,0	7 30	5 5	6 85	4 60	2 75	Sparreholm	10 15	12 38	...	2 59	...	...	8 40	6 30	7 87	5 25	3 15	Dusby	5 22	...	11 14	9 51	2 9	...
11,6	9 3	7 0	8 50	5 90	3 55	Walla	11 1	1 44	...	4 31	...	...	10 0	7 50	9 37	6 25	3 75	Elmhult arr.	6 3	...	11 56	10 28	3	a.m.
12,6	10 10	7 60	9 55	6 4	3 85	Kathrin'holm	11 18	2 4	p.m.	4 55	a.m.	...						dep.	6 9	...	12 2		3 42	6 10
...	...	...	...	...	...	dep.	11 30	2 20	5 12	5 54	4 50	...			10 42	6 95	4 15	Diatorp	...	...	12 33	...	4 5	7 2
17 1	13 70	10 35	12 92	8 65	5 20	Korrkoping ar.	12 51	4 18	6 55	8 42	7	7	13 5	10 10	12 67	8 45	5 5	Ulfvesta arr.	7 18	...	1 39	a.m.	5 31	8 37
...	...	...	...	...	...	dp.	1 1	4 30	7 15	...	7 37	...	...	...	...	...	...	dep.	7 26	...	1 59	6 30	6 1	8 5
19,1	15 35	11 50	4 12	9 65	5 80	Norsholm	1 4	5 27	8 18	...	8 53	14 40	10 80	13 50	9 0	5 4		Odeda	7 44	...	2 25	6 57	6 36	9 30
21,4	17 20	12 80	16 15	10 80	6 45	Linkoping arr.	2 20	6 23	9 17	...	10	17 80	13 30	16 72	11 15	6 70		Safsjo arr.	8 50	...	3 36	8 38	9 18	12 18
...	...	...	...	...	...	dep.	2 30	6 35	5 10	a.	10 26	...	...	...	...	...	...	dep.	8 53	Ex.	4 2	8 44	5 a.	12 28
24,4	19 0	14 70	18 40	12 30	7 35	Mjolby arr.	3 21	7 47	6 16	...	11 54	20 0	15 0	18 75	12 50	7 50		Vassjo arr.	9 5	0	9 50	6 10	2	0
...	...	...	...	...	...	dep.	3 43	...	6 28	...	12 19	...	...	...	...	...	...	dep.	...	1 27	5 1	...	6 50	...
27,8	22 30	16 75	21 85	14 0	8 40	Tranas	4 51	...	7 57	...	1 24	25 0	18 70	23 40	13 60	8 15		Aneby	11 8	6 17	...	8 3	...	
30,5	24 50	18 40	22 97	5 35	9 20	Aneby	5 44	...	9 7	...	3 51	29 90	17 90	22 42	19 45	8 95		Tranas	12 1	7 29	...	9 32	...	
32,7	26 20	19 70	24 62	16 4	9 85	Vassjo arr.	a.m.	6 24	p.m.	10 0	p.m.	5 0	25 60	19 90	24 97	16 15	10 0	Mjolby arr.	1 3	8 56	a.m.	11 25	...	
...	...	...	...	...	...	dep.	5 3	...	6 55	...	9 20	2 28	5 36	...	...	...	...	dep.	...	9 6	7 41	12 5	p.m.	
35 4	28 40	21 30	26 75	17 8	10 6	Safjso arr.	5 45	a.m.	8 2	11 19	4 0	6 57	29 0	21 75	27 22	18 15	10 90	Linkoping arr.	2	13 10	16	8 53	1 33	...
...	...	...	...	...	...	dep.	5 47	8 25	8 8	11 25	4 45	...						dep.	...	2	6 0	9 8	2 40	...
39,7	31 85	23 90	29 87	19 5	11 95	Moheda	6 54	8 34	9 54	12 58	6 43	...	30 80	23 10	28 95	19 30	11 60	No sholm	...	3 1	7 21	10 10	4 0	...
40,8	34 70	24 50	30 70	20 50	12 30	Ulfvesta arr.	7 11	...	10 16	1 22	7 16	...	32 40	24 30	30 45	20 30	12 20	Korrkoping ar.	3 16	8 32	11 0	5 18	a.m.	
...	...	...	...	...	...	dep.	7 25	9 31	...	1 40	7 40	...						dep.	3 44	9 16	11 12	6 10	4 50	
43,8	...	...	2 45	22 0	13 20	Diatorp	...	11 5	...	2 50	9 22	...	36 0	27 0	33 82	22 55	13 55	Kathrin'holm	4 59	11 0	...	6 39	7 25	
45,2	36 20	27 20	34 0	22 0	13 6	Elmhult arr.	8 14	11 40	a.m.	3 19	10 0	...						dep.	5 16	...	1 22		8 15	
...	...	...	...	...	...	dep.	8 40	11 57	5 0	3 37	...	...						Walla	5 35	...	1 47		8 54	
47,2	37 85	28 40	35 50	23 70	14 20	Dusby	9 2	1 0	5 3	4 14	...	...	38 80	29 20	36 52	24 35	14 60	Sparreholm	5 54	...	2 26	...	10 36	
50 0	40 10	30 10	37 60	25 10	15 5	Hessleholm arr.	9 37	2 2	6 3	5 16	...	...	41 25	30 90	38 70	25 80	15 50	Gusesa	7 13	a.m.	4 12		12 12	
...	...	...	...	...	...	dep.	10 4	2 38	6 41	5 28	...	...						dep.	7 21	5 26	4 24	...	2 5	...
52,7	42 20	31 70	39 6	26 4	15 85	Hor	...	10 52	4	7 33	6 31	...			40 80	27 20	16 30	Soedertelje L.	...	7 25	5 51	...	2 42	...
54,6	43 70	32 85	41 5	27 40	16 45	Eslof arr.	11 22	5 2	8 16	7 12	...	p.m.	43 40	32 50	40 72	27 15	16 30	Soedertelje U.	8 12	7 34	5 56	...	2 57	...
...	...	...	...	...	...	dep.	11 31	5 27	8 39	7 28	...	3 30	...	...	41 62	27 75	16 65	umba	...	8 15	6 28	...	3 33	...
56,2	45 0	33 80	42 25	28 20	16 90	Lund arr.	12 0	6 18	9 11	8 3	a.m.	4 25	...	...	42 3	28 20	16 90	Huddinge	...	8 45	6 55	...	4 7	...
...	...	...	...	...	...	dep.	12 5	6 43	9 0	8 9	1 9	4 40	46 20	34 70	43 37	28 95	17 35	Stockholm	...	...	...	...	...	...
57,7	46 20	34 70	43 37	29 9	17 35	Malmoe arr.	12 30	7 35	9 26	8 30	3 0	5 4	...	...	...	...	...	Central Stn. arr.	9 22	9 36	7 56	...	5 1	...

Alterations for April are expected.

Eslöv—Lund is 1 m. longer.

S.M.	EXPRESS.			ORDINARY.			Stations.	1, 2, 3	1, 2, 3	1, 2, 3	S.M.	EXPRESS.			ORDINARY.			Stations.	1, 2, 3	1, 2, 3	1, 2, 3
1st	1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.		a.m.	a.m.	a.m.	Dist.	1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.		p.m.	a.m.	a.m.
...	...	...	...	...	...	...	From CHRISTIANIA dep.	...	15	...	—	—	—	—	—	—	—	KÖRSOR dep.	...	8	0
...	...	...	...	...	...	...	,, STOCKHOLM ,,	...	7 18	7 51	...	...	...	...	...	...	...	COPENHAGEN ,,	3 25	8	0 11 15
...	...	...	...	...	...	...	,, GÖTEBORG ,,	...	1 42	3 10	...	...	...	...	...	...	...	Helsingborg dep.	6 15	1	0 5 0
—	—	—	—	—	—	—	Hessleholm dep.	...	10 16	5 30	...	2,1	...	...	1 55	1 5	0 65	Billeholm dep.	...	...	...
3,9	3 10	2 35	1 55	2 90	1 95	1 15	Klippan	8 30	12 11	7 33	...	...	...	...	...	...	...	Bjuf arr.	...	...	...
5,6	4 50	3 35	2 25	4 20	2 80	1 70	Bjuf arr.	9 14	12 48	8 14	...	...	...	...	...	...	...	Bjuf dep.	7 1	1 45	5 59
...	...	...	...	...	...	...	Bjuf dep.	...	...	...	...	3,3	2 65	2 0	1 30	2 45	1 65	1 0 Klippan	7 52	2 26	6 52
6,1	...	...	...	4 55	3 0	1 86	Billeholm arr.	...	...	...	...	7,2	5 75	4 30	2 90	5 40	3 60	2 15 Hessleholm arr.	9 45	4 24	...
7,2	5 75	4 30	2 90	5 40	3 60	2 15	Helsingborg arr.	10 10	1 39	9 0	...	4,8	36 5	27 40	...	34 35	22 90	13 75 For GÖTEBORG dep.	10 39	2 45	...
...	...	...	...	...	...	...	COPENHAGEN ,,	1 55	6 0	...	...	57,2	45 85	34 46	...	43	0 28	70 17 20 ,, STOCKHOLM ,,	7 36	9 22	...
...	...	...	...	...	...	...	KÖRSOR dep.	p.m.	9 50	...	...	58,3	61 72	45 35	...	...	...	CHRISTIANIA ,,	...	8 23	...

Mls.																			
—	—	—	—	Christianstad dep	a.m. 5 10	a.m. 8 25	p.m. 2 15	...	...	Hessleholm ..d	a.m. 6 0	a.m. 10 15	p.m. 5 35	...	...				
—	1 80	...	0 90	Hessleholm ...arr	6 28	9 55	4 10	...	...	Christianstad ..ar	7 5	11 40	7 0	...	...				
					a.m.	p.m.					a.m.	p.m.							
—	—	—	—	Karlshamn.....dep	8 0	2 0	...	...	...	Visingsö.....dep	8 [illegible]	2 40	...	...	...				
...	2 3	1 19	...	Ryd	9 2	4 6	...	...	...	Ryd	10 1	5 13	...	...	...				
...	5 1	2 55	...	Wislanda .....ar	12 43	6 18	...	...	...	Karlshamn ...arr	12 0	7 15	...	...	...				
					a.m.	a.m.	p.m.				a.m.	p.m.	p.m.						
—	—	—	—	Alfvesta.....dep	8 15	1 5	3	...	...	Wexiö ..... dep	5 5	2 15	6 15	...	...				
1,7	1 25	...	0 75	Wexiö.....arr	9 0	2 35	4 1	...	...	Alfvesta .....arr	8 2	1 5	7 5	...	...				
					a.m.	a.m.	p.m.				a.m.	a.m.	p.m.	p.m.					
—	—	—	—	Wexiö .....dep	...	10 25	4	...	...	Karlscrona.....dep	6 35	11 32	1 45	...	...				
5,3	3 2	...	1 6	Emmaboda.....ar	...	1 9	5 1	...	...	Emmaboda .....ar	9 [illegible]	2 18	4 54	...	...				
...	...	...	...	..... dep	...	2 [illegible]	5 3	...	...	Kalmar .....dep	6 [illegible]	...	...	2 20	...				
10,6	6 25	...	3 20	Kalmar .....arr	...	5 13	8 2	...	...	Emmaboda .....arr	4 51	...	...	5 11	...				
...	...	...	...	Emmaboda .....dep	6 42	1 2	5 [illegible]	...	...	Emmaboda.....dep	9 25	2 30	...	...	...				
10,1	6 35	...	3 20	Karlskrona.....arr	9 51	5 0	7 45	...	...	Wexiö .....ar	11 4	5 1 [illegible]	...	...	...				
					a.m.	a.m.		a.m.			a.m.	a.m.	p.m.						
—	—	—	—	Wexiö .....dep	...	1 0	6 0	...	...	Oskarshamn.....dep	...	7 40	1 0	...	...				
2,0	...	...	...	Ekjö	...	2 [illegible]	7 [illegible]	...	...	Berga	...	9 8	2 39	...	...				
7,	...	...	...	Hultsfred	8 55	3 7	...	...	...	Hultfred	...	1 39	5 0	...	...				
11,3	3 6	1 75	1 8	Berga	9 4	3 48	...	...	...	Ekjö	8 30	3 20	...	...	...				
13,9	4 57	3 5	1 85	Oskarshamn.....arr	10 14	7 9	...	p.m.	...	Wexiö ..... arr	9 3	4 15	...	p.m.	...				
		GOTHENBURG ...			d 24	...	...	8 ...	...	MALMÖ			6 45	...	2 15				
					a.m.	a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.	p.m.				
—	—	—	—	Falkoping .....d	1 [illegible]	7 36	12 3	...	6 0	Wexiö ..... d	5 2	10 [illegible]	5 1	6 4	10 0				
6,6	4 9	3 30	2 0	Jonkoping .....arr	3 15	8 8	1 4	...	8 [illegible]	Jonkoping .....arr	6 33	11 48	8 41	8 0	11 7				
...	...	...	...	..... dep	3 3	...	3 15	4 [illegible]	8 15	..... de	8 [illegible]	11 58	6 56	...	11 16				
10 6	7 90	5 30	3 20	Wexiö .....arr	4 37	9 47	4 42	6 22	9 52	Falkoping .....arr	10 2	2 2	9 36	...	1 7				
...	...	...	...	MALMÖ	1 30	8 47	...	...	...	GOTHENBURG	2 4	7 20	...	...	8 3				
					a.m.	p.m.					a.m.	p.m.							
—	—	—	—	Gerebro .....d.p	7 41	4 40	...	...	...	Koping .....dep	10 [illegible]	2 41	...	...	...				
1,5	1 10	0 60	0 55	Dylta ..... arr	8 23	5 [illegible]	...	...	...	Arboga.....	7 5	3 41	...	...	...				
...	...	...	...	Dylta .....dep	8 30	6 5	...	...	...	Frövi	8 [illegible]	5 31	...	...	...				
3,0	1 28	1 75	1 10	Nora..... arr	10 [illegible]	6 7	...	...	...	Dylta .....arr	9 22	5 53	...	...	...				
...	...	...	...	Dylta .....d.p	8 43	5 14	...	...	...	Nora.....dep	7 28	4 13	...	...	...				
...	1 [illegible]	1 45	0 95	Frövi	9 30	5 [illegible]	...	...	...	Dylta .....arr	9 0	5 5	...	...	...				
5,7	3 75	3 5	2 0	Arboga	10 [illegible]	6 [illegible]	...	...	...	Dylta	0 28	6 13	...	...	...				
—	4 75	3 8	2 50	Koping .....a r	11 5	7 [illegible]	...	...	...	Gerebro .....arr	9 5	7 [illegible]	...	...	...				
					a.m.	a.m.	p.m.				a.m.	a.m.	p.m.						
—	—	—	—	Frövi ..... dep	...	9 5	6 0	...	...	Ludvika.....dep	...	10 5	5 0	...	...				
...	...	3 0	1 90	Kopparberg ...ar	...	12 39	8 46	...	...	Kopparberg ...arr	...	1 43	7 55	...	...				
...	...	...	...	.....de	6 30	1 5	...	...	...	.....de	8 [illegible]	2 15	...	...	...				
...	...	5 20	3 40	Ludvika ..... arr	9 20	3 46	...	...	...	Frövi	8 45	4 59	...	...	...				
					a.m.	p.m.					a.m.	p.m.							
—	—	—	—	Striberg .....de	5 40	...	...	...	...	Karlskog a.....d.p	3 40	7 40	...	...	...				
...	0 85	0 70	0 50	Nora ..... ar	6 2	...	...	...	...	Nora.....arr	7 34	11 40	...	...	...				
...	...	...	...	..... d.p	6 5	1 20	...	...	...	..... de	8 [illegible]	...	...	...	...				
...	4 3	3 20	2 10	Karlskoga..... arr	7 35	8 35	...	...	...	Striberg ..... a r	9 0	...	...	...	...				
					a.m.	p.m.		a.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.				
—	—	—	—	Gerebro ...arr	9 0	12 15	3 0	7 3	11 20	Hallsberg	12 20	2 2	5 50	1 25	3 30				
2,3	1 72	1 15	0 70	Hallsberg dep	9 56	12 5	3 3	3 53	8 20	Gerebro ...a r	11 [illegible]	1 [illegible]	5 [illegible]	2 1	4 14				
					a.m.	a.m.		p.m.				a.m.	p.m.						
—	—	—	—	Gerebro.....	...	...		2 20		Nassjö.....		10 27	6 15						
—	5 10	...	2 55	Hallsberg .....dep	...	7 15		3 20		Hjolby .....dep		7 50	3 45	9 5					
—	7 30	...	3 60	Motala.....		8 10		4 30		Mona		9 [illegible]	5 5	10 12					
—	—	—	—	Hjolby ..... arr		7 25		1 40		Hallsberg ..... arr		12 [illegible]	1 [illegible]	...					
—	—	—	—	NASSJÖ		6 34		...		GEREBRO.....		2 1	12 50	...					

Mls.	Stations.	Express Daily.	Ord. Daily.
D.s.	dep	a.m.	
...	Stockholm	7 16	... 7 51 ...
	dep	a.m.	p.m.
12	Katrineholm	11 30	... 2 19 ...
14 5	Kingsker	12 0	... 2 57 ...
18 7	Hallsberg arr	1 4	... 4 24 ...
	dep	1 24	... 4 34 ...
21 5	Laxa ..... arr	2 12	... 5 33 ...
	dep	2 22	... 5 45 ...
24 4	Igaras	3 11	... 6 49 ...
25 7	Torebodа arr	3 32	... 7 15 ...
	dep	3 34	... 7 23 ...
29 3	Skolde	4 44	... 8 45 ...
32 1	Falkoping arr	5 34	a.m. 9 47 a.m.
	dep	5 50	N 0 5 50
35 3	Herrljungaar	6 43	11 59 ... 7 ...
	dp	6 51	12 7 ... 7 10
38 6	Ulleraas ..arr	7 30	1 [illegible] a.m. 8 32
	..dep	7 57	1 [illegible] 7 9 41
40 9	erum		2 [illegible] 8 25 9 50
44 8	Gothenburg arr	9 20	7 45 10 36 10 39

Mls.	Stations.	Express Daily.	Ord. Daily.
—	Gothenburg dep	7 8	1 42 3 40 4 20
...	Lerum		2 [illegible] 4 34 5 33
...	Alingsas ...arr	8 39	3 22 5 37 7 1
...	... dep	8 41	3 27 6 9
...	Herrljungaar	9 42	4 2 7 10
...	... dep	9 50	4 32 7 48
...	Falkoping arr	10 43	5 31 9 0 a.m.
...	... dep	[illegible] 57	... 3 0
...	Skofde	11 31	... 6 8
...	Torebodа ar	11 54	... 7 29
...	... dep	1 1	... 7 35
...	Elg r a	1 23	... 8 3
...	Laxa ... arr	2 11	... 9 3
...	... dep	2 21	... 9 18
...	Hallsberg r	3 7	... 10 16
...	... dep	3 3	... 10 26
...	Wingaker	4 39	... 12 3
...	Katrineholm	5 7	... 12 41
...	[arr	a.m.	p.m.
...	Stockholm	9 22	... 7 36

Stations	1, 2, 3	1, 2, 3
	a.m.	p.m.
Smedjebacken ...dep	8 30	2 30
Harnas ..... arr.	9 30	3 30

Stations.	1, 2, 3	1, 2, 3
	a.m.	p.m.
Harnas ..... dep.	10 30	4 30
Smedjebacken ...arr.	11 30	5 30

SWEDISH RAILWAYS—Continued.

					a.m.	p.m.	p.m.						a.m.	a.m.	p.m.					
—	—	—	—	**Stockholm** .....dep	8 30	2 20	7 46	...	...	...	...	**Krylbo** .....dep	...	11 10	...	...	...	...	...	...
6 2	4 65	3 10	1 85	Upsala	11 10	5 3	10 6	...	...	...	...	Sala	...	1 4	...	...	...	...	...	...
12,0	9 0	6 0	3 60	Sala	1 25	...	...	...	...	...	...	Upsala	7 1	3 7	7 41	...	...	...	...	...
15,1	11 32	7 55	4 55	**Krylbo** .....arr	2 57	...	...	...	...	...	...	**Stockholm** .....arr	9 11	5 51	10 6	...	...	...	...	...
					a.m.	p.m.							a.m.	p.m.						
—	—	—	—	**Gefle** .....dep	5 9	2 9	...	...	...	...	...	**Upsala**.....dep	5 37	12 20	...	...	...	...	...	...
...	3 30	...	1 65	Orrskog	7 15	4 7	...	...	...	...	...	Orbyhus	8 15	2 52	...	...	...	...	...	...
...	5 30	...	2 65	Orbyhus	8 25	5 10	...	...	...	...	...	Orrskog	9 25	4 0	...	...	...	...	...	...
...	8 50	...	4 25	**Upsala**... .....arr	10 35	7 22	...	...	...	...	...	**Gefle** .....arr	11 20	6 0	...	...	...	...	...	...
					a.m.	a.m.	p.m.						a.m.	p.m.	p.m.					
—	—	—	—	**Orrskog** .....dep	5 36	9 26	4 20	...	...	...	...	**Soderfors** .....dep	6 2	3 20	5 0	...	...	...	...	...
...	0 65	...	0 30	**Soderfors**.....arr	6 0	10 0	4 4	...	...	...	...	**Orrskog**..... arr	6 50	3 44	5 24	...	...	...	...	...
					a.m.	a.m.	p.m.						a.m.	p.m.	p.m.					
—	—	—	—	**Orbyhus** .....dep	6 0	8 46	5 26	...	...	...	...	**Dannemora** ...dep	7 20	2 0	6 20	...	...	...	...	...
...	0 65	...	0 30	**Dannemora**.....arr	6 24	9 10	5 5	...	...	...	...	**Orbyhus**.....arr	7 44	2 24	6 44	...	...	...	...	...
					a.m.	p.m.							a.m.	p.m.						
—	—	—	—	**Gefle** .....dep	7 40	1 0	...	...	...	...	...	**Falun** .....dep	6 30	2 50	...	...	...	...	...	...
...	5 10	4 20	2 55	**Falun** ....arr	11 30	4 50	...	...	...	...	...	**Gefle** ....arr	12 30	6 45	...	...	...	...	...	...
					a.m.	p.m.							a.m.	p.m.						
—	—	—	—	**Uddevalla** .....dep	5 4	2 55	...	...	...	...	...	**Herrljunga**.....dep	5 56	4 45	...	...	...	...	...	...
...	...	1 5	0 90	Wenersborg.....	6 2	3 21	...	...	...	...	...	Wenersborg	9 10	8 2	...	...	...	...	...	...
...	...	5 20	3 5	**Herrljunga**.....arr	9 30	5 30	...	...	...	...	...	**Uddevalla**..... arr	0 24	9 1	...	...	...	...	...	...
					a.m.	a.m.	p.m.						a.m.	p.m.	p.m.					
...	...	...	...	**Ystadt**.....dep	5 5	1 15	3 3	...	...	...	...	MALMÖ	6 5	2 15	5 36	...	...	...	...	...
...	4 26	...	2 13	**Eslof**.....arr	8 0	2 34	6 5	...	...	...	...	**Eslof** ....dep	8 35	3 35	7 30	...	...	...	...	...
				MALMÖ	9 56	...	8 47	...	...	...	...	**Ystadt** ....arr	11 55	6 54	10 10	...	...	...	...	...
					a.m.	p.m.	p.m.	p.m.	...	...	...		a.m	a.m.	p.m.	p.m.				
—	—	—	—	**Eslof** ....dep	8 2	12 2	3 45	7 32	...	...	...	**Helsingborg** ..dep	5 22	8 6	12 40	3 50	...	...	...	...
...	1 20	...	0 67	**Billeberga** ..... arr	9 22	1 35	4 54	8 21	...	...	...	**Billeborga** ..... ar.	6 33	9 25	1 50	5 10	...	...	...	...
3,0	1 8	...	0 90	**Landskrona** arr	10 0	2 3	5 32	8 50	...	...	...	**Landskrona** ar	7 18	10 0	2 30	5 55	...	...	...	...
...	...	...	...	,, ...dep	8 5	1 15	4 2	7 50	...	...	...	,, ...dej	6 5	8 50	1 15	4 28	...	...	...	...
...	...	...	...	**Billeberga** .....dep	9 30	1 5	5 11	8 26	...	...	...	**Billeberga** .....dep	6 10	9 52	2 0	5 20	...	...	...	...
4,6	2 75	...	1 40	**Eslof**... .....arr	10 40	3 0	6 28	9 25	...	...	...	**Eslof**..... .....arr	7 4	11 6	2 59	6 30	...	...	...	...

EKSJÖ and NASSJÖ.

Stations.	2 & 3	2 & 3	Eksjö dep	Nassjö dep	Stations.	2 & 3	2 & 3	Nassjö dep	Eksjö arr
			a.m.	p.m.				a.m.	p.m.
Eksjö ..... dep	8 15	4 30	11 0	7 0	Nassjö ..... dep	10 30	6 30	7 0	11 0
Jernvägsstation	8 44	4 56	...	...	Jernvägsstation	10 44	6 44	...	...
Nassjö ..... arr	9 0	5 10	...	...	Eksjö ..... arr	11 0	7 0	...	...

LAXA and CHARLOTTENBERG.

S. M.	Express.		Ordinary.			Stations.	Ex.	1,2,3	1,2,3	2 & 3	2 & 3
Dist	1 cl.	2 cl.	1 cl.	2 cl.	3 cl.		a.m.	p.m.	a.m.		
...	...	...	...	...	...	STOCKHOLM dp. (Central Station)	7 16	...	7 51	...	...
...	...	...	...	...	...	GOTEBORG.....	7 8	...	...	...	...
...	...	...	...	...	...	MALMO	...	2 15	...	...	...
							p.m.	a.m.	p.m.	a.m.	
—	—	—	—	—	—	**Laxa**	2 30	5 0	6 11	9 33	...
3,2	2 50	1 90	2 40	1 60	0 95	Degerfors.....	3 2	6 25	7 41	11 22	...
4,5	3 60	2 70	3 37	2 25	1 35	Björneborg	3 52	7 5	8 25	12 36	...
9,6	4 40	3 30	4 20	2 0	1 70	**Kristinehamn** ...arr	4 17	7 27	8 47	1 2	...
...	...	...	...	...	...	,, ...dep	4 17	7 34	8 57	1 30	...
9,4	7 50	5 60	7 5	4 70	2 80	**Karlstad**	5 23	8 39	10 26	3 22	...
...	...	...	...	...	...	,, ...dep	5 29	9 13	...	3 49	...
11,1	8 80	6 60	8 32	5 55	3 35	Kil	6 4	9 52	...	4 50	...
11,7	9 30	7 0	8 77	5 85	3 50	Fageras ..... dep	6 17	10 7	...	5 11	...
14,3	11 40	8 50	10 72	7 15	4 30	Edane	7 7	11 8	...	6 32	...
15,7	12 50	9 40	11 77	7 85	4 75	**Arvika** .....ar	7 32	11 36	...	7 5	a.m.
...	...	...	...	...	...	,, ...dep	7 38	11 45	...	...	5 35
16,6	13 25	9 90	12 45	8 30	5 0	Ottebol.....	7 56	12 6	...	...	6 5
17,6	14 0	10 50	13 0	8 80	5 30	Amot.....	8 8	12 32	...	...	6 49
18,9	15 10	11 30	14 17	9 45	5 65	**Charlottenberg** ar	8 44	1 0	...	...	7 20
...	...	...	...	...	...	KONGSVINGER ar.	10 15	...	...	...	9 49
...	...	...	...	...	...	CHRISTIANIA (Norse time) .....ar	a.m. 9 57	8 2	...	...	...

S. M.	Express.		Ordinary.			Stations.	Ex.	1,2,3	1,2,3	2 & 3	2 & 3
Dis.	1 cl.	2 cl.	1 cl.	2 cl.	3 cl.		p.m.	a.m.			
...	...	...	...	...	...	CHRISTIANIA (Norse time) ..... dep	4 47	7 15	...	...	...
...	...	...	...	...	...	KONGSVINGER ...	5 45	1 20	...	...	...
...	—	—	—	—	—	**Charlottenberg** dp	7 30	1 23	...	6 50	p.m.
...	...	...	...	...	...	Amot	7 57	1 56	...	7 31	...
1,3	1 0	0 75	0 97	0 65	0 40	Ottebol	8 19	2 21	...	8 2	...
2,3	1 80	1 30	1 79	1 15	0 70	**Arvika** .....arr	8 35	2 39	...	8 24	a.m.
3,2	2 50	1 90	2 40	1 60	0 95	Edane ..... dep	8 50	2 54	...	...	6 0
4,6	...	...	3 45	2 30	1 40	Edane	9 14	3 30	...	...	6 40
7,2	5,75	4 30	5 48	3 60	2 15	Fageras	10 6	4 31	...	...	8 1
7,8	6 20	4 60	5 85	3 90	2 35	Degerfors.....	10 21	4 47	...	...	8 28
9,5	7 60	5 70	7 12	4 75	2 8.	**Karlstad** ..... arr	10 53	5 24	a.m.	...	9 12
...	...	...	...	...	...	..... dep	10 59	5 34	5 0	...	9 14
13,3	10 63	7 96	9 97	6 65	4 0	**Kristinehamn** ar	12 5	6 59	6 29	...	11 48
...	...	...	...	...	...	dep	12 13	7 9	6 40	...	1 3
16,0	12 0	9 0	11 20	7 50	4 30	Björneborg	12 35	7 37	7 8	...	1 48
17,7	13 27	9 95	12 40	8 22	4 75	Degerfors.....	1 2	8 11	7 50	...	3 26
18,9	15 10	11 30	14 17	9 45	5 65	**Laxa** .....arr	1 58	9 24	9 0	...	4 55
...	...	...	...	...	...		p.m.	a.m.	p.m.		
...	...	...	...	...	...	STOCKHOLM	9 22	8 21	7 36	...	...
...	...	...	...	...	...	GOTEBORG	...	8 3	...	...	...
...	...	...	...	...	...	MALMO.....	...	12 30	...	...	...

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 Cl.	2 Cl.	3 Cl.
D.s.	r.k.	r.k.	r.k.		a.m.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	Riga ..... dep.	8 10	12 0	4 30	8 45	8 55	4 3	8 0	6 15
...	0 48	0 36	0 30	Bolderaa ..... arr.	8 50	12 50	5 30	9 35	7 40	8 50	3 45	7 0
					a.m.	p.m.	p.m.					
—	—	—	—	Riga ..... dep.	5 5	12 10	4 40	...	Mühlgraben .. dep.	7 2	2 45	7 45
9	0 33	0 24	0 20	Mühlgraben ..... arr.	6 5	12 10	5 10	...	Riga ..... arr.	7 50	3 1	8 15
					a.m.	a.m.			p.m.	p.m.	a.m.	
...	...	...	...	Orel ..... dep.	12 57	6 45	...	...	Rostow (On low) dp.	...	5 12	6 32
					a.m.	p.m.			Taganrog ..... arr.	...	8 37	9 36
					6 35	2 0	...	...	" ..... dep.	...	9 52	11 0
93¼	4 56	3 37	1 47	Bjelgorod	11 30	6 3	...	...	Constantinowsk. a.	12 15	4 56	6 42
142¼	6 57	5 15	2 56	Charkow ..... arr.	2 5	10 56	...	...	Alexandrow	3 47		
142¼				Charkow ..... d. p.	2 40	11 53	...	...	Slawjansk	...	6 39	8 31
1½½	9 36	7 3	2 56	Alexjewka	7 19	3 14	...	...	Lo-waja		10 42	1 27
22	2 10	6 12	4 51	Lo-waja	8 51	4 51	...	...	Alex-jewka		12 3	3 18
289¼	13 98	10 46	5 52	Slawjansk ..... arr.	1 3	9 48	...	...	Charkow ..... arr.		2 30	6 20
...	...	...	...	Alexandrowsk. dep.	9 8	...	...	...	Charkow ..... d. p.		4 15	7 21
315½	15 21	11 41	6 34	Constantinowsk. a.	2 39	11 33	...	...	Bjelgorod		6 57	10 26
434	20 94	15 70	8 78	Taganrog ..... arr.	10 3	7 86	...	...	Kursk ..... arr.		11 55	4 12
...	...	...	...	" ..... dep.	10 16	9 6	...	...	Orel ..... arr.		5 48	10 45
474½	22 72	17 19	9 55	Rostow (On low.) a.	1 21	12 0	...	...				
					a.m.	p.m.				a.m.	p.m.	
—	—	—	—	Losowaja ..... dep.	6 45	11 ...	...	...	Wjetlopol ..... dep.	1 40	4 6	...
58	2 73	2 6	1 14	Sene niwowo ..... dep.	10 15	2 23	...	...	Alexandrowsk dp.	4 ...	6 ...	...
82	...	...	...	Jekate lnosl ..... de.	12 35	6 23	...	...	Jekaterinosl ..... dep.	12 44	5 4	...
10 3	4 86	3 64	2 2	Alexandrowsk ar.	1 13	5 10	...	...	Se en kowo ..... dep.	4 48	7 6	...
161	8 4	6 3	3 35	Wellitopol	...	...	...	...	Losowaja ..... arr.	8 4	10 34	...
...	...	...	...	Moscow ..... dep.	...	...	1 0	3 30		p.m.	a.m.	p.m.
							a.m.	p.m.	Kulikowo Pole d.	5 30	9 25	9 0
—	—	—	—	Kursk ..... dep.	...	...	6 5	2 25	Odessa	5 26	9 33	9 9
146	7 5	5 29	2 91	Konotop	...	...	1 56	11 0	Rasdelnaja	7 6	11 44	11 38
20	7 82	5 48	3 27	Bachmatsch	...	...	2 44	12 47	Birsula	10 1	2 22	3 46
274½	13 26	9 96	5 53	Kiew ..... arr.	a.m.	...	8 15	8 0	Schmerinka ..... arr.	2 25	9 2	10 22
...	...	...	...	" ..... dep.	1 0	...	9 37	10 2	Wolotczyska dep.		1 55	11 30
91½	4 41	3 31	1 84	Kasjatin ..... arr.	6 7	...	2 44	3 2	Schmerinka ..dep.	3 10	10 30	11 21
...	...	...	...	Kasjatin ..... dep.	6 27	...	...	3	Kasjatin ..... arr.	4 32	12 14	1 ...
107	5 16	3 87	2 15	Berditschew arr.	7 11	...	...	4 21	Winnitza	6 7	3 20	2 52
127½	6 34	7 16	3 94	Kriwin	11 15	...	...	9 10	Kasjatin ..... dep.		11 30	11 5
220	10 62	7 94	4 43	Sdolbunow ...ar	12 13	a.m.	...	10 29	Nowel		2 56	2 0
...	...	...	...	sdolbunow dep	1 13	7 46	...	...	Kiwerzy		4 49	5 5
...	...	...	...	Radziwilli. arr	5 36	10 35	...	...	Sdolbunow ...arr		6 48	7 23
...	...	...	...	Brody	6 20	...	...	...	Brody ..... dep.	a.m.	9 47	...
220	...	...	...	Sdolbunow...dep	12 27	...	...	10 37	Radziwill dep.	7 24	1 26	...
264½	12 78	9 59	5 33	Kiwerzy	2 31	...	...	1 5	Sdolbunow ...dep.	10 50	5 49	...
30½	14 74	11 5	6 14	Nowel	4 35	...	...	3 10	Kriwin		7 18	7 18
77½	8 24	13 68	7 60	Brest ..... arr	7 50	a.m.	...	6 48	Berditschew		8 21	9 2
91½	...	...	...	Kasjatin ..... dep	p.m.	1 21	3 30	3 40	Kasjatin ..... arr.	a.m.	12 31	1 19
138½	6 14	4 04	2 58	Winnitza ..... dep	...	3 4	6 1	5 16	Kasjatin ..... dep.	1 29	3 15	3 7
155½	7 30	8 63	3 13	Schmerinka ..... ar	...	4 10	7 22	7 4	Kiew ..... arr.	6 40	7 53	7 37
...	...	...	...	Wolotczyska "	...	...	4 30	8 5	" ..... dep.		9 48	8 48
155½	...	...	...	Schmerinka ...dep	...	4 25	9 10	8 11	Bachmatsch	...	4 7	4 6
271½	12 1	9 98	5 46	Birsula	...	9 7	3 39	3 23	Konotop	...	5 14	5 16
334½	16 35	12 2	6 81	K adelnaja	...	11 50	8 6	7 9	Kursk ..... arr.	...	12 50	9 25
379	18 30	13 72	7 62	Odessa	...	1 23	10 4	9 36	Moscow ..... arr.	...	5 45	2 0
341	18 38	13 78	7 66	Kulikowo Pole ar	...	1 39	10 19	9 42			p.m.	p.m.
—	—	—	—	Kulikowa Pole dp	p.m.	9 0	...	9 25			a.m.	a.m.
18	0 18	0 14	0 10	Odessa	9 9	...	...	9 53	Lemberg ..... dep.		6 27	12 n
42½	2 4	1 58	0 89	Rasdelnaja ..... arr	11 18	...	...	11 31	Podwolczyska		11 29	8 15
...	...	...	...	Rasdelnaja ...dep	11 59	...	...	12 14			p.m.	p.m.
69	3 30	2 47	1 30	Tirospol	2 33	...	...	1 43	Woloczyska ...dep.		1 55	11 30
101½	5 28	3 96	2 23	Kischinew ..... arr.	6 10	...	...	4 1	Proskurow		4 17	3 2
152	...	...	...	Bornescheti	10 0	...	...	...	Schmerinka		8 11	9 10
42½	...	...	...	Rasdelnaja ...dep.	11 34	...	...	11 44	Kiew		7 33	7 40
6	2 91	2 19	1 22	Wessly Kut	12 49	...	...	12 56	Krasnopol		12 8	12 38
10½	5 24	3 94	2 20	Birsula	3 46	...	...	3 33	Birsula		3 22	3 56
164½	7 96	5 97	3 32	Berezyneschti	7 1	...	...	6 29	Wessly-Kut		6 4	6 57
...	...	...	...	Kiew ..... dep.	9 37	...	...	10 12	Rasdelnaja		6 54	7 54
225	10 98	8 15	4 53	Schmerinka	10 41	...	...	9 57	Koreschchi ..... dep.		9 0	...
248½	11 62	10 22	5 64	Proskurow	9 24	...	...	3 21	Kischnew		12 46	2 44
319	15 39	11 86	6 42	Woloczyska ...arr.	4 31	...	...	6 26	Tiraspol		4 16	5 10
					p.m.		a.m.		Rasdelnaja ...arr.		6 28	6 34
...	...	...	...	Podwolczyska d.	5 50	...	7 35	...	" ...dep.		7 9	6 6
...	...	...	...	Lemberg ..... arr.	10 56	...	4 3	...	Odessa		9 26	10 4
—	—	—	—	Chrenzeff ..... dep.	p.m.				Kulikowo Pole ar.		9 48	10 19
67	3 91	2 13	1 35	Eremow	1 01	...	...	...			p.m.	
112	5 16	1 5	2 2	Seleia ..... arr.	3 29	...	...	...	Seleia ..... dep.		10 31	...
					7 8	...	...	...	Eremow		3 59	...
									Chrenzeff		7 8	...

From St. Petersburg to Tsarsk. Sel. (2nd V. dep.) 9.30 a.m., 1.0, and 9.0 p.m. From Tsarskoe Selo, 8.8 a.m., 5.17, and 8.57 p.m. FARES—1st, 30, Kop.

From Tsarskoe Selo to Pavlofsk 10 minutes at Tsarskoe S.S.

Pavlofsk and Tiflis 7.35 a.m.; arrive in Tiflis 10.40 p.m.; from Tiflis to Pavlofsk 11.27 p.m.

St. Petersburg to Peterhof and Oranienbaum, 8.20 and 12.0 a.m., 5.30, 7.30, 10.30 p.m.; and from Oranienbaum to St. Petersburg, 8.0, 11.40, a.m., 3.5, 7.10 p.m., and 12.0 p.m.

From St. Petersburg to Tsarsk. Sel. (2nd V. dep.) 9.30 a.m., 1.0, and 9.0 p.m. From Tsarskoe Selo, 8.8 a.m., 5.17, and 8.57 p.m. FARES—1st, 30, Kop.

St. Petersburg to Revel, 10.0 a.m. and 9.0 p.m., and vice versa 11.43 a.m. and 10.32 p.m.

Mls.	R. h.	R. h.	R. h.	R. h.		a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	
—	—	—	—	—	Riga ..... dep	—	10 10	1 20	7 20	10 58	Moscheiki ..... dep	9 44	—	8 10	—
38	1 28	1 4	0 56	—	Wolfen ..... arr	—	11 19	2 30	8 19	11 44	Mitau ..... dep	8 8	10 10	6 38	11 46	—
62	4 11	3 9	1 72	—	Moscheiki ..... "	—	—	6 53	11 48	—	Riga ..... arr	9 20	11 22	8 46	11 49	—

Mls.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1, 2, 3	1 & 2	1, 2, 3	1 & 2	1, 2, 3	Stations	1, 2, 3	1, 2, 3	1, 2, 3		1, 2, 3
Dis.	R. h.	R. h.	R. h.	R. k.		p.m.	p.m.	a.m.	a.m.	p.m.			a.m.	p.m.	a.m.	
—	—	—	—	—	St. Petersburg dp	10 0	4 0	9 0	12 0	4 30	Berlin	—	9 25	10 45	—	—
251	1 28	0 24	0 16	0 10	Gatchina	11 10	7 57	10 10	1 11	6 3	Konigsberg	—	2 2	12 18	—	—
337	2 60	1 60	1 —	0 —	Divenskj	—	9 34	—	2 50	7 12	Eydtkuhnen	—	6 9	8 47	—	—
437	2 64	2 28	1 60	—	Luga	—	11 24	—	4 39	9 4			a.m.	1 a.m.		
514	3 71	2 70	2 21	—	Pskow	—	7 32	—	7 39	1 34	Eydtkuhnen ..... dep	—	6 34	4 10	—	—
585	3 16	2 88	2 32	—	Ostrow	—	9 52	—	9 2	3 15	Wirballen	—	7 48	5 30	—	—
774	13 5	3 79	3 44	—	Antsiepol	—	4 41	—	12 39	7 22	Kowno	—	10 18	7 57	—	—
871	14 92	11 18	6 21	—	Dunaburg ..... arr	—	7 24	—	2 18	9 20	Koschedani	—	11 24	9 0	—	—
—	—	—	—	—	Dunaburg	—	—	—	—	—	Wilna ..... arr	—	1 10	10 51	—	—
—	91 14	15 84	8 80	—	Riga ..... arr	—	2 20	—	11 36	7 15			p.m.	a.m.		
											Warsaw ..... dep	—	10 30	10 30	—	—
—	—	—	—	—	Riga ..... dep	11 18	—	6 36	—	—						
											Lapy	—	3 13	2 56	—	—
—	—	—	—	—	Dunaburg	—	—	—	—	—	Bialistock	—	4 13	3 53	—	—
87	—	—	—	—	Dunaburg ..... dep	19 45	—	2 36	9 56		Grodno	—	6 57	5 43	—	—
168	17 70	13 39	7 39	—	Swenticny	3 12	—	5 11	12 5		Porestche	—	8 12	6 41	—	—
111	19 86	14 89	8 37	—	Wilna ..... arr	6 10	—	7	2 55		Wilna ..... arr	p.m.	10 8	8 56	—	—
111	—	—	—	—	Wilna ..... dep	—	—	7	3 15		Wilna ..... dep	4 40	1 55	11 11	—	—
176	20 37	16 30	10 11	—	Grodno	—	—	12	0 9		Swenticny	7 45	3 30	1 27	—	—
361	28 81	19 98	11 9	—	Bialistock	—	—	2	17 12		Dunaburg ..... arr	11 46	6 42	4 7	—	—
364	27 37	20 46	11 36	—	Lapy	—	—	3	4 1		Dunaburg	—	a.m.	a.m.	—	—
											Riga	—	2 2	11 30	—	—
451	31 49	23 68	13 18	—	Warsaw ..... arr	—	—	7	8 6				a.m.	p.m.		
614	—	—	—	—	Wilna ..... dep	—	—	7	31 1		Riga ..... dep	—	11 18	6 30	—	—
654	31 78	16 34	7 8	—	Kosciennani	—	—	9	32 5							
674	32 77	17 8	9 19	—	Kowno	—	—	10	27 5		Dunaburg	a.m.	p.m.	a.m.	—	—
721	35 17	18 88	10 49	—	Wirballen	—	—	12	40 6		Dunaburg ..... dep	12 36	7 13	4 23	—	—
762	35 20	1e 90	10 80	—	Eydtkuhnen ..... arr	—	—	1	13 8		Ostrow	11 42	1 30	9 46	—	—
								p.m.	p.m.		Pskow	5 52	3 11	11 14	—	—
—	—	—	—	—	Eydtkuhnen d	—	—	2	27 9		Beloja	9 2	5 8	1 16	—	—
								a.m.	a.m.		Luga	12 52	8	3 36	a.m.	p.m.
—	39 23	22 13	—	—	Konigsberg	—	—	5	25 2		Gatchina	3 40	6 10	9 6	3 26	
								a.m.	p.m.		St. Petersburg arr	6 25	10 50	7 20	10 10	4 10
—	46 14	26 25	—	—	Berlin	—	—	6	20 8	45						

						a.m.	p.m.	p.m.					p.m.	p.m.	p.m.	p.m.
—	—	—	—	—	Moscow ..... dep.	10 40	4 0	8 30	—	—	Vlochni-Nowgdep.	—	4 0	8 30	—	—
110	5 31	3 90	2 21	—	Wladimir	4 48	10 45	2 14	—	—			a.m.	a.m.	a.m.	
						p.m.	a.m.	a.m.			Kowrow	7 18	10 29	1 52	—	—
139	6 69	5 2	2 76	—	Nowki	7 25	12 34	3 35	—	—	Kineschma ..... dep.	—	—	—	3 0	4 5
—	—	—	—	—	Nowki ..... dep.	—	1 30	4 0	—	—	Nowki	—	7 47	11 5	10 10	1 20
165	5 13	3 85	2 14	—	Kneschma	—	4 30	1 35	—	—	Nowki	—	—	—	—	—
167	7 11	5 33	2 96	—	Kowrow	7 51	1 10	4 8	—	—				a.m.		
							a.m.	a.m.			Wladimir	9 40	12 36	3 49	—	—
254	12 20	9 23	5 13	—	Vlochni-Nowg arr	—	7 15	9 20	—	—			a.m.	a.m.	a.m.	
											Moscow ..... arr	4 35	7 15	9 20	—	—

Mls.		1 cl.	2 cl.	3 cl.		1, 2, 3	1, 2, 3	Mls.		1 cl.	2 cl.	3 cl.		1, 2, 3	1, 2, 3
Dis.		R. k.	R. k.	R. k.		a.m.		Dis.		—	—	—		p.m.	a.m.
—	Orel-Kursk	—	—	—		2 20	—	—	—	—	—	—	Kalutsch ..... dep.	—	7 55
1	Liwni	—	—	—		12 15	—	—	—	—	—	—	Zarizyn ..... a r.	—	11 45
113	"	5 46	4 5	2 3	Jefetz	10 6	—	—	—	—	—	—	" ..... dep.	7 30	
156	"	7 85	5 64	3 13	Lipetsk	12 54	—	—	—	—	—	—	Philipowo	4 5	—
176	"	8 68	6 36	3 55	Grizaxi ..... arr	2 10	—	—	—	—	—	—	Uriupino ..... dep	4 10	—
—	" ..... dep.	—	—	—		4 20	—	—	—	—	—	—	Alexiewo	5 49	—
191	"	5 91	4 43	2 46	Borisoglebsk	11 1	—	—	—	—	—	—	Borsoog ebsk	7 40	—
151	"	7 26	5 54	3 6	Alexiikowo	12 49	—	274	—	—	—	—	Grizaxi ..... arr	9 10	—
179	"	8 27	6 26	3 49	Uriupino	2 0	—	274	—	—	—	—	" ..... dep	9 30	—
16	"	9 0	6 75	3 75	Philinowo	2 33	—	296	—	0 99	0 74	0 41	Lipetsk	7 6	—
346	"	16 92	12 69	7 8	Zarizyn ..... arr.	11 0	p.m.	346	—	3 9	2 31	1 24	Jefetz	9 42	—
—	" ..... dep.	—	—	—		2 10	451	—	—	—	—	—	Liwni	7 35	—
454	"	2 19	1 64	0 90	Kalatsch ..... arr.	6 0	452	—	—	8 49	6 36	3 53	Orel	4 21	—

Mls.	1 cl.	2 cl.	3 cl.		1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	Mls.	1 cl.	2 cl.	3 cl.		1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	
Dis.	R. k.	R. k.	R. k.		p.m.	p.m.	p.m.	p.m.	Dis.	R. k.	R. k.	R. k.		a.m.	p.m.	a.m.	p.m.	
—	—	—	—	Moscow ..... dep	5 33	1 0	3 30	7 10	—	—	—	—	Odessa ..... dep	—	9	9	9 35	
35	2 76	2 7	1 15	Serpiekhovy	9 10	3 41	6 37	11 6	—	—	—	—	Kiev	—	8 48	9 45	9 45	
115	5 41	4 7	2 24	Tula	11	7 8	10 52	3 22	—	—	—	—	Kursk	8 30	5 0	1 30	1 30	
155	7 48	5 90	3 33	Skiratovo	1 0	10 0	2 72	7 13	40	1 92	1 44	0 90	Poutiri	11 40	7 30	3 47	3 47	
229	10 76	8 7	4 46	Orel	3 42	12 57	6 45	11 36	89	4 32	3 24	1 80	Orel	3 40	10 58	5 58	5 58	
273	13 16	9 67	5 68	Poutiri	5	2 24	10 19	3 10	146	7 10	5 32	2 94	Skiratovo	7 56	3 18	9 0	9 0	
353	13 8	11 81	6 74	Tula	6 38	4 38	12 40	5 30	194	9 64	7 23	4 8	Tula	12 5	6 50	12	12	p.m.
—	—	—	—	Kiev	—	8 45	8 0	—	254	13 32	9 24	5 13	Serpiekhovy	4 10	10 39	3 8	3 8	6 0
—	—	—	—	Odessa ..... arr	—	10 4	9 36	—	312	15 5	11 31	6 28	Moscow ..... arr	8 0	2 0	5 45	5 45	9 45

Serpuchow to Moscow 6a.m.

ST. PETERSBURG and MOSCOW.

Miles	1 Cl. r.	1 Cl. k.	2 Cl. r.	2 Cl. k.	3 Cl. r.	3 Cl. k.	Stations.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	Miles
—	—	—	—	—	—	—	St. Petersburg	8 30	2 0	3 30	10 30	7 15	—	—	—	—	—	—	—	—	—	—	—	—	—	—
15	0 75	0 50	0 50	0 33	0 25	0 17	Kolpino	9 28	2 58	4 28	11 30	—	11	0 75	0 50	0 33	0 25	0 17	0	0	0	0	0	0	0	15
33	1 65	1 10	1 10	0 73	0 55	0 37	Sablino	10 24	3 49	5 19	12 23	—	26	1 65	1 10	0 73	0 55	0 37	0	0	0	0	0	0	0	33
53	2 65	1 75	1 75	1 18	0 88	0 60	Tosna	11 22	4 46	6 16	1 20	—	42	2 65	1 75	1 18	0 88	0 60	0	0	0	0	0	0	0	53
69	3 45	2 30	2 30	1 53	1 15	0 77	Ulanskaia	11 52	5 16	6 46	1 50	—	55	3 45	2 30	1 53	1 15	0 77	0	0	0	0	0	0	0	69
84	4 20	2 80	2 80	1 86	1 40	0 93	Pimenaia	12 18	5 42	7 12	2 16	—	68	4 20	2 80	1 86	1 40	0 93	0	0	0	0	0	0	0	84
98	4 90	3 25	3 25	2 16	1 63	1 08	Bolsina	12 46	6 10	7 40	2 44	—	80	4 90	3 25	2 16	1 63	1 08	0	0	0	0	0	0	0	98
113	5 65	3 75	3 75	2 50	1 88	1 25	Tosnenskaia	1 15	6 39	8 9	3 13	—	92	5 65	3 75	2 50	1 88	1 25	0	0	0	0	0	0	0	113
123	6 15	4 10	4 10	2 73	2 05	1 37	Tosno	1 40	7 4	8 34	3 38	—	100	6 15	4 10	2 73	2 05	1 37	0	0	0	0	0	0	0	123
130	6 50	4 35	4 35	2 90	2 17	1 45	Tortilova	1 58	7 22	8 52	3 56	—	106	6 50	4 35	2 90	2 17	1 45	0	0	0	0	0	0	0	130
140	7 00	4 70	4 70	3 13	2 34	1 56	Berezovaia	2 18	7 42	9 12	4 16	—	115	7 00	4 70	3 13	2 34	1 56	0	0	0	0	0	0	0	140
153	7 65	5 10	5 10	3 41	2 55	1 70	Otchilova	2 39	8 3	9 33	4 37	—	126	7 65	5 10	3 41	2 55	1 70	0	0	0	0	0	0	0	153
161	8 05	5 40	5 40	3 60	2 70	1 80	Chudova	2 54	8 18	9 48	4 52	—	134	8 05	5 40	3 60	2 70	1 80	0	0	0	0	0	0	0	161
166	8 30	5 60	5 60	3 73	2 80	1 86	Main Viechersta	3 5	8 29	9 59	5 3	—	139	8 30	5 60	3 73	2 80	1 86	0	0	0	0	0	0	0	166
183	9 15	6 20	6 20	4 13	3 10	2 06	Bourgunska	3 22	8 46	10 16	5 20	—	153	9 15	6 20	4 13	3 10	2 06	0	0	0	0	0	0	0	183
211	10 55	7 40	7 40	4 93	3 70	2 46	Vereb'ok	3 49	9 13	10 43	5 47	—	180	10 55	7 40	4 93	3 70	2 46	0	0	0	0	0	0	0	211
223	11 15	7 80	7 80	5 20	3 90	2 60	Tortilova	4 2	9 26	10 56	6 0	—	190	11 15	7 80	5 20	3 90	2 60	0	0	0	0	0	0	0	223
243	12 15	8 50	8 50	5 66	4 25	2 83	Bolgovo-ka	4 22	9 46	11 16	6 20	—	210	12 15	8 50	5 66	4 25	2 83	0	0	0	0	0	0	0	243
257	12 85	9 0	9 0	6 0	4 50	3 0	Zaroslenka	4 40	10 4	11 34	6 38	—	224	12 85	9 0	6 0	4 50	3 0	0	0	0	0	0	0	0	257
270	13 50	9 45	9 45	6 30	4 73	3 15	Vlasovo-Vdovskaia	4 58	10 22	11 52	6 56	—	237	13 50	9 45	6 30	4 73	3 15	0	0	0	0	0	0	0	270
284	14 20	9 95	9 95	6 63	4 98	3 32	Oso tchenska	5 16	10 40	12 10	7 14	—	250	14 20	9 95	6 63	4 98	3 32	0	0	0	0	0	0	0	284
293	14 65	10 25	10 25	6 83	5 13	3 42	Chirovo-ka	5 30	10 54	12 24	7 28	—	258	14 65	10 25	6 83	5 13	3 42	0	0	0	0	0	0	0	293
307	15 35	10 75	10 75	7 16	5 38	3 58	Zaroslenka	5 47	11 11	12 41	7 45	—	271	15 35	10 75	7 16	5 38	3 58	0	0	0	0	0	0	0	307
317	15 85	11 10	11 10	7 40	5 55	3 70	Klasachnik-vodka	6 2	11 26	12 56	8 0	—	280	15 85	11 10	7 40	5 55	3 70	0	0	0	0	0	0	0	317
327	16 35	11 45	11 45	7 63	5 73	3 82	Oda chkovska	6 15	11 39	1 9	8 13	—	290	16 35	11 45	7 63	5 73	3 82	0	0	0	0	0	0	0	327
346	17 30	12 10	12 10	8 6	6 0	4 0	Konditka	6 38	12 2	1 32	8 36	—	313	17 30	12 10	8 6	6 0	4 0	0	0	0	0	0	0	0	346
369	18 45	12 90	12 90	8 60	6 45	4 30	Tver	7 0	12 24	1 54	8 58	—	335	18 45	12 90	8 60	6 45	4 30	0	0	0	0	0	0	0	369
386	19 30	13 50	13 50	9 0	6 75	4 50	Kremenka	7 18	12 42	2 12	9 16	—	353	19 30	13 50	9 0	6 75	4 50	0	0	0	0	0	0	0	386
405	20 25	14 20	14 20	9 46	7 10	4 73	Zavidovka	7 36	13 0	2 30	9 34	—	372	20 25	14 20	9 46	7 10	4 73	0	0	0	0	0	0	0	405
425	21 25	14 90	14 90	9 93	7 45	4 96	Klin	7 56	13 20	2 50	9 54	—	392	21 25	14 90	9 93	7 45	4 96	0	0	0	0	0	0	0	425
443	22 15	15 50	15 50	10 33	7 75	5 16	Khimka	8 15	13 40	3 10	10 14	—	410	22 15	15 50	10 33	7 75	5 16	0	0	0	0	0	0	0	443
454	22 70	15 90	15 90	10 60	7 95	5 30	Moscow	8 30	14 0	3 30	10 30	—	420	22 70	15 90	10 60	7 95	5 30	0	0	0	0	0	0	0	454
Miles	1 Cl. r.	1 Cl. k.	2 Cl. r.	2 Cl. k.	3 Cl. r.	3 Cl. k.	Stations.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	Miles

RUSSIAN RAILWAYS. — Moscow to Rybinsk. — Rybinsk to Moscow.

Miles	1 Cl. r.	1 Cl. k.	2 Cl. r.	2 Cl. k.	3 Cl. r.	3 Cl. k.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	Miles
—	—	—	—	—	—	—	Moscow	6 10	2 11	—	—	—	—	—
424	2 4	1 53	1 53	0 85	—	—	Noschok	12 20	6 0	—	—	—	—	424
97	4 71	3 58	3 58	1 96	—	—	Kirsanow	6 58	10 25	—	—	—	—	97
20	10 11	7 58	7 58	4 21	—	—	Atkarsk	2 33	7 0	—	—	—	—	20
261	13 63	9 47	9 47	5 26	—	—	Saratov ..... arr	6 45	10 35	—	—	—	—	261

Miles	1 Cl. r.	1 Cl. k.	2 Cl. r.	2 Cl. k.	3 Cl. r.	3 Cl. k.	Stations.	1,2,3 p.m.	1,2,3 a.m.	Miles
—	—	—	—	—	—	—	Saratov	11 0	12 30	—
124	—	—	—	—	—	—	Atkarsk	8 50	4 57	124
28	—	—	—	—	—	—	Kirsanow	10 30	6 38	28
40	—	—	—	—	—	—	Tambov	3 0	9 0	40
1	2 4	1 58	1 58	0 85	—	—	Moscow	5 35	11 4	1

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MOSCOW and KOSLOW.

Miles	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	r. k.	r. k.	r. k.		a.m.	p.m.	p.m.			p.m.	a.m.	a.m.
—	—	—	—	**Moscow** ..... dep	11 6	4 30	10 [illegible]	**Koslow** ..... dep	...	7 0	4 0	...
92½	2 52	1 80	1 5	Woskresensk	2 8	7 4	12 56	8 49	Moschensk	...	5 30	...	2 30
65	3 1·	2 3·	1 32	Jegoriewsk ..... arr	3 25	8 45	a.m.	...	**Rjaschk** ..... arr	...	9 25	...	8 30
67½	3 37	2 55	1 46	Kolomna	3 26	7 58	2 -	10 0	Skolin	...	6 50	...	...
79½	3 84	2 8·	1 60	Luchowzy	4 16	8 32	2 48	10 39	**Rjaschk** ..... dep	...	10 21	6 45	...
96½	4 67	3 46	1 92	S raisk ..... arr	6 16	3 30	...	...	**Rjasan** ..... arr	a.m.	2 10	10 20	p.m.
115	5 55	4 1·	2 31	**Rjasan** ..... arr	6 6	10 10	4 3·	12 25	..... dep	4 0	3 0	10 50	3 0
				..... dep		10 4·	5 0	...	Saraisk	...	...	2 50	2 20
56½	3 27	2 45	1 36	**Rjaschk** ..... arr	...	2 15	8 53	...	Luchowzy	6 0	4 55	12 26	4 6
94	4 59	3 44	1 91	Skolin ..... arr	p.m.	a.m.	11 40	...	Kolomna	6 57	5 51	1 8	5 53
56½	...	...	...	**Rjaschk** ..... dep	10 40	...	10 0	...	Jegoriewsk	...	...	11 25	5 26
142½	6 93	5 19	2 88	Mors hansk ..... arr	4 30	a.m.	1 55	...	Woskresensk	8 2	6 48	1 57	6 56
123	5 94	4 45	2 47	**Koslow** ..... arr	a.m.	4 50	12 22	p.m.	**Moscow** ..... arr	11 5	9 50	4 30	10 0

BREST LITEWSKI, SMOLENSK and MOSCOW.

Miles	1 Cl.	2 . l.	3 Cl.		1,2,3	1,2,3		Vrst	1 el.	2 el.	3 el.		1,2,3	1,2,3
Dists.	r. k.	r. k.	r. k.		p.m.	a.m.		Dis	r k.	r. k.	r. k.		a.m.	p.m.
—	—	—	—	BERLIN ..... dep	10 45	...	...	—	—	—	—	**Moscow** ..... dep	8 45	5 10	...
—	—	—	—	WARSAW	3 43	6 53	...	103	3 9	2 31	1 28	**Moshaisha**	12 8	8 39	...
—	—	—	—	BREST ..... arr	9 53	11 31	...	169	5 7	3 80	2 11	**Gshatsk**	2 14	10 54	...
					p.m.	p.m.		227	6 81	5 0	2 85	**Vyasma**	4 15	12 54	...
—	—	—	—	**Brest Litewski** dp	11 3	12 43	...	392	11 76	8 82	4 9·	**Smolensk** ..... arr	9 12	6 39	...
—	—	—	—	**Solzby**	7 32	8 29	...	...	...	...	...	DUNABURG	10 55	...	...
—	—	—	—	**Minsk** ..... arr	9 46	10 35	...	39·	...	...	...	**Smolensk** ..... dep	9 42	7 9	...
—	—	—	—	WILNA ..... arr	11 50	2 40	...	503	15 9	11 31	6 28	**Orscha**	1 2	10 3·	...
—	—	—	—	**Minsk** ..... dep	10 16	10 45	...	627	18 81	14 10	7 83	**Borissow**	4 43	2 31	...
—	—	—	—	**Borissow**	12 58	1 4	...	702	21 6	15 79	8 77	**Minsk** ..... arr	6 50	4 41	...
—	—	—	—	**Orscha**	5 30	4 59	...	...	...	...	...	WILNA ..... arr	...	12 34	...
—	—	—	—	**Smolensk** ..... arr	9 7	8 22	...	702	...	...	...	**Minsk** ..... dep	7 0	5 1	...
				DUNABURG	4 0	8 15	...	772	23 16	17 37	9 65	**Solzby**	9 9	7 7	...
—	—	—	—	**Smolensk** ..... dep	10 7	8 57	...	1023	30 69	23 1	12 78	**Brest Litewski** arr	4 43	3 18	...
—	—	—	—	**Vyasma**	4 27	2 50	...						p.m.	a.m.	
—	—	—	—	**Gshatsk**	6 31	4 47	...	...	...	...	...	BREST ..... dep	5 23	5 15	...
—	—	—	—	**Moshaisha**	9 0	7 5	...	...	...	...	...	WARSAW	10 3	11 28	...
—	—	—	—	**Moscow** ..... arr	12 30	10 25	...	...	...	...	...	BERLIN ..... arr	...	6 20	...

ST. PETERSBURG AND HELSINGFORS.

[Nov. 1.

Miles					p.m.	a.m.			p.m.			a.m.	p.m.		
—	—	—	—	**St. Petersburg** dp	5 0	9 0	...	5 30	...	**Helsingfors** ...dep	...	9 10	5 0	...	...
187	...	...	...	**Walkensaari**	5 57	9 58	...	6 40	...	Hyvinge ..... arr	...	10 46	8 0	...	...
81	...	...	...	Perkjärvi	7 41	11 48	...	...	...	..... dep	...	10 51	8 8	...	...
73½	3 69	2 40	1 20	**Wiborg** ..... arr	8 40	12 47	...	...	...	**Riihimaki** ..... arr	...	11 16	8 37	...	...
	...	...	...	..... dep	...	12 57	...	...	...	..... dep	...	11 2	8 51	...	...
132	...	...	...	**Kaipiais** ..... arr	...	3 28	...	...	...	**Lahtis** ..... arr	...	12 55	...	...	...
	...	...	...	..... dep	...	3 34	...	...	...	..... dep	...	1 0	...	...	...
166½	8 73	5 82	2 91	**Lahtis** ..... arr	...	5 48	...	...	...	**Kaipiais** ..... arr	...	3 8	...	...	...
	...	...	...	..... dep	...	5 53	a.m.	...	...	..... dep	...	3 53	...	...	...
215	10 38	6 92	3 25	**Riihimaki** ..... arr	...	7 26	8 29	...	...	**Wiborg** ..... arr	a.m.	6 23	...	...	...
	...	...	...	..... dep	...	7 38	8 43	...	...	..... dep	7 0	6 33	...	...	...
242½	...	...	...	Hyvinge ..... arr	...	7 57	9 12	...	...	Perkjärvi ..... arr	8 27	7 55	...	...	...
	...	...	...	..... dep	...	8 2	9 17	...	...	..... dep	8 7	7 40	...	...	...
257½	12 19	8 26	3 25	**Helsingfors** ...arr	...	9 40	12 0	...	...	**Walkensaari** ..arr	9 37	9 10	...	a.m.	...
					p.m.	a.m.				..... dep	9 59	9 30	...	8 20	...
—	—	—	—	**Tavastehus** ...dep	...	5 50	7 0	...	...	**St. Petersburg** arr	10 56	10 25	p.m.	9 21	...
20½	...	...	...	**Riihimaki** ..... arr	...	7 19	8 29	...	...	**Riihimaki** ..... dep	...	11 39	8 51	...	...
					p.m.	a.m.	p.m.			**Tavastehus** ..... arr	...	1 0	10 20	a.m.	...
—	—	—	—	**Walkensaari** ...dep	...	9 33	10 2	6 45	...	**Systerback** ..... dep	...	8 40	10 45	8 0	...
24½	...	...	...	**Systerback** ..... arr	...	9 48	10 27	7 0	...	**Walkensaari** ..... arr	...	8 55	11 5	8 15	...
					p.m.										
—	—	—	—	**Hango** ..... ep	...	12 26	...	...	...	**Hyvinge** ..... dep	...	11 8	...	...	...
87½	...	...	...	**Hyvinge** ..... arr	...	7 30	...	...	...	**Hango** ..... arr	...	5 58	...	...	...

ORLOGLEBSK to GRIAZI.

Miles	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	Miles	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3
Dists	R. k.	R. k.	R. k.		a.m.	p.m.	Mls.	R. k.	R. k.	R. k.		a.m.	p.m.
—	—	—	—	**Borisoglebsk**	7 0	6 0	274½	—	—	—	**Griazi**	9 45	4 45
10	0 51	0 38	0 21	Glubovska	7 53	2 13	260½	0 75	0 56	0 31	Khvorostanka	61 25	5 10
29	2 0	0 78	0 42	Aletschk	8 37	3 34	305½	1 47	1 10	0 61	Dobronka	1 4	6 31
33	1 59	1 19	0 66	Ternovka	9 16	4 49	331½	2 63	1 59	0 88	Mordovo	2 43	7 32
44½	2 13	1 59	0 88	Burnaki	10 7	6 33	335½	2 91	2 18	1 21	Tokarevka	4 21	8 9
60½	2 97	2 22	1 23	Tokarevka	11 3	8 24	352½	3 75	2 81	1 56	Burnaki	6 42	9 48
56½	3 79	2 79	1 55	Mordovo	12 3	10 22	376½	4 26	3 19	1 77	Ternovka	7 51	10 29
90½	4 41	3 30	1 83	Dobronka	12 54	11 51	376½	4 86	3 64	2 2·	Aletschk	9 21	66 19
102½	5 10	3 82	2 12	Khvorostynka	6 15	1 15	340½	4 37	4 2	2 23	Glubovska	10 22	66 58
121½	5 85	4 38	2 43	**Griazi**	2 35	2 30	339½	5 85	4 38	2 43	**Borisoglebsk** ...	66 31	12 46
					p.m.	a.m.						p.m.	a.m.

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Mls.	1 Cl.	2 Cl.	3 Cl.	Stations	a.m.	p.m.	p.m.	a.m.		Stations.	p.m.				
Dist.	r. k.	r. k.	r. k.												
—	—	—	—	**Moscow** .....dep	7 0	4 10	8 15	12 0	...	**Jaroslaw**.....dep	10 0	...	...	...	...
42	2 0	1 50	0 80	Sergieffposssat	9 20	6 32	10 47	2 22	...	Rostow	12 29	p.m.	p.m.	p.m.	...
130	6 27	4 70	2 61	Rostow	...	...	5 4	...	...	Sergieffposssat	6 42	1 30	7 50	7 40	...
162½	7 83	5 87	3 26	**Jaroslaw** .....arr	...	...	7 9	...	...	**Moscow**.....arr	9 0	3 50	10 8	10 10	...
				,, ...dep	...	...	...	a.m.			a.m.			a.m.	
...	...	...	...	**Volga**.....dep.	...	...	10 0	8 25	...	**Vologda** .....dep.	6 7	...	...	7 36	...
						p.m.	a.m.				p.m.			a.m.	
119½	5 76	4 32	2 40	**Vologda** .....arr.	...	...	9 58	8 29	...	**Volga**.....arr.	6 5	...	...	7 35	...

Mls.	r. k.	r. k.	r. k.	CHARKOW .....dep	a.m.	p.m.			**Kulikowo Pole**.....dep	p.m.	a.m.		
—	—	—	—	**Elisabethgrad** .....dep	12 50	2 50	...	...	Oleesa.....	9 0	9 25	...	...
...	...	...	...	Nowo Ukrainka	4 38	4 2	...	...	Birsula	9 9	9 33	...	...
34½	1 89	1 42	0 79	Oliopol	6 46	6 29	...	...	Balta	4 12	3 52	...	...
87½	4 17	3 13	1 74	Tjubaschewka	9 27	9 13	...	...	Tjubaschewka	5 40	5 16	...	...
121	5 94	4 46	2 48	Balta	11 42	11 27	...	...	Oliopol	7 24	7 14	...	...
149½	7 47	5 61	3 12	Birsula	1 44	1 30	...	...	Nowo Ukrainka	9 22	9 40	...	...
167½	8 10	6 8	3 38	Odessa	3 23	3 59	...	...	**Elisabethgrad**..... arr	11 48	12 4	...	...
274½	13 20	9 90	5 48	**Kulkowo Pole** .....ar	9 32	10 2	...	...	CHARKOW ..... ,,	1 46	1 54	...	...
283½	13 38	10 4	5 5-		9 42	10 10	...	...		5 41	3 28	...	...

—	—	—	—		a.m.	p.m.			**Elisabethgrad** .....dep	p.m.	a.m.		
—	—	—	—	**Charkow** .....dep	12 50	2 50	...	...	Nikolajew	2 19	2 20	...	...
40	1 92	1 44	0 80	Alexejewa	3 26	4 57	...	...	Snamenka	5 5	4 0	...	...
82	3 96	2 97	1 65	Poltawa	6 0	7 14	...	...	Protopowka	4 -	4 26	...	...
118½	5 73	4 30	2 39	Kobej ki	8 0	9 7	...	...	Kremenschug	5 17	5 42	...	...
150	7 32	5 49	3 5	Kremenschug	10 30	11 4	...	...	Kobejjaki	7 21	8 7	...	...
185½	8 94	6 71	3 73	Protopowka	12 54	1 2	...	...	Poltawa	11 10	11 39	...	...
206½	9 98	7 47	4 15	Snamenka	2 29	2 27	...	...	Alexejewka	1 26	3 18	...	...
317½	10 64	12 47	6 93	Nikolajew ..... arr	3 24	12 39	...	...	**Charkow** ..... arr	3 28	5 41	...	...
234½	11 45	8 58	4 77	**Elisabethgrad** ..... ,,	4 12	3 50	...	...					

...	...	...	...	MOSCOW	p.m.	p.m.			**Rostow** ..... dep	a.m.	p.m.		
...	...	...	...	**Kostow** .....dep	4 30	10 0	...	...	Nowoscherkask	12 15	1 10	...	...
37½	1 80	1 35	0 75	Tarasy	5 29	1 25	...	...	Kamenskaja	2 25	3 50	...	...
67	3 24	2 43	1 35	Usman	8 0	3 46	...	...	Tschertkowa	7 40	11 50	...	...
104½	5 4	3 78	2 10	**Woronesch** .....arr	9 5	5 15	...	...	Michailowka	12 0	9 45	...	...
—	—	—	—		12 20	7 0	...	...	**Woronesch** .....arr	3 53	6 10	...	...
123½	5 97	4 47	2 48	Michailowka..... dep	3 15	8 45	...	...	,, ...dep	4 25	6 0	...	...
19-½	9 21	6 90	3 83	Tschertkowa.....	6 5	3 40	...	...	Usman	11 15	9 30	...	...
270½	13 5	9 78	5 43	Kamenskaja	2 52	7 25	...	...	Tarasy	1 22	11 45	...	...
319½	16 86	12 64	7 2	Nowotscherkask	9 30	11 35	...	...	**Kostow** ..... arr	3 15	1 32	...	...
371½	17 94	13 45	7 47	**Rostow** .....arr	5 20	5 10	...	...	MOSCOW	7 45	7 10	...	...

Mls.	r. k.	r. k.	r. k.	Stations	a.m.				Stations.	a.m.			
—	—	—	—	**Libau** .....dep	10 5	...	...	...	WILNA .....dep	7 31	...	...	...
5½	4 74	3 56	1 98	Moscheik	1 10	...	...	...	**Koschedant** ...dep	12 28	p.m.	...	...
182½	8 52	6 62	3 68	**Koschedani** ...arr	8 42	...	...	...	Moscheik	8 17	...	...	...
...	...	...	...	WILNA ..... ,,	1 10	...	...	...	**Libau** ..... arr	11 10	...	...	...
...	...	...	...										
...	...	...	...	ST. PETERSBURG ...	...	4 35	...	...	Tomsey ...dep	12 25	9 35	a.m.	...
...	2 1	1 51	0 84	**Wilejskaja** .....dep	p.m.	p.m.			**Bachmatsch** ...arr	3 10	1 18	...	...
107¾	5 19	3 89	2 16	**Minsk** .....arr	1 0	3 35	...	...	**Bachmatsch** ...dep	5 15	4 51	...	...
				BREST ..... ,,	6 37	8 57	...	...	**Gomel** ..... dep	12 55	3 32	...	...
...	...	...	...		11 33	...	...	...	Bobruisk	5 56	10 20	...	...
...	...	...	...	**Minsk** .....dep	7 41	9 17	...	...	**Minsk** ..... arr	10 28	4 40	...	...
256	9 36	7 2	3 90	Bobruisk	2 28	2 4	...	...	BREST .....dep	5 23	5 15	...	...
245	13 59	10 19	5 69	**Gomel** .....arr	9 23	7 3	...	...		p.m.	p.m.		
385½	...	...	...	**Bachmatsch** ...arr	6 55	1 30	...	...	**Minsk** .....dep	11 50	5 36	...	...
...	...	...	...	**Bachmatsch** ...dep	8 1	4 45	...	...	**Wilejskaja** .....arr	5 28	11 24	...	...
439	...	...	...	**Romney** .....arr	11 46	7 30	...	...	ST. PETERSBURG ...	...	7 20	...	...

—	—	—	—		a.m.	p.m.				p.m.	a.m.	p.m.	
—	—	—	—	**St. Petersburg** dep	9 30	9 0	...	...	**Baltischport**...dep	...	...	4 46	...
...	...	...	...	MOSCOW ..... ,,	...	4 45	...	...	Rewal	10 0	10 20	7 0	...
...	...	...	...	**Tosna** .....dep	...	4 30	...	...	Narwa	4 30	4 50	...	...
...	...	...	...	**Gatschina**.....arr	...	6 38	...	...	**Gatschina** .....arr	7 52	8 12	...	...
26½	1 26	0 94	0 52	**Gatschina**.....dep	11 9	10 42	...	...	**Gatschina**.....dep	...	12 0	...	...
91½	4 41	3 33	1 86	Narwa	2 50	2 21	a.m.	...	**Tosna** .....arr	...	2 8	...	...
213½	10 29	7 77	4 34	Rewal	9 0	8 30	11 30	...	MOSCOW ..... ,,	...	9 0	...	...
241	11 61	8 79	4 91	**Baltischport** ...arr	...	...	1 44	...	**St. Petersburg** arr	9 30	9 50	...	...

—	—	—	—		a.m.	p.m.				a.m.	p.m.		
—	—	—	—	**Tschudowo** ...dep	4 0	1 50	...	...	**Novgorod**.....dep	9 0	11 15	...	...
42½	1 60	1 20	0 5	**Novgorod** .....arr	7 30	5 20	...	...	**Tschudowo**.....arr	12 29	2 44	...	...
—	—	—	—		a.m.	a.m.				a.m.	p.m.		
—	—	—	—	**Bologoe** .....dep	1 20	7 0	...	...	**Rybinsk**.....dep	9 20	4 15	...	...
174	8 40	6 30	3 36	**Rybinsk** .....arr	11 0	6 10	...	...	**Bologoe** .....arr	7 5	3 15	a.m.	...
					a.m.	p.m.				a.m.	p.m.		
—	—	—	—	**Ostaschkowo** dep	6 18	4 20	...	...	**Rschewo**.....dep	5 0	1 40	...	...
202	9 99	6 74	0 41	**Torschok** .....arr	7 44	6 22	...	...	**Torschok** .....dep	8 20	3 39	...	...
123	...	...	...	**Rschewo**..... arr	12 4	11 28	...	...	**Ostaschkowo**...arr	1 57	7 53	...	...

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BREST-LITEWSK and GRAJEWO.

Mls.	1 Cl	2 Cl	3 Cl.	Stations.	1—3	1—3
Dis.	r. c.	r. c.	r. c.		a.m.	p.m.
—	—	—	—	Odessa ..... dep	9 9	5 28
—	—	—	—	**Brest-Litewsk** ..... dep	8 0	7 15
57½	2 61	1 96	1 9	Bielsk	11 20	10 18
76½	3 84	2 88	1 60	Białistock ..... arr	12 58	11 24
122½	—	—	—	..... dep	4 32	4 52
125	6 6	4 55	2 53	**Grajewo** ..... arr	10 41	8 29
—	—	—	—	Prostken ..... ,,	—	8 39

Stations.	1—3	1—3
	a.m.	p.m.
Prostken ..... dep	8 54	3 40
Grajewo ..... ,,	10 20	8 12
Białistock ..... arr	1 10	11 2
Białistock ..... dep	4 27	7 2
Bielsk	6 1	8 20
Brest-Litewsk ..... arr	9 13	10 45
Odessa ..... ,,	9 36	1 33

Mls.	1 Cl	2 Cl	3 Cl	Stations.	1—3
Dis.	r. c.	r. c.	r. c.		p.m.
—	—	—	—	Griazy ..... dep.	5 30
—	—	—	—	**Orel** ..... dep.	8 0
77½	3 75	2 81	1 56	**Bryns'a**	12 45
141	7 50	5 63	3 13	**Roslavl**	5 29
223½	10 80	8 10	4 50	**Smolensk** ..... arr	9 30
—	—	—	—	..... dep	9 50
303½	14 61	10 98	6 10	**Witebsk** ..... arr.	2 15
From Witebsk				.. .. dep.	3 25
361	2 79	2 10	1 17	Polozk	6 30
454½	7 29	5 47	3 4	**Dunaburg** ..... arr	10 55
—	—	—	—	Riga ..... arr.	7 15

Mls.	1 Cl	2 Cl	3 Cl	Stations.	1—3	1—3
Dis.	r. c.	r. c.	r. c.		a.m.	p.m.
—	—	—	—	Riga ..... dep.	11 15	6 30
—	—	—	—	**Dunaburg**	8 15	4 0
—	—	—	—	Polozk	1 10	8 45
—	—	—	—	**Witebsk** ..... arr.	4 0	11 30
—	—	—	—	..... dep.	4 25	12 30
79½	3 84	2 88	1 60	**Smolensk** ..... arr.	8 2	4 30
—	—	—	—	..... dep.	9 0	5 0
148	7 17	5 38	2 99	**Roslavl**	12 53	9 5
222½	10 89	8 17	4 54	**Bryanski**	5 31	1 18
303½	14 64	10 98	6 10	**Orel** ..... arr.	10 0	5 45
—	—	—	—	Griazy ..... arr.	2 10	—

Mls.	From	War saw.	Warsaw (Praga)	a.m.	a.m.	p.m.	Mls.	Rc	Rc.	Rc.
11½	0 51	0 39	0 22	Milosna	...	...	...	...	...	...
16½	1 5	0 79	0 44	Minsk	7 43	1 14	4 49	—	—	—
46½	2 10	1 58	0 88	Kotun	...	...	...	5	0 24	0 18
55½	2 52	1 89	1 5	Siedlce	8 50	3 19	6 21	10½	0 81	0 61
72½	3 30	2 48	1 38	Luków	9 36	4 31	7 20	26½	1 26	0 95
90	4 8	3 6	1 70	Miendryzec	...	...	...	40	1 92	1 44
105½	4 77	3 58	1 99	Biala	10 40	6 29	8 44	56½	2 73	2 5
115½	5 22	3 92	2 18	Chotylow	...	...	...	72½	3 51	2 64
127½	5 78	4 35	2 42	Terespol	11 24	7 48	9 41	81½	3 93	2 95
132½	6 0	4 50	2 50	**Brest-Litewsk** arr	11 33	8 4	9 53	93½	4 98	3 74
—	—	—	—	Moscow ..... arr	10 25	...	12 30	113½	5 49	4 12
—	—	—	—		p.m.		p.m.	124½	6 14	4 51½

Stations.	1—3	1—3
	a.m.	p.m.
Moscow ..... dep	5 10	...
Brest-Litewski dp	5 15	10 3
Terespol	5 32	10 24
Chotylow	...	...
Biala	6 32	11 48
Miendryzec	...	...
Lukow	8 11	2 27
Siedlce	8 58	3 34
Kotun	...	...
Minsk	10 30	6 0
Milosna	...	...
Warsaw (Prega)	11 28	7 19

WARSAW and VIENNA.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1 & 2	1.234	1.234
Dis.	r. c.	r. c.	r. c.		a.m.	a. m.	p.m.
From	War saw.			**Warsaw** ..... dep.	7 20	8 10	...
25½	1 6	0 81	0 53	Ruda Guzowska	8 14	12 22	7 27
39½	1 78	1 34	0 81	Skierniewitz	8 54	1 11	8 18
63½	2 83	2 12	1 27	**Koluski** ..... arr	9 44	2 28	9 25
					a.m.	p.m.	
—	—	—	—	**Koluski** ..... dep	9 54	2 40	...
163	0 74	0 56	0 34	Lodz ..... arr	10 39	3 37	...
84½	3 85	2 89	1 75	Petrikau	10 47	3 43	10 50
134½	6 12	4 59	2 78	Czenstochau	12 44	6 11	3 19
							a.m.
175	7 79	5 84	3 54	**Zombkowitz**	2 7	7 53	6 36
180½	8 24	6 18	3 75	**Sosnowitz** ..... arr	2 40	8 25	7 32
—	—	—	—	Sosnowitz ..... dep	3 38	8 43	9 3
—	—	—	—	Katlowitz ..... arr	3 53	8 58	9 18
—	—	—	—	Breslau	6 55	...	12 40
171	7 79	5 84	3 54	**Zombkowitz**	2 15	8 13	9 0
179½	7 44	5 58	3 72	**Granica** ..... arr	2 31	8 35	9 30
—	—	—	—	Granica ..... dep	3 9	...	12 5
—	—	—	—	Szczakowa ..... arr	3 14	...	12 10
—	—	—	—	Trzebinia	4 2	...	2 33
—	—	—	—	Cracow	6 3	...	4 17
—	—	—	—	Vienna ..... arr	5 13	...	...

Stations.	1 & 2	1.234	1 234
	p. m.	a. m.	p.m.
Vienna ..... dep	8 38	...	...
Cracow	8 22	...	...
Trzebinia ..... dep	10 8	...	...
Szczakowa	11 20	...	3 34
Granica ..... arr	11 25	...	3 39
Granica ..... dep	1 8	7 58	6 40
Zombkowitz	1 24	8 20	7 10
	a.m.		p.m.
Breslau	6 53	...	12 15
Katlowitz	11 27	...	5 52
Kattowitz ..... dep	11 38	6 58	6 24
Sosnowitz ..... arr	11 53	7 13	6 38
Sosnowitz ..... dep	12 58	8 0	7 30
Zombkowitz	1 31	8 39	8 50
Czenstochau	3 3	10 32	12 5
Petrikau	5 7	1 5	6 0
Koluski ..... arr	5 58	2 17	7 3
	a.m.	p.m.	
Lodz ..... dep	5 0	0 45	...
Koluski ..... arr	5 42	1 35	...
Skierniewitz	7 1	3 40	8 24
Ruda Guzowska	7 31	4 15	8 56
Warsaw ..... arr	8 22	5 30	10 10

From	War saw	Warsaw	1—4	1 & 2	1—4
			a.m.	p.m.	p.m.
25½	1 6	0 80	0 53	**Warsaw** ..... dep	6 40	3 8	6 10
39½	1 78	1 34	0 81	Ruda Guzowska	7 50	4 2	7 27
77½	3 54	2 66	1 62	Skierniewitz	8 38	4 43	8 23
109½	4 98	3 75	2 27	Kutno	10 27	6 11	10 22
				Wloclawek	12 4	7 25	...
					p.m.	p.m.	
125½	6 3	4 53	2 75	**Alexandrowo** arr	1 0	8 8	...
—	—	—	—	Alexandrowo ...dep	1 40	8 18	...
—	—	—	—	Ciechocinek ..... arr	1 55	8 33	...
—	—	—	—	**Alexandrowo** d	2 22	9 0	...
—	7 54	5 67	3 80	Bromberg ...arr	5 48	11 28	...
—	—	—	—	Berlin	7 3	6 20	...

Stations.	1—4	1 & 2	1—4
	a.m.	p.m.	p.m.
Berlin	...	10 45	9 25
Bromberg ...dep	...	5 48	10 2
		a.m.	p.m.
Alexandrowo a	...	8 0	1 22
Ciechocinek ..... dep	...	8 40	2 45
Alexandrowo ...arr	...	8 55	3 0
Alexandrowo dep	...	9 15	3 25
Wloclawek	a.m.	10 6	4 28
Kutno	5 48	11 19	6 3
Skierniewitz	8 16	12 56	7 56
Ruda Guzowska	8 58	1 23	8 56
Warsaw ..... arr	10 10	2 15	9 48

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RIGA, DUNABURGER, and DUNABURGER, WITEBSKER, EISENBAS.

RIGA to DUNABURG and WITEBSK. (296½ English Miles.)

Luggage.—40 Funts or 1 Pood = 36 1-10 lbs. English allowed free. [Nov. 1.

Mls	1 Cl	2 Cl.	3 Cl.	Stations.	1,2,3 class	1,2,3 class	Ex. 1,2,3	Mls.	1 Cl	2 Cl	3 Cl.	Stations.	1,2,3 class	1,2,3 class	1,2,3 class
Dis.	rb.k.	rb.k.	rb.k		a.m.	a.m.	p.m.	Dis	rb.k.	rb.k.	rb.k.		p.m.	a.m.	p.m.
—	—	—	—	**Riga**.....dep.	6 0	11 30	6 30	—	—	—	—	**Witebsk**.....dep.	3 5	7 0	...
11½	0 51	0 38	0 21	Kurtenhof	8 28	11 57	8 57	13½	0 60	0 45	0 25	Staroje selo	4 28	7 43	...
21½	0 99	0 74	0 41	Oger	9 0	12 31	7 31	25½	1 14	0 86	0 48	**Strotino**.....arr.	4 57	8 14	...
45	2 4	1 53	0 85	**Romershof**.....arr.	10 4	1 35	8 35	...	...	...	...	,, ...dep.	5 7	8 24	...
...	...	...	...	,, ...dep.	10 14	1 50	8 50	39½	1 80	1 35	0 75	Obol	5 47	9 7	...
58½	2 57	2 0	1 11	Kokenhusen	10 52	2 28	9 28	61½	2 79	2 10	1 17	**Polotzk**.....arr	6 37	10 2	...
80½	3 66	2 75	1 53	**Kreutzburg**.....arr	11 49	3 21	10 21	...	...	...	...	,, ...dep	6 54	10 17	...
...	...	...	...	,, ...dep.	...	3 41	10 41	83½	3 78	2 84	1 58	Borkowitschi	7 51	11 22	...
108	4 44	3 33	1 85	Lievenhof.....	...	4 32	11 32	101½	4 59	3 45	1 92	**Drissa** .....arr.	8 38	12 7	...
115½	5 25	3 94	2 19	Nitzgall.....	...	5 17	12 17	...	...	...	...	,, ...dep.	8 43	12 16	...
35½	6 12	4 59	2 55	**Dunaburg**.....arr.	...	6 10	1 10	118	5 34	4	2 23	Bolbinowo	9 32	1 6	...
...	...	...	...	...	a.m.	p.m.	a.m.	134½	6 9	4 57	2 54	**Kreslawka** ...arr	10 13	1 51	...
...	...	...	...	,, ...dep.	6 0	7 15	...	...	...	...	...	,, ...dep.	10 23	1 59	...
146	6 80	4 95	2 75	Josephow	6 34	7 49	...	150½	6 81	5 11	2 84	Josephow	11 10	2 49	...
161½	7 32	5 49	3 5	**Kreslawka** .....arr.	7 20	8 28	...	161	7 39	5 47	3 4	**Dunaburg** ...arr	11 35	3 15	...
...	...	...	...	,, ...dep.	7 30	8 38	...	...	...	...	...	...	a.m.	p.m.	p.m
178½	8 7	6 6	3 37	Balbinowo	7 52	8 59	...	...	...	...	...	,, ...dep.	6 10	...	9 10
195	8 82	6 62	3 68	**Drissa** .....arr.	9 4	10 10	...	161	8 19	6 15	3 42	Nitzgall	7 5	...	10 5
...	...	...	...	,, ...dep.	9 14	10 20	...	148½	8 97	6 73	3 74	Lievenhof	7 49	...	10 49
212½	9 63	7 23	4	Borkowitschi	10 10	11 12	...	216	9 78	7 34	4 8	**Kreutzburg** ...arr	8 32	...	11 3
234½	10 62	7 97	4 43	**Polotzk**.....arr	11 15	12 10	...	...	...	...	...	,, ...dep.	8 52	5 36	1 52
...	...	...	...	,, ...dep.	11 30	12 23	...	238	10 77	8 8	4 49	Kokenhusen	9 45	6 30	12 45
256½	11 61	8 71	4 84	Obol	12 31	1 21	...	251½	11 37	8 53	4 74	**Romershof** ...arr.	10 13	7 5	1 15
271	12 37	9 21	5 12	**Strotino** .....arr	1 12	2 1	...	...	...	...	...	,, ...dep.	10 30	7 20	1 30
...	...	...	...	,, ...dep.	1 20	2 9	...	275	12 45	9 34	5 19	Oger	11 29	8 23	2 27
283	12 81	9 61	5 34	Staroje Selo.....	2 3	2 50	...	285	12 90	9 64	5 38	Kurtenhof	12 0	8 53	3 0
296½	13 41	10 6	5 59	**Witebsk**.....arr.	2 45	3 3	...	296½	13 41	10 6	5 59	**Riga** ..... arr	12 30	9 25	3 30

OTTOMAN RAILWAY—SMYRNA to AIDIN.

Branch Trains between Smyrna, Boudja, and Seidikeuy.

Eng. Miles	Departure from	Week Days. 1	2	3	4	5	6		SUNDAYS. 1	2	3	4	5	6	7		On Week days.
Dist.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		
—	Smyrna.....	6 15	7 0	8 30	3 45	5 30	7 0	...	7 0	8 30	10 30	2 45	4 45	5 45	7 0	...	
5½	Boudja	6 45	8 10	9 20	4 10	6 40	7 30	...	8 10	9 20	11 0	4 10	5 10	7 0	8 10	...	
8½	Seidikeuy	...	7 45	...	...	6 15	...	...	7 45	...	...	...	...	6 30	...	...	

MAIN LINE TRAINS.

Eng. Miles.	Fares. 1 Cl	2 Cl	3 Cl.	Stations.	Week Days.		SUNDAYS 1	2	Eng. Miles.	Stations.	Week Days.		SUNDAYS 1	2
Dis.	Pia	stres			a.m.		a.m.	a.m	Dis.		a.m.	p.m.	a.m	a.m
—	—	—	—	**Smyrna Point dep**	8 30	...	4 30	8 30	—	**Aidin** .....dep.	5 15	...	8 15	12 0
1½	2	2	1	Caravan Bridge	8 40	...	4 35	8 35	64	Kara Bounar.....	8 30	...	8 30	...
4	4	3	2	Paradise	8 50	...	4 50	8 50	10	Herbeyli	8 45	...	8 45	...
5½	5	...	3½	Boudja.....	...	...	...	...	13½	Deirmendjik	9 0	...	9 0	12 50
8½	8	6	4	Seidikeuy	9 10	...	5 10	9 10	18	Balachik	9 20	...	9 20	...
13½	16	12	8	Djumaovasal	9 25	...	...	9 25	27½	Azizeh	10 0	...	10 0	...
17½	22	16	11	Develikeuy.....	9 35	...	...	9 35	32½	**Ayasoulouk**	10 20	...	10 20	2 40
22½	30	21	14	Kayas	9 50	...	...	9 50	39½	Kos Bounar	11 0	...	11 0	...
26½	36	25	17	Irlanda	10 10	...	...	10 10	44	Gelat	11 10	...	11 10	...
30	40	28	20	Turbali.....	10 25	...	6 10	10 25	50½	Turbali.....	11 40	...	11 40	3 40
34½	48	35	24	Gelat.....	10 40	...	...	10 40	54	Irlanda	11 55	...	11 55	...
41	55	40	30	Kos Bounar	11 0	...	...	11 0	58½	Kayas	12 10	...	12 10	...
44	60	44	35	**Ayasoulouk**	11 20	...	7 10	11 20	63½	Develikeuy.....	12 20	...	12 20	4 20
53½	70	53	42	Azizieh	12 0	...	...	12 0	67½	Djumaovasal	12 50	...	12 50	...
61½	80	62	48	Balachik	12 30	...	8 40	12 30	72	Seidikeuy	1 10	...	1 50	5 30
67	88	66	52	Deirmendjik	12 50	...	9 0	12 50	...	Boudja.....	...	...	...	...
70½	90	70	55	Herbeyli	1 5	...	...	1 5	76½	Paradise	1 30	...	1 30	5 0
74½	96	73	57	Kara Bounar.....	1 20	...	...	1 20	79½	Caravan Bridge	1 55	...	1 55	6 10
80½	100	77	60	**Aidin** .....arr.	1 45	...	9 10	1 45	80½	**Smyrna**.....arr.	2 0	...	2 0	6 15

Special Trains from Smyrna to Ephesus (Ayasoulouk Station) on 8 or 3 hours' notice, at the following rates:—

FIRST CLASS, all charges included,

For 5 Persons or under.....£10 sterling.
,, 10 ,, or over 5.....£4 ,,
,, 15 ,, or over 10.....£6 ,,

For every Passenger over the number 15.....£1 each.

ROUMANIA — The States Railway.

Kils.	Stations.	1—3	1—3	4 & 3	1 & 3
Dis.			a.m.	p.m.	p.m.
	Bucharest ..... dep	...	8 30	3 30	5 40
37½	Ploesti	...	10 30	5 15	8 23
62½	,, ...	...	1 45	9 0	...
102½	Braila ..... arr	a.m.	4 51	11 11	...
	,, ... dep	7 25	5 5	11 25	...
155½	Barboni ..... arr	9 15	5 45	12 10	...
	,, ... dep	9 45	5 50	12 30	...
167½	Galats ..... arr	10 25	6 30	1 20	...
	,, ... dep	7 40	...	11 0	...
155½	Barboni ..... ,,	8 30	...	12 25	...
208	Tecucia ..... arr	10 52	...	2 45	...
	,, ... dep	12 0	...	5 0	...
211½	Berlad ..... arr	1 4	...	7 14	...
260	Tecucia ..... dep	11 10	...	3 0	...
264	Bacau	3 0	...	5 56	...
291½	Roman ..... arr	4 18	...	8 16	...
	Roman ..... dep	4 33	...	8 52	...
	Jassy ..... arr	9 33	...	1 3	...
	Lemberg ..... ,,	3 5	...	10 13	...
	Vienna ..... ,,	7 10	p.m.	5 3	...
	Bucharest ..... dep	7	3 0	...	...
62	Pitesci (668) ..... arr	12 10	8 5	...	...

Stations.				1 & 3
			a.m.	a.m.
Vienna	dep	...	6 0	10 55
Lemberg	,,	...	12 30	6 50
Jassy	,,	...	7 0	2 45
Roman	arr	...	11 25	6 9
Roman	dep	...	1 30	9 20
Bacau		...	3 3	10 59
Tecucui	arr	a.m.	6 44	2 35
Berlad	dep	8 20	4 0	...
Tecucui	arr	10 34	6 4	...
,, ...	dep	...	7 0	2 55
Barboni	arr	...	9 40	5 10
Galats		a.m.	10 25	6 15
,, ...	dep	9 0	8 20	4 30
Barboni	arr	9 35	9 25	5 5
,, ...	dep	9 45	9 45	5 25
Braila	arr	10 20	10 50	6 10
,, ...	dep	10 35	...	6 20
Buzeu		a.m. 2 15	...	9 40
Ploesti		7 0 5 10	...	11 53
Bukarest	arr	9 42 7 9	...	1 30
Pitesci	dep	7 0 4 30	...	...
Bucharest	arr	11 46 9 46	...	...

BUKAREST and GIURGEVO (67 Kils.)

Bukarest—Depart 8.0 a.m. and 3.0 p.m.
Giurgevo—Arr. 10.0 a.m. and 6.0 p.m.

Giurgevo—Depart 7.30 a.m. and 1.30 p.m.
Bukarest—Arr. 9.57 a.m. and 3.57 p.m.

TURKISH RAILWAYS—THE DANUBE AND BLACK SEA RAILWAY, and Kustendjie Harbour Company (Limited.)

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	Trains run in conjunction with the Danube Steamers.	K.M.	Stations.	1, 2, 3	1, 2, 3
Dis.	pias.	pias.	pias.		a. m. noon			Dis.		a. m.	p. m.
—	—	—	—	Kustendjie ..... dep	10 0 12 0	...		—	Tchernavoda... dep.	10 3	4 0
23	20	13	6	Moorfatlar	11 0 1 0	...		16	Medjidie	11 30	5 0
35	25	13	8	Medjidie	11 40 1 40	...		27	Moorfatlar	12 20	5 50
56	40	26	...	Tchernavoda..... arr.	12 20 2 20	...		40	Kustendjie ..... arr	1 20	6 40

The times of starting, etc. are variable.

VARNA RAILWAY.

Distance, English Miles	£1 = 110 pias. Fares. 1 Cl. P. p.	2 Cl. P. p.	3 Cl. P. p.	DOWN TRAINS.	1, 2, 3 a.m.		UP TRAINS.	1, 2, 3 a.m.	
—				Rustchuck...dep.	7 30	...	Varna.....dep.	7 40	...
13	14 0	10 0	7 0	Tchernavoda.....	8 20	...	Gubedjie	8 17	...
25	26 0	18 20	13 0	Vetova	9 15	...	Pravady	9 36	...
44	47 0	33 0	23 20	Rasgrad	10 54	...	Shumla Road.....	11 22	...
58	62 0	46 20	31 0	Ishiklar	11 51	...	Sheytanjik	12 54	...
70	74 20	56 0	37 15	Sheytanjik *(Buffet)*	1 6	...	Ishiklar	2 7	...
88	94 0	70 20	47 0	Shumla Road.....	2 31	...	Rasgrad	3 11	...
107	115 0	85 0	57 20	Pravady	3 52	...	Vetova	4 35	...
128	137 0	102 20	68 20	Gubedjie	5 18	...	Tchernavoda.....	5 50	...
140	150 0	112 0	75 0	Varna..... arr.	6 1	...	Rustchuck ...arr.	6 15	...

Bournabat and Smyrna.

Stations. Up and Down.	Trains Week Days. 1	2	3	4	5	6	7	8	9	Trains Sundays. 1	2	3	4	5	6	7	8	9
	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.
Smyrna ..... dep.	6 15	7 15	8 15	9 15	12 0	3 40	4 40	5 40	6 40	7 15	8 30	10 15	12 0	3 0	4 0	5 0	5 45	6 45
Bournabat ..... dep.	6 45	7 45	8 45	9 45	1 40	4 10	5 10	6 10	7 10	7 40	9 0	10 40	12 20	3 30	4 30	5 30	6 15	7 15

SMYRNA AND CASSABA.

Miles	Fares. Piastres. SINGLE.	RETURN.		Stations. Up.	WEEK DAYS. 1	2	SUNDAYS 1	2	Stations. Down.	WEEK DAYS. 1	2	SUNDAYS 1	2
Dis.					a.m.	p.m.	a.m.	p.m.		a.m.	p.m.	a.m.	p.m.
3	3	4	3	Bournabat ..... dep.	6 45	1 40	7 4	12 20	Cassaba ..... dep.	6 15	2 30	7 5	2 25
9	4	3	6	Smyrna ..... dep.	7 10	2 0	8	2 0	Chobanlesia	6 40	2 55	7 30	2 55
12	10	6	20	Cordelio	7 35	2 25	8 25	2 25	Magnesia ..... arr.	7 5	3 20	7 55	3 15
12	10	6	20	Chighlly	7 55	2 40	8 40	2 40	,, ... dep.	7 15	3 30	8 5	3 25
18	14	9	27	Culoudjak	8 5	2 55	8 55	2 55	Horos Keui	7 22	3 37	8 12	3 32
24	18	13	36	Menemen ..... arr.	8 20	3 10	9 15	3 10	Ghiaour Keui	7 41	4 1	8 31	4 1
				,, ... dep.	8 27	3 15	9 17	3 15	Emir Aslem	8 13	4 37	9 3	4 37
32	26	17	49	Emir Aslem	8 39	3 27	9 29	3 27	Menemen ..... arr.	8 26	4 46	9 16	4 46
37	32	24	60	Ghiaour Keui	9 12	4 4	10 2	4 4	,, ... dep	8 37	4 55	9 25	4 55
43	36	27	69	Horos Keui	9 31	4 23	10 21	4 23	Culoudjak	8 52	5 10	9 40	5 10
48	38	28	72	Magnesia ..... arr.	9 38	4 30	10 28	4 30	Chighlly	9 6	5 24	9 54	5 24
				,, ... dep.	9 48	4 40	10 38	4 40	Cordelio	9 2	5 38	10 8	5 38
54	44	34	87	Chobanlesia	10 18	5 4	11 8	5 4	Smyrna ..... arr.	9 47	6 5	10 15	6
63	56	46	103	Cassaba ..... arr.	10 35	5 20	11 30	5 20	Bournabat ..... arr	12 16	6 55	12 15	7

Remarks.—Every Saturday an Extra Train will leave Smyrna at 7.40 p.m., and return from Bournabat at 8.10 p.m.

EGYPTIAN GOVERNMENT RAILWAY.—ALEXANDRIA to CAIRO.—DISTANCE, 131 Miles.

Distance	Fares. 1st class	Fares. 2nd class	Fares. 3rd class	Stations.	Trains. 1 Ex.	Trains. 2, 3 class	Trains. 4, 5 class
Miles.	T. P.	T. P.	T. P.		a.m.	a.m.	p.m.
—	—	—	—	Alexandria.....dep.	8 0	9 45	2 10
17 28	18 0	8 20	5 20	Kafr-Dawar	...	10 35	3 40
24 36	21 20	14 0	9 0	Abou-Hummus	...	10 52	3 57
34 53	29 20	19 0	12 0	Damanhoor	9 15	11 35	4 40
54 68	4	0 27	0 17	0 Teh-el-Barood	...	12 4	5 10
63 46	50	0 32	20 20	Kafr-Zayat .....arr.	10. A.	12 25	5 46
—	—	—	—	,, (Buffet) dep.	10 30	12 45	5 3
76 40	58 20	38	0 24	0 Tantah	10 45	1 14	6 34
87 70	67 20	43 20	27 20	Birket-el-Sab	11 6	1 49	6 4
101 60	78	0 50	20 31	20 Benha	11 38	2 27	6 42
109 40	84	0 54	20 34	0 Tooh	...	2 49	7 3
121 20	95	0 60	20 37	20 Callioub	...	3 22	7 37
131	100	20 65	20 40	20 Cairo .....arr.	12 20	3 40	7 55

Distance	Fares. 1st class	Fares. 2nd class	Fares. 3rd class	Stations.	Trains. 1 Ex.	Trains. 2, 3 class	Trains. 4, 5 class
Miles.	T. P.	T. P.	T. P.		a.m.	a.m.	p.m.
—	—	—	—	Cairo .....dep.	8 0	9 45	2 10
7 10	7 20	5 0	3 0	Callioub	...	9 58	2 23
14 20	11	0 7	20 4	0 Tooh	...	10 27	2 52
21 30	15	0 9	0 6	0 Benha	8 57	10 53	3 18
33 42	23	0 15	0 9	0 Birket-el-Sab.....	9. 34	11 31	3 51
42 52	27	20 18	20 11	20 Tantah	9 50	12 5	4 25
50 60	33	20 23	0 14	0 Kafr-Zayat .....arr.	10 10	12 27	4 47
—	—	—	—	,, ...dep.	10 30	12 47	5 2
58 70	38	20 23	20	Teh-el-Barood	...	1 13	5 10
71 0	44	20 28	20	Damanhoor	11 20	1 47	6 18
79 0	51	30 31	20	Abou-Hummus	...	2 23	6 38
87 0	57	0 35	0	Kafr-Dawar	...	2 55	7 10
100 20	65	20 40	20	Alexandria .....arr.	12 30	3 30	7 45

Fares.—The 1st and 2nd class fares by the 8.0 a.m. Cairo-Alexandria Express Train are as follows:—

	Egyp. piastres.		Egyp. piastres.
Alexandria to Damanhoor, 1st class	35	2nd class	23
,, ,, Kafr-Zayat ,,	50	,,	33
,, ,, Tantah ,,	60	,,	45
,, ,, Birket-el-Sab ,,	80	,,	52
,, ,, Benha ,,	90	,,	60
,, ,, Cairo ,,	120	,,	77

	Egyp. piastres.		Egyp. piastres.
Cairo to Benha	1st class 27	2nd class	17
,, ,, Birket-el-Sab	,, 40	,,	25
,, ,, Tantah	,, 51	,,	39
,, ,, Kafr-Zayat	,, 61	,,	38
,, ,, Damanhoor	,, 80	,,	54
,, ,, Alexandria	,, 120	,,	77

N.B —Fares of passengers going to or from leaving Alexandria by the 8 a.m. Express Train will, of course, be subject to the increase as far as Benha.

The Fares and Freights on the Egyptian Railway have been increased Fifteen per cent since 19th September, in consequence of the enhanced price of Fuel.

SUEZ to CAIRO, via Ismâïlia and Zagazig.—DISTANCE, 155 Miles.

Distance	Fares. 1st class	Fares. 2nd class	Fares. 3rd class	Stations.	1 2 3 class	Trains. 1st class	Trains. 2nd class	Trains. 3rd class
Miles.	T. P.	T. P.	T. P.		a.m.	T. P.	T. P.	T. P.
—	—	—	—	Suez .....dep.	8 0	—	—	—
9 0	6 0	3 20		Shalouffe	8 38	7 20	5 0	3 0
17 20	11 20	7 0		Geneffe	9 10	11 0	7 20	4 20
27 0	17 20	11 0		Faïd	9 50	16 20	11 0	6 20
35 0	22 20	14 0		Serapeum	10 19	20 0	20 0	12 0
41 20	26 20	16 20		Nefiche	10 44	24 20	23 0	14 0
46 20	29 20	18 20		Ismaïlia ¶ ....arr	11 0	40 0	26 20	16 0
				.....dep	11 15	—	—	—
52 0	33 20	21 0		Mahsame	11 48	48 0	30 0	19 20
62 20	40 20	25 20		Tel-el-Kibir	12 35	53 20	35 20	21 20
68 0	44 0	27 20		Abu Hamad	1 20	64 0	42 20	26 0
76 0	49 20	31 0		Zagazig.....arr	1 47	79 20	52 20	32 20
—	—	—	—	,, (Buffet) dep	2 10	—	—	—
81 20	53 0	33 0		Bordein	—	74 20	49 20	30 20
86 0	56 0	35 0		Bilbeis	—	81 0	53 20	33 0
99 20	65 0	40 20		Seibis-el-Kanater	—	89 0	58 20	36 0
105 0	68 20	42 20		Nawa	—	98 0	64 20	40 0
109 20	71 0	44 0		Callioub.....	—	107 20	70 0	43 20
116 20	76 20	48 0		Cairo .....arr	—	116 20	76 20	48 0

¶ The Egyptian Post Steamer leaves Ismailia for Port Said every morning about 8, accomplishing the journey (60 miles) in about 7 hours. The Suez Canal Company's Boat which sails at 7.30 a.m. every alt rnate day, is far superior in size and comfort, and the fare very much lower. The 1st class fare by the Government Steamers is 18s. 9d.

ALEXANDRIA and RAMLE RAILWAY.—DISTANCE, 5 Miles.

ALEXANDRIA Dep. Locomotive.	Locomotive.	Dep. from RAMLE. a.m.	Locomotive.
7 0 a.m.	1 30 p.m.	6 0 By Horse	1 0 p.m.
8 0 ...	2 0 ...	7 10 Locomo.	2 30 ...
9 0 ...	4 0 ...	8 30 ...	3 30 ...
10 0 ...	5 0 ...	9 30 ...	4 30 ...
11 0 Sundays	6 0 ...	10 30 ...	5 30 ...
12 30 a.m.	7 0 ...	11 30 Sundays	6 30 ...
	8 0 By Horse	7 10 ...	...

A Special Horse Train every night.—Depart from Ramle, (H. O. Schutz Station,) to Alexandria, at 10 p.m.; and from Alexandria to Ramle, at 11 30 p.m. N.B.—Subscribers and free passages are excluded from this train.

A Special Train usually leaves Suez and Alexandria at 6.0 p.m. on the day the Steamers arrive with the Indian Mails and Passengers; but Passengers from Southampton usually await at Alexandria the arrival of those coming from Brindisi.

Omnibus Fares.—From the Marina to the Square, and vice versa, 2 T. P.; from the Square to the Ramle Railway and vice versa, 1 T. P. The Vice-Royal Post-Office receives despatches to be sent by above trains until 7 a.m., and 1 p.m.

SUEZ to CAIRO, via SUEZ.—DISTANCE, 191 Miles.

Stations.	1 2 class	Trains. 1st class	Trains. 2nd class	Trains. 3rd class
	a.m.	T. P.	T. P.	T. P.
Suez .....dep	9 0	9 30		
Callioub	9 36			
Nawa	9 59			
Seibin-el-K.	10 28			
Rilbeis	11 41			
Bordein	12 9			
Zagazig arr	2 30			
,, dep	14 32			
Abu Hamad	2 8			
Tel-el-Kibir	2 32			
Mahsame ...	3 12			
Ismailia ar	3 55			
,, dep	4 10			
Nefiche	4 21			
Serapeum ...	4 46			
Faïd	5 20			
Geneffe	5 55			
Shalouffe ...	6 28			
Suez.....arr	7 0	7 0		

Via Benha, the best route.

Stations.	1 2 3 class	Trains. 1st class	Trains. 2nd class	Trains. 3rd class
	a.m.	T. P.	T. P.	T. P.
Cairo ....dep	9 0	9 30		
Callioub	9 36			
Nawa	9 59			
Seibin-el-K.	10 28			
Rilbeis	11 41			
Bordein	12 9			
Zagazig arr	2 30			
,, dep	14 32			
Abu Hamad	2 8			
Tel-el-Kibir	2 32			
Mahsame ...	3 12			
Ismailia ar	3 55			
,, dep	4 10			
Nefiche	4 21			
Serapeum ...	4 46			
Faïd	5 20			
Geneffe	5 55			
Shalouffe ...	6 28			
Suez.....arr	7 0	7 0		

BRANCH LINE to FAYOUM.—DISTANCE, 25 Miles.

Stations.	1 2 3 class	Trains. 1st class	Trains. 2nd class	Trains. 3rd class
	a.m.	T. P.	T. P.	T. P.
Wasta .....dep	9 34			
El Lahun	10 0			
El Wasta ar	10 30			

Stations.	1 2 3 class	Trains. 1st class	Trains. 2nd class	Trains. 3rd class
	p.m.	T. P.	T. P.	T. P.
Wasta .....dep	1 57			
Minet-el-Amb	2 28			
Benha ...dep	3 0			
Zagazig...arr	4 30			

Stations.	1 2 3 class	Trains. 1st class	Trains. 2nd class	Trains. 3rd class
	a.m.	T. P.	T. P.	T. P.
Benha ...dep	12 0			
Minet-el-Amb	12 30			
Zagazig...arr	1 30			

Stations.	1 2 3 class	Trains. 1st class	Trains. 2nd class	Trains. 3rd class
	p.m.	T. P.	T. P.	T. P.
Zagazig...dep	1 57			
Minet-el-Amb	2 28			
Benha ...arr	3 0			

Stations.	1 2 3 class	Trains. 1st class	Trains. 2nd class	Trains. 3rd class
	a.m.	T. P.	T. P.	T. P.
Wasta .....dep	9 34			
El Lahun	10 0			
El Wasta ar	10 30			

Fares.—Alexandria to S. C. Schutz Station, and vice versa, 1st cl., 6 T. P.; 2nd cl., 4 T. P.; 3rd cl., 2 T. P.; Night train, 10 T. P. Baggage.—3 Months, 1 cl., £7; 2 cl., £5; 3 Months, 1st cl., £10; 2nd cl., £8; 1 Year, 1st cl., £12; 2nd cl., £10.

LOWER EGYPT.

DAMIETTA to TANTA.—Distance 72 Miles.

Miles	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains.	Miles	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains.
Dis.	T. P.	T. P.	T. P.		a.m.	Dis.	T. P.	T. P.	T. P.		p.m.
—	—	—	—	**Damietta** ..... dep	7 0 ...	—	—	—	—	**Tanta** ..... d. p	2 0 ...
21	1 20	0	0 6	20 Kafr Terrah	7 57 ...	51	8 0	5 0	3 0	Mohallet Roh	2 37 ...
21	2 14	0	9 0	Shibin	8 20 ...	43	1 3 0	8 20	5 0	Mohallet Kibir	2 58 ...
33	3 20	22	0 14	0 **Talka**	9 10 ...	28	1 6 20	11 0	6 20	Samanhood	3 31 ...
43	4 28	0	18	0 Samanhood	9 56 ...	21	2 6 0	17 0	10 20	**Talka** ..... arr.	4 19 ...
46	4 20	30	20	9 20 Mohallet Kibir	10 19 ...	18	2 3 8 0	25 0	15 20	Shibin	5 2 ...
51	5 20	34	0 21	20 Mohallet Roh	10 51 ...	7	2 4 4 0	29 0	18 0	Kafr Terrah	5 30 ...
72	5 20	49	0 24	20 **Tanta** ..... arr	11 20 ...	—	2 5 20	9 0	0 24 20	**Damietta** ..... arr.	6 17 ...

ZIFTE to MOHALLET ROH.—Distance 23½ Miles

					a.m.						p.m.	
—	—	—	—	**Zifte** ..... dep	8 0	...	—	—	—	**Mohallet Roh** ..... dep	3 5	...
...	6 20	4 20	3 0	Santa	8 36	...	...	2 20	1 20	1 1	Kourascle	3 24	...
...	15 20	10 20	6 20	Kourascle	9 21	...	...	11 20	7 20	4 20	Santa	4 9	...
...	18 0	12 0	7 20	**Mohallet Roh** ..... arr	9 37	...	...	18 0	12 0	7 20	**Zifte** ..... arr	4 38	...

TANTA to SCIBIN-EL-COM.—Distance 18½ Miles.

					a.m.						p.m.	
—	—	—	—	**Tanta** ..... dep	11 18	...	—	—	—	—	**Selbin-el-Com** ..... dep	1 20	...
...	6 0	4 0	2 20	Tala	12 22	p.m.	...	8 20	5 20	3 20	Tala	2 1	...
...	14 20	9 20	6 0	**Scibin-el-Com** ..... arr	12 53	p.m.	...	14 20	9 20	6 0	**Tanta** ..... arr	2 25	...

MANSOURAH to ZAGAZIG.—Distance 46½ Miles.

					a.m.						p.m.	
—	—	—	—	**Mansourah** ..... dep	9 30	...	—	—	—	—	**Zagazig** ..... dep	2 10	...
...	10 0	7 0	4 0	Sunbellanen	10 25	...	...	6 0	4 0	2 2	Hihia	2 44	...
...	17 0	11 20	7 0	Abu Shekouk	11 2	...	...	11 20	7 20	4 20	Abu Kibir	3 7	...
...	24 0	16 0	10 0	Abu Kibir	11 40	...	...	18 20	12 0	7 20	Abu Shekouk	3 45	...
...	29 20	19 20	12 0	Hihia	12 3	...	...	25 20	16 20	10 20	Sunbellanen	4 27	...
...	35 20	23 20	14 20	**Zagazig** ..... arr	12 27	...	...	35 20	23 20	14 20	**Mansourah** ..... arr	5 7	...

DESSOUK to TANTA.—Distance 46½ Miles.

On Mondays, Thursdays, and Saturdays.

					a.m.						p.m.	
—	5 20	3 20	2 0	**Dessouk** ..... dep	8 30	...	—	—	—	—	**Tanta** ..... dep	2 20	...
...	11 0	7 0	4 0	Sunbas	8 59	...	...	8 0	5 0	3 0	Mohallet Roh	2 49	...
...	19 0	12 0	7 20	Nashart	9 12	...	...	11 0	10 20	6 20	Kotour	3 45	...
...	28 0	17 20	11 0	Kotour	10 11	...	...	25 0	15 20	9 20	Nashart	4 44	...
...	36 0	22 20	14 0	Mohallet Roh	11 7	...	...	30 20	19 0	12 0	Sunbas	4 57	...
...	36 0	22 20	14 0	**Tanta** ..... arr	11 36	...	...	36 0	22 20	14 0	**Dessouk** ..... arr	5 26	...

BENHA to ZAGAZIG.—Distance 24 Miles.

					noon						p.m.	
—	—	—	—	**Benha** ..... dep	12 0	...	—	—	—	—	**Zagazig** ..... dep	1 57	...
...	9 0	6 0	4 0	Minet-el-Gamh	12 34	...	...	9 0	6 0	4 0	Minet-el-Gamh	2 31	...
...	18 0	12 0	8 0	**Zagazig** ..... arr	1 3	...	...	18 0	12 0	8 0	**Benha** ..... arr	3 0	...

BENHA to MITBEREH.—Distance 8 Miles.

					p.m.						p.m.	
—	—	—	—	**Benha** ..... dep	3 15	...	—	—	—	—	**Mitbereh** ..... arr	3 50	...
...	6 0	4 0	2 20	**Mitbereh** ..... arr	3 35	...	...	6 0	4 0	2 20	**Benha** ..... dep	4 10	...

CAIRO to KALAAT SAIDIEH (Barrage.)—Distance 17½ Miles.

					a.m.						a.m.	
—	7 20	5 0	3 0	**Cairo** ..... dep	8 0	...	—	—	—	—	**Kalaat Saidieh** ..... dep	10 0	...
...	13 20	9 0	5 20	Calioub	9 14	...	...	6 0	4 0	2 20	Calioub	10 30	...
...	13 20	9 0	5 20	**Kalaat Saidieh** ..... arr	9 21	...	...	13 20	9 0	5 20	**Cairo** ..... arr	10 51	...

Re-Opening of the Phallerum Branch.—The delightful bathing ground of Phallerum Bay is situate about 5 miles from Athens, where the Railway Company has erected commodious Baths and an open-air Theatre, where the best Italian Operas are played every night. Table d'Hôte at the Station at 6 p.m.

Train service. From Athens, 5.30, 6.30, 7.30, and 8.30 a.m.; 4.30, 5.30, 6.30, 7.30, 8.30, 9.30, and 10.30 p.m. From Phallerum, 6.0, 7.0, 8.0, and 9.0 a.m.; 5.0, 6.0, 7.0, 8.0, 9.0, 10.0, and 11.0 p.m., and Special Trains after if necessary. **Fares**—Athens to Phallerum and Back: 1st Class, 1 drachme 30 lepias; 2nd class, 1 drachm 15 lepias, including admission to Theatre.

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UPPER EGYPT LINE.

EMBABE to EL RODAH.—Distance 176½ Miles.

The Trains on the Upper Egypt Line leave Embabe and Roda punctually, but as these Trains also carry goods, they do not always reach the Terminal Stations according to time table.

Miles	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 2, 3
	P.	P.	P.		a.m.
—	—	—	—	Embabe ..... dep	8 0 ...
—	3 20	2 20	1 20	Ghizeh ..... arr	9 17 ...
—	9 20	6 20	4 0	,, (or Memphis...d)	8 12 ...
—	...	...	...	Bedresheyn [& Sakhara]	9 17 ...
—	17 30	12 0	7 10	Kafr el Ayat	10 8 ...
—	26 10	19 0	11 20	El Wasta	11 20 ...
—	33 10	22 10	13 30	Ashmant	11 49 ...
—	38 10	25 20	15 20	Beniisouef ..... arr	12 13 ...
				,, ... dep	12 28 ...
—	44 30	29 30	18 10	Biibeh	1 5 ...
—	48 30	32 30	19 30	El Fashn	1 21 ...
—	55 10	36 30	22 20	Megag	2 12 ...
—	60 30	40 20	24 30	Beni Mazar	2 44 ...
—	66 20	44 20	27 0	Kolosa	3 17 ...
—	68 30	46 0	28 0	Samalloot	3 33 ...
—	76 10	51 0	31 0	Minieh ..... arr	4 11 ...
	...	...	...	,, ... dep	4 23 ...
—	90 0	60 10	36 20	Rodah ..... arr	5 46 ...

Miles	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1, 2
	P.	P.	P.		a.m.
—	—	—	—	Rodah ..... dep	7 0 ...
—	13 30	9 10	5 20	Minieh ..... arr	8 23 ...
—	21 10	14 10	8 20	,, ... dep	8 35 ...
—	...	...	...	Samalloot	9 18 ...
—	28 30	15 30	9 20	Kolosa	9 34 ...
—	29 10	19 30	11 30	Beni Mazar	10 7 ...
—	34 30	23 20	14 0	Megaga	10 44 ...
—	41 10	27 30	16 30	El Fashn	11 21 ...
—	45 10	30 20	18 10	Biibe	11 46 ...
—	51 30	34 30	21 0	Beniisouef ..... arr	12 10 ...
	...	...	...	,, ... dep	12 31 ...
—	56 30	38 0	23 0	Ashmant	1 2 ...
—	61 30	41 10	25 0	El Wasta	1 44 ...
—	72 10	48 10	29 10	Kafr-el-Ayat...[& Sakhara]	2 28 ...
—	80 30	53 30	32 20	Bedresheyn (for Memphis	3 34 ...
—	86 30	57 30	35 0	Ghizeh ..... arr	4 4 ...
	...	...	...	,, ... dep	4 29 ...
—	90 0	60 10	36 20	Embabe ..... arr	4 46 ...

EL FAYOUM to ABOUXA.—Distance 15½ Miles.

					a.m.							p.m.	
—	—	—	—	El Fayoum ..... dep	6 0	...	—	—	—	—	Abouxa ..... dep	6 0	—
—	10 20	7 10	4 20	Abouxa ..... arr	6 52	...	...	10 20	7 10	4 20	El Fayoum ..... arr	6 52	—

ABOUXA to EL FAYOUM and EL WASTA.—Distance 40½ Miles.

					a.m.							p.m.	
—	—	—	—	Abouxa ..... dep	8 0	...	—	—	—	—	El Wasta	2 0	—
—	10 30	7 10	4 20	El Fayoum ..... arr	8 52	...	—	13 20	9 0	5 20	El Kdosa	3 22	—
—	...	...	...	,, ... dep	9 20	...	—	...	...	...	El Fayoum ..... arr	3 30	—
—	13 30	9 10	5 20	El Kdosa	9 51	...	—	16 20	11 0	6 20	,, ... dep	4 0	—
—	27 10	18 10	11 0	El Wasta ..... arr	10 58	...	—	27 10	18 10	11 0	Abouxa ..... arr	4 52	—

MEGAGA to ABA-EL-QUAKF.—Distance 8 Miles.

					p.m.							a.m.	
—	—	—	—	Megaga ..... dep	2 37	...	—	—	—	—	Aba-el-Quakf ..... dep	10 10	—
—	5 20	3 20	2 0	Aba-el Quakf ..... arr	2 59	...	—	5 20	3 20	2 0	Megaga ..... arr	11 7	—

ABA-EL-QUAKF to BENI MAZAR.—Distance 9 Miles.

					p.m.							a.m.	
—	—	—	—	Aba-el-Quakf ..... dep	3 15	...	—	—	—	—	Beni Mazar ..... dep	10 5	—
—	6 0	4 0	2 20	Beni Mazar ..... arr	3 39	...	—	6 0	4 0	2 20	Aba-el-Quakf ..... arr	10 29	—

EGYPTIAN RAILWAYS.

Passengers wishing to proceed from Alexandria to Suez direct, must go by the Express Train which leaves Alexandria at 8 a.m., and join the Ordinary Train, which leaves Benha at noon for Zagazig and Suez, whilst those coming from Suez to Alexandria, must join at Benha the Ordinary which leaves Cairo at 2.7 p.m.

FARES from Alexandria to Suez (distance 224 miles) and *vice versa*—

By the Special Trains conveying Indian Passengers.

	£	s.	d.
1st class Adults	3	0	0
2nd ,, ,, ...	2	0	0

	£	s.	d.
1st ,, Children (3 to 10 years) ...	1	10	0
2nd ,, ,, ,, ...	1	0	0

All children under 3 years of age without exception are conveyed Free.

*** English lbs. are equivalent to 100 Egyptian Rotolis.

Allowance of Baggage to Passengers travelling by the Special Trains conveying Indian Passengers or Troops Wives to 336 lbs. to each 1st class passenger, and 200 lbs. to each 2nd class passenger, and half that quantity to each child of the respective classes, and that the only charge for overweight is 7 shillings per English cwt. of Baggage conveyed by this description of Train. The allowance for Baggage by the Express and Ordinary Trains in Lower Egypt is 80 rotolis to each 1st class passenger, 60 rotolis to each 2nd class passenger and 40 rotolis to each 3rd class passenger, overweight being charged at the rate of Eg. P. 40-20 or 8s. 4d. for every additional 100 rotolis from Alexandria to Cairo, and *vice versa*. Eg. P. 47-60 or 10s. 1d. for every additional 100 rotolis from Cairo to Suez and *vice versa*. Eg. P. 70-20 or 14s 6d. for every additional 100 rotolis from Alexandria to Suez and *vice versa*, and at the rate of Eg. P. 24-10 or 5s. for every additional 100 rotolis on the Upper Egypt Lines.

All the Passenger Trains on the Main Line, as well as the Branches in Lower Egypt, are Daily Trains, excepting the Tantah Dessouk Train, which only runs on Mondays Thursdays, and Saturdays, and the Cairo, Kalaat Sadieh Train, as well as the Benha, Mehereh Train which have no fixed days of departure; and in Upper Egypt, the Magaga to Aba el Quakf and the Beni Mazar to Aba el Quakf Trains, which only run 6 days in the year during the Fair.

The cost of a Special Train composed of 1 first-class carriage, 1 luggage trunk, and a break-van, to Cairo from Alexandria to Cairo (distance 131 miles including 1 mile to Boulac) or *vice versa*; half that amount for any distance not exceeding 65½ miles, and 12s. 6d. for every additional mile exceeding 131 miles.

THE EGYPTIAN RAILWAY VALUE OF

One English Sovereign	is Eg. P.	97	20	One Shilling	,,	4 86
,, 20 Franc Piece	,,	77	06	,, 5 Franc Piece	,,	19 30
,, Rupee	,,	9	5	,, Egyptian Piastre is equal to 40 Eg. Paras	,,	2 43

ATHENS and PIRÆUS RAILWAY.

From PIRÆUS, Sundays and Mondays, 4.35 a.m.; Daily, 5.35, 6.35, 7.35, 8.35, 9.35, 10.35, 11.35 a.m., 1.35 2.35, 3.35 4.35, 5.35, 6.35, 7.35 8.35, 9.35, and 10.35 p.m.

From ATHENS, Sundays and Mondays, 5.0 a.m.; Daily, 6.0, 7 0 8.0, 9.0, 10.0, 11.0 a.m., 12.0, 2.0 3.0, 4.0, 5.0, 6.0 7.0 8.0, 9 0, 10 0, and 11.0 p.m.

Fares—1st Class, 1 Drachma = 8½d; 2nd Class, 60 Lept. = 5½d; 3rd Class, 45 Lept. 4d.

ALGIERS and ORAN.—Chemins de Fer de Paris à Lyon et à la Méditerranée. (Chemins Algériens.)

Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3
Dis	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.
—	—	—	—	**Alger** ..... dep.	6 0	1 35	5 15
1	0 65	0 50	0 35	Agha	6 5	1 45	5 25
3½	0 65	0 50	0 35	Hussein-Dey	6 15	1 58	5 42
6½	1 25	0 90	0 70	Maison Carrée	6 26	2 15	5 56
9	1 70	1 25	0 90	Gué-de-Constantine	6 35	2 30	6 11
12½	...	...	...	Saba Ali	...	2 45	6 22
15½	2 90	2 20	1 60	Birtouta	6 54	3 1	6 36
22	4 15	3 10	2 30	**Boufarik**	7 22	3 35	7 12
27½	4 95	3 70	2 70	Beni-Mered	7 38	4 0	7 31
31	5 70	4 30	3 15	**Blidah**	8 2	4 29	7 56
36	6 50	4 85	3 55	La Chiffa	8 17	4 47	—
38½	7 05	5 30	3 90	Mouzaiaville	8 27	5 1	...
42½	7 75	5 80	4 25	El-Affroun	8 46	5 21	...
48	...	...	...	Oued Djer	9 5	5 43	...
56½	10 20	7 65	5 60	Bir-Mediena	9 35	6 23	...
62	...	...	...	Vesoue Benian	9 58	6 47	...
65½	13 25	9 25	6 80	Adalia	10 40	7 37	...
74	14 85	10 10	7 40	**Affreville** ..... arr.	11 2	7 59	...
				" ..... dep.	11 32	—	...
76½	15 50	10 40	7 65	Lavarande	11 47	—	...
79	19 0	12 25	9 0	Duperre	12 19	—	...
90	...	...	...	Oued Rouina	12 44	—	...
107	23 30	14 55	10 65	Les Attafs	1 8	—	...
113	...	...	...	Temouiga	1 27	—	...
118	26 40	15 60	11 45	Oued-Fodda	1 38	—	...
123	...	...	...	Barrage	1 58	—	...
125½	28 10	17 5	12 50	Pouteba	2 16	—	...
129½	...	...	...	**Orleansville** ..... arr	2 29	—	...
				" ..... dep.	3 14	—	...
138½	...	...	...	Oued-Sly	3 38	—	...
150½	...	...	...	Oued-Merdja	4 12	—	...
157½	...	...	...	Oued-Riou	4 32	—	...
163	...	...	...	Djidiouia	4 48	—	...
175	...	...	...	Les Salines	5 24	—	...
184½	...	...	...	**Relizane** ..... arr	5 51	—	a.m.
				..... dep.	6 24	5 56	5 50
195½	...	...	...	L'Hillil	7 1	—	6 36
205	...	...	...	Oued-Mahah	7 48	—	7 18
213½	...	...	...	Perrégaux	8 13	—	7 40
223½	...	...	...	L'Habra	8 35	p.m.	8 1
230	...	...	...	**St-Denis-du-Sig**	9 11	3 50	8 40
233½	...	...	...	L'Ougasse	9 24	4 3	8 55
236½	...	...	...	La-mare-d'Eau	9 41	4 22	9 11
245	...	...	...	Ste-Barbe-du-Tlélat	10 23	4 59	9 55
253½	...	...	...	Arbal	10 37	5 17	10 14
258½	...	...	...	Valmy	10 51	5 4	0 31
261½	...	...	...	La cenia	11 0	5 4	0 43
				Karguentuh ... arr.	11 13	6 2	10 56

[1 May.

Mls.	Fares. 1 cl	2 cl	3 cl	Stations.	Trains. 1,2,3	1,2,3	1,2,3
Dis.	fr. c	fr. c.	fr. c.		a.m.	a.m.	p.m.
—	—	—	—	**Karguentah** ... dep.	6 40	10 10	5 10
3½	0 95	0 50	0 35	La cenia	6 51	10 22	5 21
6	1 60	0 85	0 60	Valmy	7 0	10 39	5 35
10½	2 90	1 50	1 10	Arbal	7 14	10 58	5 53
16	4 15	2 20	1 65	Ste-Barbe-du-Tlélat	7 43	11 25	6 20
25	6 40	3 35	2 45	La Mare-d'Eau	8 16	11 5	6 54
28½	7 35	3 85	2 85	L'Ougasse	8 27	12 10	7 5
32	8 30	4 35	3 20	**St-Denis-du-Sig**	8 48	12 21	7 26
38½	9 95	5 20	3 80	L'Habra	9 6	—	7 48
47	12 15	6 40	4 70	Perregaux	9 32	...	8 20
55½	14 40	7 55	5 55	Oued Malah	10 2	...	8 55
66	17 10	9 0	6 60	L'Hillil	10 34	...	9 30
77½	20 15	10 60	7 75	**Relizane** ..... arr	11 1	...	10 0
...	...	...	...	" ..... dep.	11 31	...	...
86½	22 10	11 6	8 5	Les Salines	11 53	...	...
98½	25 45	13 35	9 80	Djidiouia	12 35	...	...
104	26 90	14 10	10 45	Oued-Riou	12 50	...	...
110½	28 65	15 05	11 0	Oued-Merdja	1 14	...	...
122½	31 70	16 65	12 20	Oued-Sly	1 47	...	...
13 ½	34 10	17 90	13 10	**Orleansville** ... arr	2 15	...	...
...	...	...	...	" ..... dep.	2 50	...	...
135	34 90	18 30	13 45	Pouteba	3 1	...	...
				Barrage	3 22	...	...
146	37 60	19 75	14 50	Oued-Fodda	3 39	...	...
				Temouiga	3 55	...	...
154	39 70	20 85	15 30	Les Attafs	4 11	...	...
161½	41 75	21 90	16 1	Oued Rouina	4 31	...	...
171	44 15	23 20	17 0	Duperre	5 17	...	...
184	47 50	24 95	18 30	Lavarande	6 2	...	...
188	48 30	25 3.	18 6	**Affreville** ..... arr	6 1	a.m.	...
...	...	...	...	" ..... dep.	6 55	6 30	...
205	...	...	...	Adalia	7 32	7 9	...
213½	...	...	...	Vesoue Benian	7 54	7 33	...
218½	...	...	...	Bou-Medfa	8 13	7 57	...
223½	...	...	...	Oued-Djer	8 34	8 15	...
241½	...	...	...	El-Affroun	8 52	8 40	...
245	...	...	...	Mouzaiaville	9 4	8 56	...
253½	...	...	...	La Chiffa	9 18	9 11	...
258½	...	...	...	**Blidah** ..... arr.	9 39	9 23	a.m.
...	...	...	...	" ..... dep.	9 50	9 35	5 55
274	...	...	...	Beni-Mered	10 11	9 51	6 11
281½	...	...	...	Boufarik	10 28	10 13	6 32
289½	...	...	...	Birtouta	10 47	10 36	6 54
296½	...	...	...	Saba Ali	...	10 47	7 13
302	...	...	...	Gué-de-Constantine	11 6	11 1	7 27
309½	...	...	...	Maison-Carrée	11 16	11 15	41
312½	...	...	...	Hussein-Dey	11 28	11 28	7 54
316½	...	...	...	Agha	11 36	11 43	8 9
320½	...	...	...	**Alger** ..... arr.	11 40	11 47	8 13

PHILIPPEVILLE to CONSTANTINE.—Chemins de fer de Paris à Lyon et à la Méditerranée. (Chemins Algériens.)

[1 June.

Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1, 2	3	1, 2, 3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.
—	—	—	—	**Philippeville** (Port) d	6 0	4 0	—
1	0 95	0 50	0 35	Philippeville (Goods)	6 6	3 6	—
6½	1 60	0 85	0 60	Safsaf	6 26	3 26	—
11½	3 5	1 60	1 1	Saint-Charles	6 46	3 46	—
14	4 65	2 45	1 80	Robertville	7 18	4 18	—
24½	7 35	3 85	2 85	Col-des-Oliviers	8 3	5 31	—
27	9 60	5 05	3 70	Condé-Smendon	9 12	6 12	—
41½	11 85	6 20	4 55	Binot	9 43	6 45	—
42½	12 60	6 70	4 95	Le Hamma	9 58	6 58	—
51½	13 90	7 30	5 35	**Constantine** ..... arr.	10 14	7 14	—

Mls.	Fares. 1 cl	2 cl.	3 cl.	Stations.	Trains. 1, 2, 3	1, 2, 3
Dis	fr. c.	fr. c.	fr. c.		a.m.	p.m.
—	—	—	—	**Constantine** ..... dep.	6 10	3 40
4	1 10	0 60	0 45	Le Hamma	6 56	3 56
8	2 10	1 10	0 80	Binot	7 9	4 9
16½	4 50	2 25	1 65	Condé-Smendon	7 43	4 43
25	6 5	3 45	2 55	Col-des-Oliviers	8 31	5 31
35½	9 30	4 85	3 55	Robertville	9 12	6 12
42	10 90	5 70	4 20	Saint-Charles	9 40	6 40
47	12 30	6 45	4 75	Safsaf	9 56	6 56
53	13 80	7 15	5 25	Philippeville (Goods)	10 16	7 16
53½	13 90	7 30	5 35	**Philippeville** (Port) ar	10 22	7 22

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LONDON AND NORTH WESTERN RAILWAY.—(General Manager, W. CAWKWELL, EUSTON.

Week Days.

Stations.	UP.																																			
Edinburgh dep.																																				
Glasgow																																				
Carlisle																																				
Preston																																				
Liverpool ...																																				
Leeds																																				
Manchester...																																				
Buxton																																				
Dublin.....																																				
Holyhead ...																																				
Chester																																				
Crewe																																				
Stafford ...																																				
Wolverhampton																																				
Wales I																																				
Dudley																																				
Birmingham ...																																				
Leamington																																				
Rugby																																				
Northampton ...																																				
Bletchley																																				
Euston ..... arr																																				

DOWN.

	a	m	a	m	a	m	a	m	a	m	m	n	p	m	p	m	p	m	p	m	p	m	p	m	p	m	p	m								
Euston ...d	p	6	15	7	15	7	30	9	0	10	0	10	10	11	0	12	0	2	45	3	0	4	0	5	10	6	0	8	25	8	40	9	0	9	15	
Bletchley ...						8	36	10	6					1210					3	51	4		8	6	8	6	10	8									
Northampton ..		8	0			9	13	1045						1257		1	55				6	52		7		9	7	55				11	0				
Rugby		8	15			9	30	11	4	1155		1210		1	20	2	7	4	45	5		7	0	7	14	8	13					11	0	1120			
Leamington ..		9	9					1030		1240				1		4	2	4	3	15			5	54		7	59	9	50								
Birmingham...		9	20					1039		12	5			1	13			3	0				6	10		8	10	9	10					1225			
Dudley		10	8					1115		1240				2	27			3	50				6	50		8	45	9	50								
Walsall		10	18					1145		1	0			2	15			4	35				7	10		9	5	9	40								
Wolverhamp...		10	6					1110		1245				2	15			4	5				6	53		8	45	9	50								
Stafford		9	50					1045		1220				1	23	3		3	40				6	42		8	40										
Crewe		10	17		0		113	1	12	1	45	2	5	3	55	4	38	6	40	7	28	8	45	9	28											
Chester		12	10		1	53						2	35					4	55	5	30	7	22	8	30			1015				1218				2	20	
Holyhead ...		4	25	1	50			6	15					8	35	10	0									1	0					3	5			4	55	
Dublin.....				6	20																											7	35				
Buxton		12	40			3	5							5	10	6	25	6	35	9	20	9	20													7	45	
Manchester...		11	45			12	30	2	15					3	10	5	20	5	40	7	40	8	30	10	0	1110										2	45	
Leeds						2	55	5	55					5	10	7	15	8	45	1050																	
Liverpool ...		11	50	12	40	1	0	2	45			3	0	5	30	6	15	7	45	9	0	10	0	11	25										3	15	
Preston		1	20	12	22			2	46	3	3	5	0	5	55							9	25			1140											
Carlisle						3	0					5	42	6	45	9	20																				
Glasgow						6	0					8	30	10	25																						
Edinburgh ...						5	50					8	2	1010																							

GREAT WESTERN RAILWAY.—STATION—PADDINGTON.

Week Days.

Stations.			a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	noon	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
LONDON to	Bristol...	...	...	6 45	7 20	9 0	10 30	11 45	12 0	1 50	2 30	5 0	8 10	9 0	10 0	2 30	6 10	9 0	10 0	2 30	6 10	9 0
,,	Birmingham	...	6 0	7 20	...	10 0	12 40	...	3 30	...	6 30	...	...	...	...	9 30	...	...	9 0	...	...	...
,,	Chester	...	6 0	...	...	10 0	12 40	...	3 30	...	6 30	...	...	...	...	...	...	...	9 0	...	...	...
,,	Exeter...	...	6 45	9 0	...	10 30	11 45	1 50	...	5 0	8 10	9 0	...	...	...	...	...	...	10 0	8 10	9 0	...
,,	Hereford ...	...	6 0	6 45	...	10 0	10 15	12 0	...	2 15	...	5 15	...	...	...	...	...	...	10 30	...	...	...
,,	Liverpool ...	...	6 0	...	p.m.	10 0	12 40	3 30	...	6 30	...	...	...	...	...	...	...	...	9 0	...	...	...
,,	Milford Haven	...	6 45	10 15	5 15	8 10	9 0	...	...	...	...	...	...	...	...	...	...	...	10 30	8 10	9 0	...
,,	Shrewsbury	...	6 0	...	...	10 0	12 40	3 30	...	6 30	...	...	...	...	...	...	...	...	9 0	2 30	...	...
,,	Swansea	...	6 0	6 45	...	10 15	12 0	5 15	...	8 10	9 0	...	...	...	...	...	...	...	10 30	8 10	...	...
,,	Plymouth	...	6 45	9 0	a.m.	10 30	11 45	5 0	...	8 10	9 0	...	...	...	...	...	...	...	10 0	8 10	9 0	...
,,	Oxford	...	6 0	7 20	8 15	9 0	10 0	12 40	...	1 5	2 15	4 50	...	...	...	...	...	...	9 0	2 30	7 0	...
,,	,,	...	3 20	5 0	...	...	...	6 30	7 0	8 10	...	...	...	...	...	...	...	...	...	...	...	...
,,	Worcester	...	6 0	10 0	...	2 15	...	6 30	...	...	...	...	...	...	...	...	...	...	2 30	...	...	...

Stations.			a. m.	a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	a.m.	p. m.		a. m.	p. m.	p. m.	p. m.
Worcester to	LONDON	...	...	7 0	10 0	11 40	...	2 15	...	...	6 40	...	...	...	...		10 10	6 0	...	...
Plymouth	,,	...	...	6 35	8 35	10 25	...	...	2 15	7 45	...	...	...	...	...		9 40	...	...	...
Oxford	,,	...	...	7 10	9 0	9 10	11 55	12 10	2 15	2 35	4 10	...	5 33	...	...		9 10	7 40	1 0	4 10
,,	,,	...	...	...	6 35	9 3	...	...	...	...	...	...	...	...	...		5 35	8 30	...	...
Swansea	,,	...	5 0	...	7 10	9 35	10 50	1 45	7 20	...	...	...	...	...	...		9 35	1 45	7 20	...
Shrewsbury	,,	...	...	7 40	10 0	10 40	1 55	6 0	...	...	...	...	...	...	...		10 15	11 40	...	...
Milford Haven	,,	...	2 55	6 25	9 10	10 10	5 0	...	...	...	...	...	...	...	...		9 45	0	...	...
Liverpool	,,	...	...	...	6 0	8 5	11 20	3 30	...	...	...	...	...	...	...		8 0	...	...	...
Hereford	,,	...	...	7 10	8 10	9 45	9 50	12 38	12 55	...	4 40	5 10	...	6 35	...		8 30	11 35	...	...
Exeter	,,	...	...	...	6 0	9 45	10 30	11 45	12 25	4 45	10 12	...	...	...	...		9 40	3 30	10 12	...
Chester	,,	...	...	...	7 45	9 10	12 20	4 25	...	...	...	...	...	...	...		9 40	...	...	...
Birmingham	,,	...	...	...	6 0	7 30	9 50	12 15	1 8	3 37	7 25	...	...	...	...		10 20	1 30	5 30	...
Bristol	,,	...	6 30	...	7 50	10 10	12 ...	...	1 15	2 45	3 50	7 0	12 10	12 50	...		1 15	6 30	12 40	12 ...

MIDLAND RAILWAY.—Station.—St. Pancras.

[General Manager—James Allport, Derby

Stations.	Week Days.													Sundays.			
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	night	a.m.	p.m.	p.m.	p.m
London, St. Pancras ..... dep.	5 15	8 55	10 0	11 35	11 50	3 0	4 0	5 0	5 30	8 50	12 0	...		7 30	2 50	5 15	8 5
Bedford ..... arr.	6 19	10 14	11 8	12 45	1 3	4 8	...	6 8	7 1	10 6	1 12	...		9 44	4 8	7 32	10
Northampton	9 25	...	11 55	...	1 55	4 55	6 15	...	7 55	...	...	...		10 55	..	8 45	...
Leicester	7 26	11 39	12 17	2 7	2 20	5 27	6 19	7 21	8 38	11 29	2 23	...		11 50	5 24	9 45	11 2
Nottingham	8 14	12 35	1 10	3 10	3 20	6 15	7 10	8 13	10 5	12 20	3 15	...		...	6 20	...	12 2
Derby	8 18	12 40	1 10	...	3 20	6 27	7 9	8 15	10 20	12 24	3 14	...		...	6 20	...	12 2
Buxton	9 35	...	3 25	...	4 40	7 40	9 10	...	...	...	...	...		...	7 45	...	...
Manchester via Matlock	10 10	...	3 50	...	5 20	8 15	9 0	10 0	...	...	5 15	...		...	8 5	...	...
Liverpool (Central)	11 15	...	3 50	...	6 5	9 5	9 40	11 35	...	...	6 0	...		...	8 50	...	...
Sheffield	9 4	1 18	1 55	4 5	...	7 45	...	9 0	...	1 43	4 18	...		...	8 20	...	...
York	11 20	3 10	4 25	6 5	...	10 20	...	11 50	...	3 36	8 35	...		...	...	...	3 3
Scarboro'	3 0	4 45	7 0	7 40	...	...	...	...	...	5 45	11 25	...		...	...	...	5 4
Newcastle	3 50	5 30	7 45	10 10	...	12 45	...	2 48	...	5 58	11 30	...		...	...	...	5 5
Leeds	10 23	2 35	3 0	5 30	...	9 5	...	10 10	...	3 0	5 20	...		...	10 20	...	3
Bradford	11 5	3 20	3 25	6 15	...	10 10	...	10 35	...	3 55	5 45	...		...	11 20	...	3 5
Lancaster	1 10	...	6 5	9 0	...	...	...	...	...	8 45	8 45	...		...	...	...	9 2
Carlisle	5 0	6 55	9 30	...	...	...	...	...	...	12 15	12 15	...		...	...	...	...
Edinburgh via Leeds & Ingleton	8 25	10 10	...	...	...	...	...	...	...	5 20	5 20	...		...	...	...	...
Glasgow " "	8 30	10 25	...	...	...	...	...	...	...	5 48	5 48	...		...	...	...	...
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.			a.m.	p.m.	p.m.	a.m

Stations.	Week Days.													Sundays			
	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m
Glasgow via Leeds & Ingleton dp.	4 15	...	...	...	...	...	...	...	...	...	10 5	...		...	...	...	...
Edinburgh " "	4 20	...	...	...	...	...	...	...	...	...	10 15	...		...	...	...	...
Carlisle	7 50	...	...	...	...	...	...	...	8 45	...	1 30	...		...	...	...	...
Lancaster	7 20	...	...	...	...	7 38	...	...	11 25	...	2 55	5 20		...	...	8 20	6 2
Bradford	10 30	...	...	9 20	...	9 30	11 55	...	2 30	4 20	5 0	9 15		...	...	1 20	8 4
Leeds	2 40	...	...	9 45	...	10 35	12 45	...	3 0	4 45	5 40	10 5		3 0	...	2 15	10
Newcastle	11 23	...	...	2 5	...	5 10	8 30	...	10 5	1 35	2 20	7 8		11 23	...	...	7
Scarboro'	...	...	...	...	...	8 15	9 0	...	1 0	1 3	3 15	7 0		...	...	...	6 4
York	2 10	...	...	6 50	...	9 40	11 50	...	2 15	3 40	4 55	9 38		2 10	...	...	9 3
Sheffield	4 7	8 0	...	10 40	...	12 5	2 11	...	4 30	5 55	6 58	11 26		4 33	...	4 17	11 2
Liverpool (Central)	...	...	...	...	...	9 0	10 30	...	12 0	2 30	4 0	...		...	...	4 0	4 3
Manchester via Matlock	...	6 55	...	...	...	9 45	11 5	...	1 0	3 30	4 50	...		...	...	4 45	6
Buxton	...	...	...	9 20	10 20	...	...	...	1 37	...	5 25	...		...	...	5 15	6 3
Derby	6 15	8 38	...	11 20	11 35	12 56	...	...	3 15	5 15	6 40	...		6 50	...	6 33	1
Nottingham	6 15	8 40	...	11 20	11 35	12 55	3 0	3 15	5 15	6 40	7 45	12 55		7 0	...	6 35	12 5
Leicester	a.m.	7 25	9 32	9 40	12 16	12 30	1 46	3 50	4 15	6 8	7 35	8 50	2 0	8 30	5 30	7 28	2
Northampton	9 45	8 15	...	...	12 25	...	...	...	4 35	6 25	7 5	...	...	9 20	6 25	...	...
Bedford	10 25	9 7	10 48	11 55	1 25	...	2 55	5 9	5 25	7 22	8 49	10 15	3 15	10 33	7 33	8 45	3 1
London, St. Pancras ... arr.	11 50	10 30	12 0	1 55	2 35	2 55	4 5	6 20	6 40	8 40	10 0	11 35	4 30	12 45	9 45	10 5	4 3
	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	a.m

LONDON, CHATHAM, AND DOVER RAILWAY.—Stations.—Victoria, Holborn Viaduct, and Ludgate Hill.

	Week Days.										Sundays.					
Dover to LONDON, Victoria, Ludgate, and Holborn Viaduct Stations.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	...	a.m.	a.m.	p.m.	p.m.	p.m.	...
	4 15	...	8 20	9 45	12 0	..	3 45	4 20	7 15	...	4 15	9 0	...	4 15	7 0	...
LONDON Vic Sta. to Dover.	a.m.	a.m.		a.m.		p.m.	p.m.	p.m	p.m.		a.m.	a.m		p.m	p.m.	
	6 40	7 40	...	10 10	...	2 5	4 20	6 25	8 35	...	7 40	9 0	...	6 25	8 35	...
" Holborn "	a.m.	a.m.		a.m.		p.m	p.m	p.m	p.m		a.m.	a.m.		p.m.	p.m.	
	6 35	7 35	...	10 5	...	2 0	4 15	6 20	8 30	...	7 35	9 55	...	6 20	8 30	...
" Ludgate to Dover	6 37	7 38	...	10 7	...	2 2	4 17	6 22	8 33	...	7 38	9 57	...	6 22	8 33	...

LONDON, BRIGHTON, AND SOUTH COAST.—Stations—London Bridge and Victoria.

Stations.	Week Days.														Sundays.			
LONDON (Vic. Stat. to Brighton	a.m.	a.m.	a.m	...	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m
	5 35	7 45	0	...	11 50	1 50	3 30	...	4 45	5 0	5 43	7 10	10 5		6 50	8 50	5 50	...	8
" (Lon. Bdg. Sts.) to Brighton	50	7 45	0 0	..	12 0	2 0	4 0	...	5 0	5 5	6 0	7 20	10 20		7 0	9 0	6 0	...	8 1
Brighton to LONDON	6 15	7 55	8 45	8 50	9 45	11 0	11 50	1 30	3 40	5 0	6 10	8 30	...		8 25	...	6 0	8 0	9 3
" Victoria Sta.	6 15	7 55	8 45	8 50	9 55	11 0	12 35	1 30	3 40	5 0	6 10	8 30	...		8 25	...	6 0	8 0	9 3

GREAT EASTERN RAILWAY.—Station—Bishopsgate.

Stations.	Week Days.														Sundays.			
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m	p m	p.m	p.m.		a.m.	p.m.	p m	p.m.
LONDON to Harwich	7 35	...	...	9 15	10 0	...	11 45	...	3 35	4 25	...	8 30			7 15	...	2 45	8 30
Yarmouth	7 35	6 45	7 50	9 0	...	11 10	11 45	11 25	3 35	4 25	5 0	9 0	...		2 15	2 45	9 0	...
Yarmouth to LONDON	...	5 40	9 25	...	...	11 0	...	1 50	...	3 30	...	8 40	...		12 35	1 45	8 40	...
Harwich "	7 55	7 55	...	10 50	...	10 50	...	1 5	...	...	5 35	...			8 45	...	3 55	...

For further information, See "BRADSHAW'S RAILWAY GUIDE *for Great Britain and Ireland.*

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GREAT NORTHERN RAILWAY.—Station—King's Cross.

Stations.	Week Days.												Sundays.				
	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.		
LONDON to Lincoln	6 15	9 0	...	...	12 0	2 45	...	...	5 30	...	...		7 30	...	...	...	...
" Nottingham	6 15	9 0	10 0	10 10	12 0	...	3 0	5 0	5 30	8 30	9 15		7 30	5 0	...	...	...
" Sheffield ...	6 15	9 0	...	10 10	12 0	2 45	...	5 0	...	†8 30	9 15		...	5 0	...	...	
" Manchester																	
" Liverpool	6 15	...	...	10 10	12 0	2 45	...	5 0	...	...	...		...	5 0	...	...	
" Wakefield...																	
" Leeds	6 15	9 0	10 0	10 10	12 0	...	3 0	...	5 30	...	*9 15		7 30	5 0	*9 15	...	
" Bradford ...																	
" Halifax																	
" York	6 15	9 0	10 0	10 10	12 0	...	3 0	...	5 30	8 30	9 15		7 30	...	9 15	...	
" Hull	6 15	9 0	...	10 10	12 0	...	3 0	...	5 30	...	9 15		7 30	...	9 15	...	
" Newcastle.....	6 15	...	10 0	...	12 0	...	3 0	...	5 30	8 30	9 15		7 30	...	9 15	...	
" Edinburgh	...	...	10 0	10 10	...	...	...	...	...	8 30	9 15		...	...	9 15	...	
" Glasgow ...																	
" Aberdeen ...	...	...	10 0	10 10	...	...	...	...	...	8 30	9 15		...	...	...	...	
" Inverness ...																...	

† To Sheffield only.

* To Wakefield, Leeds and Bradford only.

	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.			
Lincoln to LONDON	6 30	...	8 20	10 20	...	1 40	3 15	6 5	...	...	2 3	...	...	...	...	...	...
Nottingham "	5 45	8 40	10 0	11 40	2 0	3 40	5 0	6 30	9 40	...	5 55	2 0	6 25	...	...	...	...
Manchester to Sheffield and "	6 45	9 0	10 0	12 30	1 50	3 0	5 0	...	9 15	7 0	...	...	5 0	...	...	...	...
Liverpool (Central Station)	...	8 20	...	11 0	1 25	3 30	...	7 40	...	...	...	3 15	...	...	...	...	...
Halifax to London	...	6 5	9 12	12 20	...	2 0	4 30	8 50	...	...	10 30	4 20	8 50	...	...	...	...
Bradford to London	...	9 35	10 17	12 40	...	3 10	5 0	9 15	...	...	10 0	4 40	9 15	...	...	...	...
Leeds to Wakefield and "	7 5	10 0	10 50	...	1 0	3 30	3 40	5 25	9 55	...	11 15	5 25	9 55	...	...	...	...
York "	4 45	6 45	9 50	10 40	12 45	3 45	...	5 0	9 45	4 45	11 10	...	9 45	...	...	...	...
Hull "	5 45	9 55	11 20	...	...	4 15	4 50	8 50	...	6 55	...	...	8 10	...	...	...	...
Newcastle "	2 15	5 10	10 5	...	1 35	2 20	...	7 8	11 23	2 15	6 30	...	7 8	...	...	...	...
Glasgow	...	...	9 0	...	1 0	5 0	...	9 0	...	...	...	...	9 0	...	...	...	...
Aberdeen "	8 45	...	...	...	12 23	...	...	4 10	...	...	...	12 23	...	...	...	...	...
Inverness *via* Dunkeld	...	...	10 18	...	12 40	...	...	...	...	...	...	10 18	...	...	...	...	...

SOUTH EASTERN, or LONDON and DOVER.—Stations—{Charing Cross, Waterloo, Cannon Street, London Bridge.

Stations.—Down.	Week Days.												Sundays.					
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.
Charing Cross .....dep.	6 20	7 40	8 55	12 0	2 50	4 45	6 35	8 45	9 25	...	...	...	7 40	7 50	6 40	8 45	8 50	
Cannon Street ..... "	6 34	7 45	9 5	12 10	3 0	4 55	6 48	8 50	9 33	...	...	...	7 45	8 0	6 50	8 50	9 0	
London Bridge..... "	6 37	...	9 8	12 13	3 3	...	6 53	...	9 36	...	...	...	...	8 3	6 53	...	9 4	
Folkestone Harbour ...arr.	9 50	...	12 1	2 20	5 53	7 15	9 45	...	12 0	...	...	...	9 20	10 47	9 42	...	11 49	
Dover ..... "	9 50	9 26	12 1	2 20	5 53	7 15	9 45	10 35	12 0	...	...	...	9 30	11 0	9 55	10 35	12 2	

Up.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
Dover .....dep.	1 55	4 15	6 0	7 50	8 45	12 0	3 45	4 20	7 30	...	...		1 55	4 15	7 30	4 30	6 30	...	
Folkestone Harbour ... "	...	...	6 0	7 50	8 50	12 0	...	4 0	7 30	...	...		2 5	4 25	7 42	4 40	6 40	...	
London Bridge .....arr	...	...	9 7	10 25	10 50	...	...	7 3	9 30	...	...		...	...	10 28	6 29	9 16	...	
Cannon Street ..... "	3 45	6 0	9 11	10 29	10 54	2 17	5 30	7 8	9 34	...	...		3 45	6 5	10 32	6 33	9 20	...	
Charing Cross ..... "	...	6 10	9 23	10 41	11 4	2 28	5 40	7 20	9 45	...	...		...	6 15	10 44	6 45	9 33	...	

LONDON AND SOUTH WESTERN RAILWAY.—Station—Waterloo Bridge.

Stations.	Week Days.													Sundays.				
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	
LONDON to South'mpton																		
" Portsmouth	...	...	7 20	8 5	11 15		12 45	3 15	*4 20	5 20	†9 0	...		9 45	10 15	5 0	8 30	
" Dorchester ...																		
" Weymouth...																		
" Exeter.....	...	6 45	...	10 45	11 45	2 10	...	4 5	...	...	...	...		...	10 15	...	...	
" Yeovil	...	6 45	...	10 45	11 45	2 10	...	4 5	...	‡5 20	...	...		...	10 15	5 0	...	
" Salisbury ...																		

† To Salisbury only, not to Yeovil.

‡ To Yeovil only.

Exeter to LONDON	...	7 45	10 10	10 15	...	...	12 55	5 5	...	...	...	...	...	...	2 15	...		
Southampton "	...	1 25	6 55	8 45	...	11 30	1 20	3 0	5 15	7 20	...	...	1 25	9 30	6 0	...		
Portsmouth "	12 35	7 35	7 55	10 50	10 15	12 30	12 20	2 15	3 0	4 15	6 35	7 10	...	8 40	5 10	6 10		

* Southampton, Portsmouth, and Salisbury only. † Not to Weymouth.

Bi-Monthly Almanac and Tide Table.

8th Mo. (August) 1875.

Day.	Sun Rises.	Sun Sets.	Moon's Age.	Moon Rises.	Moon Sets.	High Water, London Bridge. MORN	High Water, London Bridge. AFT.
	H. M.	H. M.	D.	H. M.	H. M.	H. M.	H. M.
1 Sun.	4 25	7 46	○	3 37	6 16	1 22	1 50
2 Mon.	4 26	7 44	1·0	5 5	8 28	2 15	2 38
3 Tues.	4 28	7 42	2·0	6 36	9 51	3 0	3 21
4 Wed.	4 30	7 41	3·0	7 50	9 3	3 42	4 2
5 Thurs.	4 31	7 40	4·0	9 6	9 14	4 22	4 41
6 Friday	4 33	7 38	5·0	10 21	9 28	5 0	5 16
7 Satur.	4 35	7 36	6·0	11 24	9 36	5 32	5 50
8 Sun.	4 36	7 34	7·0	aft.	9 50	6 7	6 25
9 Mon.	4 38	7 32	☽	2 3	10 7	6 43	7 3
10 Tues.	4 40	7 31	9·0	3 16	10 30	7 25	7 51
11 Wed.	4 41	7 29	10·0	4 24	11 4	8 22	8 57
12 Thurs.	4 42	7 27	11·0	5 27	11 49	9 40	10 25
13 Friday	4 44	7 25	12·0	6 16	mrn.	11 5	11 42
14 Satur.	4 45	7 23	13·0	6 53	0 39	— —	0 14
15 Sun.	4 46	7 21	14·0	7 20	2 3	0 43	1 9
16 Mon.	4 47	7 19	15·0	7 39	3 23	1 31	1 51
17 Tues.	4 49	7 17	●	7 55	4 44	2 10	2 29
18 Wed.	4 51	7 15	17·0	8 5	6 8	2 47	3 5
19 Thurs.	4 52	7 13	18·0	8 17	7 31	3 28	3 37
20 Friday	4 53	7 11	19·0	8 30	8 53	3 56	4 13
21 Satur.	4 55	7 9	20·0	8 44	10 16	4 32	4 50
22 Sun.	4 57	7 7	21·0	9 0	11 42	5 7	5 26
23 Mon.	4 59	7 5	22·0	9 24	aft.	5 45	6 8
24 Tues.	5 1	7 3	☾	9 56	3 42	6 31	6 55
25 Wed.	5 2	7 1	24·0	10 44	4 0	7 25	8 0
26 Thurs.	5 3	6 59	25·0	11 52	5 4	8 37	9 23
27 Friday	5 5	6 57	26·0	mrn.	5 48	10 16	11 8
28 Sat.	5 7	6 55	27·0	1 13	6 19	11 48	— —
29 Sun.	5 8	6 53	28·0	2 41	6 41	0 22	0 52
30 Mon.	5 10	6 51	○	4 6	6 56	1 19	1 43
31 Tues.	5 12	6 49	1·0	5 28	7 10	2 5	2 28

9th Mo. (September) 1875.

Day.	Sun Rises.	Sun Sets.	Moon's Age.	Moon Rises.	Moon Sets.	High Water, London Bridge. MORN	High Water, London Bridge. AFT.
	H. M.	H. M.	D.	H. M.	H. M.	H. M.	H. M.
1 Wed.	5 13	6 46	2·0	6 46	7 21	2 43	3
2 Thurs.	5 15	6 44	3·0	8 1	7 33	3 17	3 3
3 Friday	5 16	6 42	4·0	9 15	7 42	3 51	4
4 Sat.	5 18	6 40	5·0	10 30	7 55	4 23	4 3
5 Sun.	5 20	6 37	6·0	11 44	8 10	4 53	5
6 Mon.	5 21	6 35	7·0	aft.	8 30	5 23	5 2
7 Tues.	5 23	6 32	☽	2 9	8 59	5 56	6 1
8 Wed.	5 25	6 29	9·0	3 17	9 40	6 36	6 5
9 Thurs.	5 26	6 27	10·0	4 10	10 33	7 30	8
10 Friday	5 27	6 25	11·0	4 52	11 42	8 46	9 3
11 Sat.	5 29	6 22	12·0	5 22	mrn	10 29	11 1
12 Sun.	5 31	6 20	13·0	5 44	0 57	11 49	—
13 Mon.	5 32	6 18	14·0	6 0	2 21	0 18	0 4
14 Tues.	5 33	6 16	15·0	6 14	3 48	1 5	1 2
15 Wed.	5 35	6 14	●	6 26	5 7	1 48	2
16 Thurs.	5 36	6 12	17·0	6 36	6 32	2 19	2 3
17 Friday	5 38	6 10	18·0	6 50	7 57	2 52	3
18 Sat.	5 40	6 7	19·0	7 8	9 26	3 27	3 4
19 Sun.	5 42	6 5	20·0	7 26	10 57	4 5	4 2
20 Mon.	5 42	6 2	21·0	7 55	aft.	4 40	5
21 Tues.	5 45	6 0	22·0	8 39	1 51	5 22	5 4
22 Wed.	5 46	5 58	☾	9 41	3 0	6 8	6 3
23 Thurs	5 48	5 56	24·0	10 59	3 49	7 9	7 4
24 Friday	5 49	5 54	25·0	mrn.	4 24	8 33	9 2
25 Satur.	5 51	5 52	26·0	0 23	4 47	10 22	11 1
26 Sun.	5 53	5 50	27·0	1 47	5 3	11 45	—
27 Mon.	5 55	5 47	28·0	3 9	5 17	0 15	0 4
28 Tues.	5 56	5 45	29·0	4 25	5 29	1 5	1 2
29 Wed.	5 58	5 43	○	5 42	5 40	1 44	2
30 Thurs.	5 59	5 41	1·0	6 57	5 50	2 17	2 3

The following List, showing the difference of Time of High Water between London and the principal Continental and British Ports, is derived from Local Tide Tables, and the best books on Navigation.

	H. M.
ABERDEEN	sub. 0 57
ANTWERP	add 2 20
BERWICK	— 0 21
BOULOGNE	sub. 2 57
BREST HARBOUR	add 1 50
BRIELLE	— 1 3
BRIGHTON	sub. 3 9
BRISTOL	add 5 24
CALAIS	sub. 2 33
CAPE CLEAR	add 2 3
CARDIGAN BAY	— 5 4
CORK HARBOUR (Cove)	— 3 6
COWES	sub. 2 37
CRINEAVES	— 0 46
DIEPPE	— 3 16
DOUGLAS HARBOUR (Isle of Man)	— 3 10

	H. M.
DOVER HARBOUR	sub. 3 10
DUBLIN	— 3 10
DUNKIRK	— 1 49
FOLKESTONE	— 3 15
GRAVELINES	— 2 22
GUERNSEY PIER	add 4 51
HAVRE-DE-GRACE	sub. 4 31
HELIGOLAND	— 2 49
HELLEVOET SLUYS	add 0 33
HOLYHEAD HARBOUR	sub. 4 11
HULL	add 4 32
RYTHE	sub. 3 21
JERSEY (St. Aubyn)	add 4 24
LEITH	— 0 30
LIVERPOOL	sub 2 59
MARGATE	— 2 42
MILFORD HAVEN (entrance)	add 5 49

	H. M.
MORLAIX	add 2 5
NEWHAVEN	sub. 2 3
NEWPORT (Isle of Wight)	— 3 1
NEW SHOREHAM HARBOUR	— 3 4
OSTEND	— 1 3
PORT GLASGOW	— 1 3
PORTSMOUTH HARBOUR	— 3 4
RAMSGATE HARBOUR	— 2 1
SCILLY ISLANDS	add 2 1
SOUTHAMPTON	sub. 3 1
SOUTHEND & SHEERNESS	— 1 3
ST. MALO	add 4
TEXEL ROAD	— 4
TORBAY	— 6
WEST SCHELDT, (entrance	sub. 1
WEYMOUTH HARBOUR	add 5
WRANGER OOG	sub. 3

Explanation.—To find the time of High Water at the above Places, it will be necessary to add or subtract the numbers in the above Table, according to the directions here given, to or from the time of High Water at London, as given in the Calendar for the day required.

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ALPHABETICAL LIST OF STEAMERS TO & FROM FOREIGN PORTS.

AUGUST 1875.

The Advertisements referred to in the List of Steamers will be found immediately after the descriptive portion of the Guide.

Aalborg to Copenhagen.—(Dania, Fylla, Randers). Tuesday and Saturday, 4 p.m.; Wednesday and Sunday, 1 p.m., in 15 to 18 hours. Fares—5 thalers, 3 thalers 48 schillings.

Aalborg to Thisted.—(Fylla, Ornen). Sundays, 8 a.m.; Fridays, 7 a.m., returning Wednesdays 5 a.m; Saturdays, 6 a.m. Fare—2 thalers 48 schillings.

Aarhuus to Copenhagen.—(Vesta).—Tuesday and Thursday, 10.45 a.m.; Saturday, 9. p. in 9 to 10 hours. Fares - 4 and 3 Danish thalers.

Aarhuus to Korsoer.—(Falster). Wednesday and Friday, 10.45 a.m., in 7 hours. Fares—2th. 24sch., and 1th. 46sch., Danish.

Acre (St. John d'Acre) to Beyrout, and touching the intermediate ports, to Constantinople and further.—By the Steamer of the Russian Steam Navigation and Trading Company, every alternate Thursday Evening.

Acre to Jaffa and Alexandria.—By the Steamers of the Russian Steam Navigation and Trading Company, every alternate Tuesday morning.

Aden to Marseilles, Messageries Maritimes de France—First Class Fare, £40. See page 716.

Agde to Marseilles.—A. & L. Fraissinet et Cie. Steamers. See page 719.

Ajaccio to Marseilles.—Valery Freres et Fils Steamers, Tuesdays 10 a.m. See page 725.

Ajaccio to Propriano.—Valery Freres et Fils Steamers, Saturdays at noon, See page 725.

Ajaccio to Porto Torres, Propriano, Bonifacio.—A. & L. Fraissinet et Cie. Steamers. See page 719.

Alderney to Guernsey.—The Princess, Once or twice weekly.

Aleudia (Island of Majorca) **to Barcelona.**—Every Sunday at about 4 p.m., arriving at Barcelona at about 8 a.m. on Monday.

Alexandretta to Marseilles.—Messageries Maritimes de France Co.'s Steamers, every week. See advertisement, page 717.

Alexandretta, touching at the intermediate ports, to Jaffa and Alexandria. By the Steamers of the Russian Steam Navigation and Trading Company, every alternate Wednesday evening.

By the Messageries Maritimes de France Co's Steamers, weekly.

Alexandretta, touching at the intermediate ports, to Smyrna, Constantinople and further, to all the ports of the Black Sea.—By the Steamers of the Russian Steam Navigation Company, every alternate Friday evening, during the season.

Alexandria (Egypt) to Brindisi.—The Peninsular and Oriental Steam Navigation Co.'s Steamers leave Alexandria every Tuesday, at 8 a.m., arriving at Brindisi on the following Friday at 11 a.m. Contract time of passage, 75 hours.

Alexandria and the Ports of the Mediterranean to Constantinople.—By the Russian Steam Navigation Company's Steamers every Saturday afternoon.

Alexandria to Constantinople.—Messageries Maritimes de France Co.'s First-class Steamers Fortnightly.

Alexandria to Corfu and Trieste—By the Austrian Lloyds Steamer. Every Tuesday, on the arrival of the Indian mails. Fares to Trieste, £12 first class; £8 second class.

Alexandria to Genoa, calling at **Messina, Naples,** and **Leghorn,** every 7th, 17th, and 27th of each month by R. Rubattino & Co.'s Italian Mail Steamers. See page 734.

Alexandria to Jaffa, Beyrout, Smyrna, and Constantinople, January 10th, and every alternate Friday, at 11 a.m., by Austrian Lloyds.

Alexandria to Jaffa, touching at the intermediate ports, to Smyrna, Constantinople, and further, to all the ports of the Black Sea.—By the Steamers of the Russian Steam Navigation Company, every alternate Saturday evening during the season.

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Alexandria to Malta and Marseilles.—A. & L. Fraissinet et Cie. Steamers, 16th and 30th of each month. See page 719.

Alexandria to Marseilles.—Messageries Maritimes de France Co.'s Steamers, Weekly Service Fare, 1st Class, £15.

Alexandria to Messina and Marseilles.—Messageries Maritimes de France Co's Steamers, every week

Alexandria to Leghorn, and Genoa, calling at Messina, and Naples.—R. Rubattino & Co.'s Italian Mail Steamers, on the 7th, 17th, 27th of the month. See page 724.

Alexandria to Syra, *via Port Said, Jaffa (Jerusalem) Beyrout, Tripoli, Latakia, Alexandrette Mersina, Rhodes, and Smyrna.*—Messageries Maritimes de France Co.'s Steamers, every alternate Monday. See Advertisement, page 717.

Alexandria to Smyrna.—Messageries Maritimes de France Co.'s Steamer, every alternate Monday at 4 p.m. See advertisement, page 717.

Alexandria to Smyrna, and Constantinople, (DIRECT), every alternate Tuesday (from 5th January 1875), at 4 p.m., by Austrian Lloyds.

Alexandria to Syra.—First-class Steamers every Thursday.

Alexandria to Syria, Beyrout, &c.—First-class Steamers every alternate Monday.

Algiers to Bona, calling at Dellys Bougie, Bjidjelli, Collo Stora.—By the Compagnie Maritime Valery, Freres et Fils Steamers. See page 725.

Algiers to Marseilles.—Messageries Maritimes de France Co.'s Steamers, every Tuesday at 5 p.m. Fare: 1st Class, £3 4s.

Algiers to Marseilles.—Every Monday and Friday

Algiers to Malta, touching at Bougie, Phillippeville, Bona, and Tunis.—By Steamers of the Compagnie de Navigation Mixte.

Amsterdam to London.—The Diana or other Steamer, Tuesdays and Saturdays in 16 or 17 hours. A. G. Robinson, Mark Lane, London, Agents.

Ancona to Brindisi, Corfu, &c.—By Austrian Lloyds Steamer, every Wednesday, at 11 p.m.

Ancona to Tremiti, Viesti, Molfetta, Bari, Brindisi, Gallipoli, Taranto, Rossano, Cotrane, Catansaro, Siderno, Catania, Reggio, Messina, Pizzo, Paolo, Naples, Leghorn, and Genoa.—By Peirano and Danovaro & Co's Steamers. Every Friday at 4 p.m.

Ancona to Trieste—By Austrian Lloyds Steamer, every Sunday, at 3 p.m.

Ancona to Venice.—By the Peninsular and Oriental Steam Navigation Company's Steamers.—Every Sunday, arriving in Venice the day after.

Ancona to Venice and Trieste.—Peirano, Danovaro & Co.'s Steamers, every Thursday at 6 p.m.

Angers to Nantes—At 7 a.m. and 1 p.m. Fares 3 fr. 20 c. and 2 fr. 20 c.

Antwerp and Glasgow.—Clyde Shipping Co.'s Steamers, every Saturday. Fares 25s. & 12s. 6d.

Antwerp to Grimsby.—Every Wednesday and Saturday, by the Manchester, Sheffield, and Lincolnshire Railway Company's Steamers.—Fares, Saloon, 15s. Return Tickets, available for one month, 22s. 6d. *See* Advertisement, page 715.

Antwerp to Harwich.—See Great Eastern Railway Co.'s advert., opposite the cover.

Antwerp to Hull in 22 hours.—Gee & Co.'s Steamers. Every Wednesday and Saturday, See page 705.

Antwerp to Hull.—Brownlow, Lumsden, & Co.'s Steamers. See page 704.

Antwerp to Leith.—George Gibson and Co.'s Steamers Once a week. Fares—Best Cabin, 30s., Return Tickets for a month, £2 5s. Steward's Fee, 2s. 6d.

Antwerp to Liverpool.—Fletcher, Parr, and Co.'s Steamers. Every Wednesday and Saturday.

Antwerp and the Rhine to London—The General Steam Navigation Company's Steamers every Tuesday, Friday and Sunday, at 1 p.m. Fares—Chief Cabin, £1 2s.: Fore Cabin, 16s., Return Tickets, available for one month. Chief Cabin, £1 14s. Fore Cabin, £1 4s. 6d. Children under 10 years, half-price.

By the Great Eastern Railway Co.'s Steamers. See advertisement, opposite the cover

Antwerp to London.—The "Baron Osy" every Wednesday, at 1 p.m., and "Max Vandenberg," every Saturday at 1 p.m., on and after August 14th Fares Chief Cabin, £1 2s., Fore Cabin, 16s. Return tickets (available for 1 month) £1 14s., and 24s. 6d. See page 715.

Antwerp to Harwich and London.—See advertisement opposite cover.

Antwerp to Newcastle-on-Tyne.—By the Tyne Steam Shipping Company's Steamers. Every Wednesday. Fares: Best Cabin, 30s., Fore Cabin, 15s. Return Tickets for a month, 45s. and 22s 6d. Sailors on deck, 7s. 6d. Agent, John P. Best. See page 731.

Athens (Piræus) to Brindisi.—In 3½ days. Departures every Tuesday and Saturday at 8 p.m., by the Austrian Lloyd's Steamers (*via Syra*).

Athens (Piræus) to Constantinople.—Messageries Maritimes de France Co.'s Steamers Fortnightly service.

Athens (Piræus) to Marseilles, *via Messina.*—Messageries Maritimes de France Co.'s Steamers, every alternate Friday. See Advertisement, page 717.

Athens (Piræus) to Marseilles.—A. and L. Fraissinet et Cie. Steamers, every Saturday.—See page 719.

Bahia to Bordeaux.—Messageries Maritimes de France. Fare, First Class £33 12s., and £24 Bi-Monthly service.

Barcelona to Aludia, (Island of Majorca), and for **Port Mahon,** (Island of Minorca) —At 4 p.m., every Wednesday, arriving at Alcudia at 7 a.m. on Thursday, where it stops an hour, and then proceeds to Port Mahon, arriving there about 4 p.m.

Barcelona to Cadiz.—A. Lopez & Co.'s Mail Steamers, on the 7th and 22nd of each month. See page 704.

Barcelona to Marseilles.—Weekly service newly opened by Messageries Maritimes de France.

Barcelona to Palma, (Island of Majorca, Direct).—Every Friday at 4 p.m., arriving in Palma on Saturday at 8 a.m.

Basiasch to Rustchuk, Galatz, Constantinople, and Odessa.—Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamers. By Express boats. See page 728.

Bastia to Genoa.—R. Rubattino & Cº.'s Italian Mail Steamers, every Thursday. See page 724.

Bastia to Leghorn.—R. Rubattino and Co.'s Italian Mail Steamers. Every Thursday at 6 a.m. See page 724.

Bastia to Leghorn.—A. and L. Fraissinet et Cie. Steamers. See page 719.

Bastia to Marseilles.—Valery Freres et Fils Steamers. Thursdays, 10 a.m. See page 725.

Batavia to Marseilles.—Messageries Maritimes de France. Fortnightly service First Class Fares, £85. See page 716.

Batavia to Singapore.—Messageries Maritimes Co's Steamers. Fortnightly service

Batoum to Trebizonde, and touching at the intermediate Ports to Constantinople.—By the Russian Steam Navigation Co.'s Steamers. Every Saturday during the season.

Bergen to Hull, calling at Stavanger.—Wilson Line of Steamers. See page 718

Beyrout to Alexandria.—Messageries Maritimes de France Co.'s Steamers. Every 14 days. See advertisement, page 717.

Beyrout to Jaffa.—In 13 hours. (Jaffa is 36 miles or 12 hours from Jerusalem) Every 14 days, by the Messageries Maritimes de France Co.'s Steamers. See page 717.

Beyrout to Caiffa, Jaffa, and Alexandria, every alternate Friday, at 7 a.m., by Austrian Lloyds Steamers.
By the Steamers of the Russian Steam Navigation and Trading Company. Every alternate Saturday evening, during the season.

Beyrout to Constantinople.—Messageries Maritimes de France Co.'s Steamers. Every 14 days. See page 717.

Beyrout to Marseilles.—The Messageries Maritimes de France Co.'s Steamers. Weekly.

Beyrout to Smyrna and Constantinople, by Austrian Lloyd's Line, every alternate Monday at 7 p.m.

Beyrout touching at the intermediate Ports to Smyrna, Constantinople, and all the Ports of the Black Sea.—By the Steamers of the Russian Steam Navigation and Trading Company. Every alternate Wednesday evening.

Bombay to Aden (7 days,) and **Suez** (13 days).—By the Peninsular and Oriental Steam Navigation Company's Steamers. Every Monday at 7 p.m.

Bombay to Ceylon, (5 days,) **Penang, Singapore,** (13 days) **and Hong Kong** (22 days.)—By the Peninsular and Oriental Steam Navigation Company's Steamers. Every Tuesday at 4 p.m.

Bombay to Genoa, (Italy,) *via* **Suez,** calling at **Aden, Suez, Port Said, Messina, Naples,** and **Leghorn,** on the 1st of every month, by R. Rubattino & Co.'s Italian Mail Steamers. See Advertisement, page 724.

Bombay to Trieste.—Austrian Lloyd's Steamers, about the 10th of every month,

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Benifacio to Marseilles.—A. & L. Fraissinet et Cie. Steamers See page 719.

Bordeaux to Bombay, via Suez Canal, every two months. H. Worms, Agent.

Bordeaux to Lisbon.—The Pacific Steam Navigation Companys' Steamers. See page 713.

Bordeaux to Lisbon, Dakar (Senegal), Pernambuco, Bahia, Rio Janeiro Monte Video, Buenos Ayres.—(Reduction of Fares.) The Messageries Maritimes de France Co.'s Steamers, on the 5th and 20th of each month at 11 a.m. Fares to Lisbon, £8, and £6.: Dakar £28, and £20; Pernambuco, £30 and £22; Bahia, £32 and £24; Rio Janeiro, £34 and £24; Monte Video, £40 and £28; Buenos Ayres, £40 and £28. Children under 3 years free.—Those from 3 to 8, quarter fare, and 4 such entitled to one berth; and those from 8 to 12, half fare, and 2 such entitled to one berth. Return Tickets available for one year, 25 per cent. less. See page 717.

Boston, (U.S.,) to Liverpool (calling at Halifax, N.S.)—CUNARD LINE.—The British and North American Royal Mail Steam Packet Co.'s Steamers, every alternate Wednesday. See page 705.

Boulogne to Folkestone—The South Eastern Railway Company's Steamships, during the present month, according to tide. Average passage, 2 hours. For hours of sailing and particulars of the Daily Direct Tidal Service between London and Paris, See page 697.

Boulogne to London.—The General Steam Navigation Co.'s Steamers. August 2nd, 3rd, 4th, 5th, 6th, and 7th, 1 a.m., 8th, 9th, and 10th, 2 a.m., 11th, 7 a.m., 12th, 7 a.m and 10 p.m., 13th and 14th, 10 p.m., 15th 12 night; 17th, 18th, 19th, 20th 21st, 22nd and 23rd, 1 a.m., 24th and 25th, 2 a.m., 26th, 7 a.m, 27th, 7 a.m and 12 night; 28th, 29th, 30th, and 31st, 12 night. Fares, 12s. and 8s. 6d. Out and Home Tickets (available for One Month) 18s. 6d. and 13s.

Bremen to Hull.—By North German Lloyd's Steamers, every Monday morning. See p. 696.

Bremen to London.—By North German Lloyd's Steamers, every Sunday and Wednesday. See page 696.

Brighton (Newhaven) to Dieppe—By Brighton Steam Packet Co.'s Steamers, in connexion with London, Brighton, & South Coast, and Paris, Rouen, & Dieppe Railway Trains. See page 695.

Brighton (Newhaven) to Jersey—By the Brighton Steam Packet Co.'s Steamers, in connexion with London, Brighton, and South Coast Railway Trains.

Brindisi to Alexandria (Egypt).—The Peninsular and Oriental Steam Navigation Co.'s Steamers leave Brindisi every Monday at 5.0 a.m., arriving at Alexandria on the following Thursday. Contract Time of Passage, 75 hours.

Brindisi to Ancona and Venice.—The Peninsular and Oriental Steam Navigation Co.'s Steamers. Every Saturday. Fares, 42s, and 21s.

Brindisi to Greece, Turkey, the Black Sea, and Syria, every Friday at midnight, by the Austrian Lloyd's Steamers, and every Sunday at 2 p.m., per Peirano Danovaro & Co.'s Steamers. (*Corfu, Syra, Athens (Piræus), Constantinople, Candia, Smyrna, &c.*)

Bristol to Bordeaux.—Fares, 42s. and 21s. By Bristol General Steam Navigation Co.'s Steamers. The "Calypso," about every three weeks.

Bristol to New York.—The Great Western Steam Ship Co.'s Steamer, "Cornwall."

Buenos Ayres to Bordeaux.—Messageries Maritimes de France, 30th of each month. First Class. £48 and £34.

Cadiz to Barcelona, calling at **Malaga, Alicante, and Valencia.**—A. Lopez & Co. Mail Steamers leave Cadiz on 1st and 16th of each month. See page 704.

Cadiz to Gibraltar and Malaga.—On the 8th, 18th, and 28th of every month, at 4 p.m.

Cadiz to Porto Rico, and Havannah.—On the 16th and 30th, of every month. By Lopez & Co.'s Steamers. See page 704.

Cadiz to Lisbon, and Havre.—On the 6th, 16th, and 26th of every month, at 4 p.m. E. Collet, Agent, 9, Cruz de Madera.

Caen to Havre.—(Fares—6 fr. and 5 fr.) Steamers advertised to run daily, according to tide Agent at Caen: P. Goupil, Quai de Juillet.

Cagliari (Sardinia to Genoa, calling at **Leghorn.**—R. Rubattino & Co.'s Italian Mail Steamers every Monday and Thursday. See page 724.

Cagliari to Naples.—R. Rubattino and Co.'s Italian Mail Steamers. Every Thursday at 2 p.m. See page 724.

Cagliari to Palermo.—R. Rubattino & Co.'s Italian Mail Steamers, every alternate Thursday from 7th January.

Caiffa, to Jaffa, Port Said, and Alexandria, every alternate Friday, at midnight (from 11th June, 1869), by Austrian Lloyds Steamers.

Calais to Dover—By the English and French Royal and Imperial Mail Steamers.—Every day at 2.0 a.m. and 1.15 p.m. (Sundays included)—(Average passage, 1¼ hour). Fares—Chief cabin, 8s. 6d.; fore cabin 6s. 6d.; four-wheeled carriages, £2 2s.; two-wheeled, £1 1s. horses £1 5s.; dogs, 2s. 6d. See page 696 and 699.

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Calais to Dover.—The London, Chatham, and Dover Co.'s Steamers.—The "Samphire" "Maid of Kent." and other Steamers. Daily, Sundays included. See pages 700 and 701.

Calais to London.—The General Steam Navigation Company's Steamers. August 2nd, 12 night 7th 3 a.m., 12th 6 a.m., 17th 12 night, 22nd 3 a.m., 27th 7 a.m.

Fares—Chief Cabin, 12s.; Fore cabin, 8s. 6d. Return Tickets available for one month. Chief Cabin, 18s. 6d.; Fore Cabin, 13s. Children under ten years, Half-price.

Calcutta to Madras, Pondichery, Ceylon (Galle), and Marseilles.—Messageries Maritimes de France Co.'s Steamers. Every fourth Tuesday,—See Advertisement, p. 716.

Calcutta to Madras (3 days), **Ceylon (Galle)** (7 days), **Aden** (18 days), **and Suez** (32 days).—By the Peninsular and Oriental Steam Navigation Co.'s Steamers. Every Friday, at 8 p.m.

Calcutta to Marseilles.— Messageries Maritimes de France, every fourth Tuesday. First class £65 See page 716.

Callao to Liverpool.—The Pacific Steam Navigation Co.'s Royal Mail Steamers, every alternate Tuesday. See page 713.

Cannes to Marseilles.—A. & L. Fraissinet et Cie. Steamers.—See page 719.

Ceara (Brazil) to Liverpool.—The Liverpool and Northern Brazil Steamers.

Cette to Algiers—By Steamers of the Compagnie de Navigation Mixte, every Tuesday.

Cette to Marseilles.—A. & L. Fraissinet et Cie. Steamers.—See page 719,

Cette to Barcelona, Valencia, and Carthagena.—Martin Fuster & Co.'s Steamers with goods and passengers, on the 10th, 20th, and 30th of each month.

Cette to Philippeville, Bona, Tunis, and Malta.—Every alternate Saturday.

Cette to Mostaganem and Oran—Le Compagnie de Navigation Mixte, every Saturday.

Ceylon to Aden and Suez.—By the Peninsular and Oriental Steam Navigation Company's Steamers. Every Saturday, 3 a.m.

Ceylon (Galle) to King George's Sound, Melbourne, and Sydney—By the Peninsular and Oriental Steam Navigation Co's Steamer. Every Sunday at 9 p.m.

Chios, touching the intermediate ports to Beyrout, Jaffa, and Alexandria—By the Steamers of the Russian Steam Navigation and Trading Company, every alternate Saturday, at 9 p.m.

Chios to Smyrna, Constantinople, and further.—By the Steamers of the Russian Steam Navigation and Trading Company, every alternate Tuesday morning.

Christiania to London, calling at Christiansand.—Wilson Line of Steamers, every Friday evening. See page 718.

Civita Vecchia to Leghorn, Genoa, and Marseilles.—A. & L. Fraissinet et Cie. Steamers, every Monday and Thursday. See page 719.

Civita Vecchia to Madalena.—R. Rubattino and Co.'s Italian Mail Steamers, every Wednesday at 3 p.m. See page 724.

Coblentz to Treves (on the Moselle), in one day and a half, passing the night at **Trarbach** Tuesdays, Thursdays, Fridays and Sundays, at 8.30 a.m.

Constantinople to Alexandria.—Every alternate Thursday by the Austrian Steam Navagation Company's Steamers.

Constantinople to Dardanelles, every Thursday, at 4 p.m. By Austrian Lloyds Steamers.

Constantinople to Galatz and Ibraila, (during the Summer). By the Austrian Lloyds Steamers.

Constantinople (Novorocisk) touching at intermediate Ports to Batoum. By the Steamers of the Russian Steam Navigation and Trading Company. Every Sunday at 9 a.m. during the season.

Constantinople to Kertch, and touching at the ports of Crimea, to Odessa.—By the Steamers of the Russian Steam Navigation and Trading Company. Every Sunday Evening.

Constantinople (*via Kustendje and Czernavoda*) **to Basiasch.**—By Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamers See page 728. And by the Austrian Lloyds Co.'s Steamers.

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Constantinople to Broussa (Brussa), *via Moudania and Kimlech.*—4 days a week. Fares 1st class, 80 piastres, 2nd class, 40 piastres.

Constantinople to Brindisi – In 4 days. Departure every Saturday at 10 a.m., by the Austrian Lloyd's Steamers (*Via Syra*).

Constantinople to Dardanelles, Symrna, and Marseilles.—Messageries Maritimes de France Co.'s Steamers, every alternate Wednesday. See Advertisement, p. 717.

Constantinople to Galatz, Rustchuk, Basiach, Pesth, and Vienna.—By Imperial and Royal Austrian Danube Steam Navigation Co.' s Steamers. By Express Boats.—See page 728,

Constantinople to Dardanelles and Salonica.—Messageries Maritimes de France Company's Steamers, every Friday, at 4 p.m. See Advertisement, page 717.

Constantinople to Kustendje and Odessa.—By Austrian Lloyds Steamers, every Tuesday, at 11 a.m.

Constantinople to Lagos, Cavalla, Salonica, Volo, and Syra.—By Austrian Lloyd Steamer every alternate Saturday, at 4 p.m.

Constantinople to Marseilles.—Messageries Maritimes de France Co.'s Steamers every Wednesdays at 4 p.m.

Constantinople to Odessa—On Mondays and Thursdays, at 2 p.m., by the Russian Steam Navigation Company's Steamers, 36 hours.

Constantinople to Odessa.—(average passage 40 hours,) By the Russian Steam Navigatio and Trading Company's Steamers. Every Monday and Thursday at 2 p.m.

Constantinople touching at the intermediate ports to Trebizonde and Poti.—By the Steamers of the Russian Steam Navigation and Trading Company. Every Sunday morning. Fares 25 Roubles, 15 Roubles, 5 Roubles.

Constantinople (*via Csernovoda*) **to Pesth.**—The Imperial and Royal Austrian Danube Steam Navigation Company, and by the Austrian Lloyd's Co's Steamers. See page 728.

Constantinople to Syra, Corfu, and Trieste, every Saturday, at 10 a.m. By Austrian Lloyd's Steamers.

Constantinople to Smyrna and Alexandria DIRECT.—By Austrian Lloyds Steamers, every alternate Thursday, at 4 p.m.; passage, 6 days.

Constantinople to Smyrna, touching at the intermediate ports to **Beyrout, Jaffa, and Alexandria.**—By the Steamers of the Russian Steam Navigation and Trading Company, every Saturday afternoon.

Constantinople to Smyrna, Beyrout, Jaffa, &c., and Alexandria.—By the Austrian Lloyd's Steamers, every alternate Thursday.

Constantinople to Smyrna, Syra, Malta, and London.—Fortnightly.—Smith, Sundius, & Co., 33, Gracechurch Street, London.

Constantinople to Syria and Alexandria, *via Smyrna, Rhodes, Mersina, Alexandretta Latakia, Tripoli, Beyrout.*—Messageries Maritimes de France Co.'s Steamers. Every alternate Wednesday. See page 717.

Constantinople to Trebizonde.—By Austrian Lloyds Steamers, every Friday at noon.

Constantinople, the Ports of Anatolia and the Caucasus to Trebizond.—By the Russian Steam Navigation Company's Steamers, Every Sunday morning.

Constantinople to Varna.—Messageries Maritimes de France Co.'s Steamers. Every week.

Constantinople to Rodosto, Gallipoli, Dardanelles, Salonica, Volo, Pirœus. Naples and Marseilles.—A. & L. Fraissinet et Cie. Steamers. See page 719.

Constantinople to Varna, every Tuesday, Friday and Sunday, at 4 p.m., by Austrian Lloyds Steamers.

Copenhagen to Gothenburg, 3 or 4 times a week.

Copenhagen to Newcastle-on-Tyne.—Fares Best Cabin, 40s., 2nd Cabin, 20s. Return Tickets available for Two Months, 60s. and 30s. Tyne Steam Shipping Co.'s Steamers. Every Friday. See page 731.

Corfu to Alexandria—By Austrian Lloyds Steamer, every Monday, at 5 a.m.

Corfu to Brindisi, Ancona, and Trieste.—By Austrian Lloyds Steamers, every Thursday, at 8 p.m.

Corfu to Syra, Athens (Pirœus), Scio, and Smyrna, every Saturday, at 9 p.m. By Austrian Lloyds Steamers.

Corfu to Syria, *via* **Syra and Smyrna,** every alternate Saturday, at 9 p.m. By Austrian Lloyds Steamers.

Corfu to Syra & Constantinople (DIRECT LINE), every Monday, at 4 p.m., by Austrian Lloyds.

Corfu to Trieste (DIRECT).—Weekly, about every Friday, on arrival of the Steamer from **Alexandria** with the Indian Mails, by Austrian Lloyds; also every Tuesday, at 4 p.m., by the same Company's Steamer from **Constantinople.**

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Cork to Baltimore, *via* **Halifax.**—Fares £18 18s., £15 15s., £9 9s., and £6 6s. The Allan Line of Steamers from Queenstown.—See page 722.

Cork to Halifax, Nova Scotia.—Fares £18 18s., £15 15s., £9 9s., and £6 6s. The Allan Line of Steamers from Queenstown.—See page 722.

Cork (Queenstown) to Philadelphia.—Fares, £18 18s. to £21. The American Line of Mail Steamers. Every Thursday.

Dakar (Africa) to Bordeaux, Messageries Maritimes de France. Fortnightly Service. £18 and £22.

Dardanelles to Marseilles, Messageries Maritimes, every Thursday.

Dardanelles to Constantinople, every Wednesday, at 3 p.m., by Austrian Lloyds Steamers.

Dardanelles to Smyrna, and touching at the intermediate Ports of Syria, to Alexandria—By the Steamers of the Russian Steam Navigation and Trading Company every alternate Thursday morning.

Dardanelles to Salonica, Volo, Piræus, Naples, and Marseilles.—A. & L. Fraissinet et Cie Steamers, every Monday. See page 719.

Dartmouth to Cape of Good Hope, Algoa Bay, and Natal, Fares to Cape Town and Algoa Bay, £31 10s., and £21 to Natal, £5 5s. extra. The London Line of Mail Steamers On the 7th and 23rd of each month.

Dieppe to Newhaven (Brighton)—By the Brighton Steam Packet Co.'s Steamers, in connection with the London, Brighton, and South Coast, and Paris, Rouen, and Havre Railway trains. *See back Cover.*

Dover to Calais.—(1¼ hour.)—The Royal Mail Steamers daily, at 9.35 a.m. (1 & 2 class) 10.30 (1, 2, and 3 class), and 10.40 p.m. (1st class.) Fares, 8s. 6d. and 6s. 6d.; Children, 4s. 3d. and 3s. 3d. Average passage, 1¼ hour. See pages 700 and 701.

Dover to Ostend.—The Belgian Royal Mail Steamers. Day Mail Service every morning at 9.35 a.m. See page 703.

Dover to Ostend.—(4 hours.) The Belgian Royal Mail Steamboat. Service every night at 10.45 p.m. See page 703

Dunkirk to London.—Weatherley, Mead, and Hussey's Steamers, "Blonde" and "Blanche." Fares—10s. and 7s. Return Tickets available for a fortnight, 18s. and 10s. 6d. 90 lbs. of Luggage allowed free to each Chief Cabin Passenger.

The Screw Steam Shipping Co's Vessels, "Robert Peel," or "Lord John Russell," No information.

Fares:—Chief Cabin, 10s. Fore Cabin, 7s. Return Tickets, (available for 1 month,) Chief Cabin, 15s. Fore Cabin, 10s. 6d. Children under 10 years half-price. Steward's Fee One Shilling.

Elba (Island of) to Leghorn.—R. Rubattino & Co.'s Italian Mail Steamers, every Monday and Friday. See Advertisement page 724.

Eupatoria to Odessa.—(Passage 14 hours.) By the Steamers of the Russian Steam Navigation and Trading Company, every Thursday evening.

Favignana to Trapani.—J. & V. Florios Steamers, every Thursday at 6.0 a.m.

Flushing to Sheerness in 7½ hours.—By the Royal Netherlands Steamship Co. Daily, Sundays excepted. Fares, £2 and £1 4s.

Folkestone to Boulogne—Fares—8s. 6d. and 6s. 6d. The South Eastern Railway Company's Vessels according to tide. Average passage, 2 hours. For hours of sailing, see page 696.

Frederikshavn to Goteburg,—Daily at 12.45 p.m., the arrival of the Train from Altona.

Galatz to Constantinople, every Friday, at 8 a.m., by the Austrian Lloyds Steamers (during the Summer months only).

Galatz to Marseilles—Messageries Maritimes de France. Every Sunday. (except in Winter.)

Galatz to Pesth.—Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamers. Sunday, Monday, and Thursday. See page 728.

Galatz to Rustchuk, Basiasch, Pesth, and Vienna.—Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamers. By Express Boats. See page 728.

Galatz to Odessa.—By the Russian Steam Navigation Co.'s Steamer, every Thursday at noon. Imperial and Royal Austrian Danube Co.'s Steamers. See page 728.

Galle to Pondichery and Madras, Calcutta, Singapore, Batavia, Saigon, Hong-Kong, Shanghai, Yokohama, every fortnight, on Monday, per Messageries Maritimes Steamers.

Gallipoli to Dardanelles, Salonica, Volo, Piræus, Naples and Marseilles.—A. & L. Fraissinet et Cie Steamers every Monday. See page 719.

Genoa to Alexandria, R. Rubattino & Co.'s Italian Mail Steamers every 5th, 15th & 25th of the month, calling at **Leghorn, Naples,** and **Messina.** See page 724.

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Genoa to Bastia (Corsica), calling at **Leghorn.**—R. Rubattino & Co.'s Italian Mail Steamers, every Monday and Thursday, at 6 p.m. See page 724.

Genoa to Bombay (via Suez) on the 24th of every month by R. Rubattino's Italian Mail Steamers, on the 24th of each month. See page 724.

Genoa to Cagliari (Sardinia), calling at **Leghorn.**—R. Rubattino & Co.'s Italian Mail Steamers, every Saturday. See page 724.

Genoa to Leghorn and Naples.—Peirano Danovaro & Co's Steamers, every Monday and Friday at 9.0 a.m.

Genoa to Leghorn, CivitaVecchia, and Palermo.—J. & V. Florio's Steamers, every Tuesday, at 9.0 p.m.

Genoa to Leghorn, Civita-Vecchia and Naples.—Peirano Danovaro & Co's Steamers, every Wednesday at 9.0 p.m.

Genoa to Leghorn, Naples, Paola, Pizzo, Messina, Reggio, Catania Siderno, Catanzaro, Cotrone, Rossano, Taranto, Gallipoli, Brindisi, Bari, Molfetta, Viesti, Tremiti, and Ancona, Peirano Danovaro & Co's Steamers, every Fortnight at 9 p.m.

Genoa to Marseilles—A. & L. Fraissinet et Cie. Steamers, every Wednesday and Saturday. See page 719.

Genoa to Marseilles, Messageries Maritimes de France Co.'s Steamers, every fortnight, on Wednesdays.

Genoa to Marseilles.—Peirano Danovaro & Co's Steamers, every Friday, at 4.0 p.m.

Genoa and Naples to Alexandria.—R. Rubattino & Co.'s Italian Mail Steamers. See page 724.

Genoa to Naples and Messina, calling at **Leghorn** every 5th, 15th and 25th of each month, by R. Rubattino and Co.'s Italian Mail Steamers. See page 724.

Genoa to Nice and Marseilles.—Valery Freres et Fils Steamers every Monday at 8.0 p.m. See page 725.

Genoa to Nizza, Touching at **Porto Maurizio.**—Peirano Danovaro & Co's Steamers, every Friday, at 8.0 p.m.

Genoa to Portotorres, (Sardinia,) calling at **Leghorn.**—R. Rubattino and Co 's Italian Mail Steamers, every Wednesday and Saturday at 9 p.m. See page 724.

Genoa to Spezia.—Peirano Danovaro & Co's Steamers, every Tuesday, Thursday and Saturday at 9.0 p.m.

Genoa to Tunis, calling at **Cagliari and Leghorn.**—R. Rubattino and Co.'s Italian Mail Steamers, every Thursday. See page 724.

Gibraltar to Southampton (by P. & O. Steam Navigation Co.'s Steamers) every Wednesday.

Glasgow to Bombay.—The Anchor Line of Steamers. See page 731.

Glasgow to New York.—The Anchor Line of Steam Packets.
Fares by Wednesday's Steamers, £12 12s. and £14 14s.; by Saturday's Steamer, £13 13s. and £15 15s., and £8 8s. See page 731.

Goole to Antwerp.—Fare 15s.; Return Tickets 22s. 6d. The Goole Steam Shipping Company's Steamers, every Wednesday.

Goole to Dunkirk.—The Goole Steam Shipping Company's Steamers, every Saturday.

Goole to Ghent.—The Goole Steam Shipping Company's Steamers, every Wednesday & Saturday.

Goole to Rotterdam.—Fare 20s., Return Tickets 30s. The Goole Steam Shipping Company's Steamers, every Wednesday and Saturday.

Gothenburg to Hull.—Wilson Line of Steamers. See page 718.

Grimsby to Antwerp, every Wednesday and Saturday, by the Manchester, Sheffield, and Lincolnshire Railway Company's Steamers. Fares, Saloon, 15s. Return Tickets, available for one month, 22s. 6d. See page 715.

Grimsby to Hamburg every Wednesday and Saturday by the Manchester, Sheffield, and Lincolnshire Railway Company's Steamers. See page 715.

Grimsby to Rotterdam, every Wednesday and Saturday, by the Manchester, Sheffield, and Lincolnshire Railway Company's Steamers. Fares, Saloon, 20s. Return Tickets, available for one month, 30s. See page 715.

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Grimsby to the West Indies. The Hamburg American Mail Steam Ship Company's Steamers on the 11th and 26th of every month. See page 710.

Guernsey to Alderney.—The Princess, Once or twice weekly.

Guernsey to Jersey.—The Fannie, Britanny and Southampton. Fares 5s. and 3s. 6d. Return Tickets available for a Month, 7s. 6d., and 5s. See p. 707.

Guernsey to Jersey.—The Aquila, Brighton, or Cygnus. Every Wednesday and Saturday.

Guernsey to Southampton.—The Royal Mail Packets Daily. Fares 20s. and 14s. Steward's fees included. Return Tickets available for a Month, 33s. and 23s. See page 707.

Guernsey to Weymouth.—The Aquila, Brighton, or Cygnus, every Monday and Thursday.

Hamburg to Grimsby every Tuesday and Friday by the Manchester, Sheffield, and Lincolnshire Railway Company's Steamers. See Advertisement, page 715.

Hamburg to Hull—Brownlow, Lumsden and Co.'s Steamers. See page 704.

Hamburg to Hull.—Gee & Co.'s Steamers. Every Tuesday, Wednesday, Friday, and Saturday.

Hamburg to Hull.—Lofthouse, Glover, and Co's Steamers. The "Sprite" August 14th and 28th. "Fairy," August 4th and 18th.

Hamburg to London.—General Steam Navigation Co.'s Steamers. August 3rd, 2 a.m.; 5th, 3 a.m.; 8th, 5 a.m.; 10th, 6 a.m.; 12th, 8 a.m.; 14th, 11 p.m.; 16th, 12 night; 19th, 2 a.m.; 22nd, 4 a.m.; 24th, 5 a.m.; 26th, 7 a.m.; 28th, 11 p.m.; 31st, 1 a.m.
Fares—(Stewards Fee included)—Chief cabin, £2 2s. 6d; Fore cabin, £1 6s. 6d. Return Tickets (available for one month)—Chief Cabin, £3 5s.; Fore Cabin, £2 0s. 6d. Children under 10 half-price.

Hamburg to Newcastle-on-Tyne.—By the Tyne Steam Shipping Co.'s Steamers Tuesdays and Fridays. See page 731.
Fares—Best cabin, 30s.; Fore cabin, 15s. Return Tickets for a month, 45s. and 22s. 6d. Sailors on deck, 7s. 6d. Agents, Pearson & Langnese.

Hamburg, *via* Havre or Southampton, to New York.—Hamburg American Line. Every Wednesday morning. From Havre every Saturday. See page 710.

Hamburg to the West Indies and Colon. Hamburg American Line. Calling at Grimsby and Havre outwards, and at Cherbourg, Havre, or Southampton inwards, to St. Thomas, La Guayra, Puerto Cabello, Curaçoa, Sabanilla, Colon, having through communication from Colon (Aspinwall), with all ports on the West Coast of South America, the Central American ports, California, Japan and China. From Hamburg 8th and 23rd of every month, from Grimsby 11th and 26th of every month, from Havre or Southampton 14th and 29th of every month. See p. 710

Harlingen to Hull.—No Information.

Harlingen to London.—By the Waterford Steam Shipping Co.'s Steamer. "Nora," every Wednesday morning; and the "Lion," every Saturday during the Season. W. H. Carey & Sons.

Harwich to Antwerp.—The Great Eastern Railway Company's Steamers. See advertisements page opposite cover.

Harwich to Rotterdam.—The Great Eastern Railway Co.'s Steamers. See advertisement, page opposite cover.

Havre to Antwerp.—E. Grosos', Steamers, every Wednesday. See page 719.

Havre to Caen.—Daily, according to Tide. Fares, 6f. and 5f. Director E. Deschamps, Grand Quai, 67, Havre.

Havre to Havanna and New Orleans.—The North German Lloyd's Royal Mail Steamers. See page 696.

Havre to Honfleur and Rouen calling at intermediate places. Regularly during the season. See **Rouen to Honfleur and Havre.**

Havre to Honfleur—The Steamers "François I.," "Eclair," "Orne," "Français," "Manche, regularly twice a day. Fares, 2 fr. reserved places, and 1 fr. 25 c., and 75 c.

Havre to Lisbon, Porto, Cadiz, Seville, Gibraltar, and Malaga.—E. Grosos's Steamers, 1st, 10th, 15th, and 25th of each month. See page 719.

Havre to London—The General Steam Navigation Co.'s Steamers. Every Sunday. August 1st, 8 a.m.; 8th, 12 noon.; 15th, 8 a.m.; 22nd, 12 noon, 29th, 8 a.m.

Havre to Oran, Algiers, and Phillippeville.—By the Ligne Peninsulaire et Algerienne Co. Steamers. Every Fortnight. For further information apply to R. W. Landers & Co., 28, Chapel Street, Liverpool. See also page 719.

Havre to New York.—The Steamers of the National Steamship Co., "Erin," "Denmark," "Helvetia," "The Queen," &c., frequently. Fares—1st class, £10 10s. to £15 15s. Steerage, £3.

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Havre to New York.—Hamburg American Line. Every Saturday. See page 710.

Havre to Pont Audemer.—The "Castor" and "Ville de Pont Audemer," in connection with the Pont Audemer and Glos Montfort Railway, daily. Fare—1 fr. 50 c. Agent in Havre, M. H. Bressen, Quai de l'Ile.

Havre to Rouen, and Intermediate Places.—Every alternate day.

Havre to Santander, Havana, and New Orleans.—Hamburg-American Line. Monthly. See page 710.

Havre to Southampton.—The London and South Western Railway Company's Steamers—See Advertisement, page 706.

Havre to Trouville-Deauville.—(in 53 minutes.)—Steamers run daily, and occasionally twice a day, touching at **Honfleur.** Fares, reserved places 2 fr. 50 c., and 1 fr. 50 c., and 1fr.

Havre to West Indies and Colon.—Hamburg-American Line of Steamers. See page 710,

Helsingfors to Hull.—Bailey and Leetham's Steamers; for particulars apply to the Owners and Agents, Hull; or to the Agent in Helsingfors, Herman Donner.

Honfleur to Havre.—(in 30 minutes.)—Once or twice daily. Fares, reserved 2 fr., 1st class 1fr. 25c.; 2nd class, 75c. See **Havre to Rouen.**

Honfleur to Southampton.—See Advertisement, page 706.

Hong Kong to Marseilles.—Messageries de Maritimes de France, every second Friday. First Class, £85; Second Class, £64.

Hong Kong to Shanghai, (4 days).—By the Peninsular and Oriental Steam Navigation Company's Steamers. Every Tuesday and Friday.

Hong Kong to Shanghai (4 days).—Messageries Maritimes de France Co.'s Steamers Every Fortnight.

Hong Kong to Singapore, (6 days), **Penang,** (10 days), **Galle (Ceylon),** (16 days) **and Bombay,** (21 days).—By the Peninsular and Oriental Steam Navigation Company's Steamers. Every Thursday. During the S.W. monsoon an allowance of 5 days is made, in the dates of the Steamers leaving Hong Kong, Shanghai, and Manilla.

Hong Kong to Saigon, Singapore, Galle, Aden, Suez, Port Said, Marseilles, New Fortnightly Service with great reduction; by the most splendid Steamships of the Messageries de Maritimes de France.

Hong Kong to Yokohama.—The Peninsular and Oriental Steam Navigation Company's Steamers. Every Tuesday at 2 p.m.

Hong Kong to Yokohama.—Messageries Maritimes de France Co.'s Steamers—see Advt. page 716.

Hull to Amsterdam.—The European and Eddystone every Tuesday, Thursday, and Saturday

Hull to Antwerp.—(22 hours.)—Brownlow, Lumsden and Co.' Steamers. The Falcon, or Zebra, every Saturday. Best Cabin Fare, 15s. Return Tickets, 22s. 6d. See page 704.

Hull to Antwerp.—Gee & Company's Steamers. The Falcon every Saturday. See page 705.

Hull to Bergen.—T. Wilson, Sons and Company's Steamer the "Argo," May 1st, and every alternate Thursday during the season. See page 718.

Hull to Bordeaux.—The Forest Queen about every ten days.

Hull to Bremen (36 hours) **Bremerhaven, and Geestemunde.**—Fares, £2 and £1 Return Tickets available for a month. £3 and £1 10s. The North German Lloyd Steamers.—Every Wednesday and Saturday evening. N. Veltmann and Co., Agents. See page 696.

Hull to Christiansand and Christiana.—T. Wilson, Sons, and Company's Steamers The "Angelo," or "Hero," every Friday evening during the season. See page 718.

Hull to Constantinople, Odessa and Trieste.—T. Wilson, Sons & Co.'s Steamers, about every 14 days. See page 718.

Hull to Copenhagen.—Gee & Co.'s Steamers—Every week during the season. See page 705.

Hull to Danzig.—The Wilson Line of Steamers, Weekly. See page 718

Hull to Drontheim.—T. Wilson, Sons and Co.'s Steamer "Tasso," August 12th and 26th, and every alternate Thursday during the season. See page 718.

Hull to Dunkirk.—(22 hours.)—Best Cabin Fare, 15s. Return Tickets, 22s. 6d. Brownlow Lumsden, & Co.'s Steamers, every Saturday.

Hull to Gothenburg.—Thos. Wilson, Sons & Co.'s Steamers. The "Rollo," or "Orlando," every Saturday morning at 4.30 a.m (weather permitting). See page 718

Hull to Hamburg (42 hours).—Best Cabin Fare, 30s. Return Tickets 45s. Brownlow, Lumsden, & Co's Steamers. The Leopard or Tiger. Every Tuesday. See page 704.

Hull to Hamburg.—Gee & Co.'s Steamers. The Pacha or Helen McGregor. Every Tuesday, Wednesday, Friday, and Saturday. See page 705.

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Hull to Hamburg.—Lofthouse, Glover, & Co's Steamers, the "Sprite," August 7th and 21st, 9 p.m. The "Fairy," 11th and 25th, midnight. See page 712. The "Leopard or "Tiger," every Tuesday.
The Hansa or Hamburg, from the Humber Dock, every Friday evening.

Hull to Messina, Palermo Venice, and Trieste.—T. Wilson, Sons, & Co.'s Steamers. About every 14 days. See page 718.

Hull to New York, via Southampton.—Fares—First Cabin £12 12s; Second Cabin £6 6s. Wilson Line of Steam Ships. Every fortnight. See page 714.

Hull to Revel.—Gee and Co's Steamers. Every week throughout the season. See page 705.

Hull to Rotterdam.—The "Sea Horse, "Every Saturday. Also the "Sea Gull," Every Wednesday. See pages 727 and 696.

Hull to Rotterdam.—(22 hours.)—Fares, 20s. and 10s. Return Tickets, available for a month 30s. "Edith," every Monday; the "Albert," every Thursday; the "Sea Gull," every Wednesday.

Hull to Riga.—Thomas Wilson, Sons & Co.'s Steamers weekly. See page 718.

Hull to Rouen.—The Aberdeenshire, Czar, and Zaimis, July 17, and about every ten days.

Hull to Stettin.—T. Wilson, Sons & Co.'s Steamers weekly. See page 718.

Hull to St. Petersburg.—The Wilson Line of Steamers weekly during the season. See page 718.

Hull to St. Petersburg.—Gee and Company's Steamers. Every week throughout the Season. See page 705

Hull to St. Petersburg.—Brownlow, Lumsden, and Co.'s Steamers, Weekly. See page 730.

Hull to Stavanger and Bergen.—Thomas Wilson, Sons, & Co.'s Steamers. The "Argo," every alternate Thursday during the season. See page 718.

Hull to Stockholm.—Cammell, Woolf, and Haigh's Steamers; August 7th and 21st. Good, Floodman, and Co.'s Steamers; August 18th, 24th, and 31st.

Ibraila to Marseilles.—Messageries Maritimes de France, Saturdays at 10 a.m.

Ineboli (Black Sea) to Marseilles.—Messageries Maritimes de France, Tuesdays at 6 p.m.

Ingolstadt up and down the Danube.—Daily in Summer.

Jaffa to Marseilles.—Messageries Maritimes de France, weekly.

Jaffa to Port Said and Alexandria.—By Austrian Lloyd's Steamers. Every alternate Saturday, at 4 p.m.

Jaffa to Caiffa, Beyrout, Rhodes, Smyrna, and Constantinople.—By Austrian Lloyd's, every alternate Sunday, at 3 p.m.

Jaffa (Jerusalem) to Port Said and Alexandria.—By Messageries Maritimes de France Co.'s Steamers, and to Marseilles, every 14 days. Passage to Alexandria, about 30 hours. See page 717.

Jaffa (Jerusalem) to Constantinople, *via Smyrna*—Messageries Maritimes de France Co.'s Steamers, every 14 days. See page 717.

Jersey to Granville —The London and South Western Railway Co.'s Steamers. Fares—9s. and 6s.; Return Tickets, available for a month, 13s. 6d. and 9s. See advertisement, page 707.

Jersey to St. Malo.—The London and South Western Railway Co.'s Steamers. See page 707. Fares, 9s. and 6s. Return Tickets available for a month, 13s. 6d. and 9s.

Jersey to Southampton, via Guernsey.—Fares, 20s. and 14s., Steward's fee included Return Tickets, available for a month, 33s. and 23s. The Royal Mail Packets. See Advt. p. 707.

Jersey to Weymouth, *via* **Guernsey.**—The Aquila, Brighton, or Cygnus. Every Monday and Thursday.

Kerasund (Black Sea) to Marseilles.—Messageries Maritimes de France, every Sunday (except in winter.)

Kertch, and the Crimean Ports to Odessa.—By the Russian Steam Navigation Co.'s Steamers every Thursday and Sunday, at 11 a.m.

Kertch, and the Ports of the Sea of Azof, as far as Taganrog.—By the Russian Steam Navigation Co.'s Steamers, every Monday afternoon.

Kherson, touching at intermediate ports to Nicopol.—By the Russian Steam Navigation Co.'s Steamers, every Monday, Wednesday, and Friday, at 7 a.m.

Kherson to Odessa.—By the Russian Steam Navigation Co.'s Steamers, daily, except Saturdays, at 8 a.m.

Kiel to Korsoer —Daily at 12.35 a.m., in connection with the Train from Altona.

Kiel to Christiania.—No information

Kustendje to Marseilles.—Messageries Maritimes de France, every Tuesday.

La Calle (Algeria) to Marseilles.—Messageries Maritimes de France, every Sunday.

Latakia to Alexandria and Marseilles.—Messageries Maritimes de France Co.'s Steamers, weekly.

Latakia, touching at the intermediate ports, to Jaffa and Alexandria.—By the Steamers of the Russian Steam Navigation and Trading Co., every alternate Thursday, at 8 a.m.

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Latakia, touching at the intermediate ports, to Smyrna, Constantinople, and further.—By the Steamers of the Russian Steam Navigation and Trading Company, every alternate Thursday Evening.

Leghorn to Bastia.—R. Rubattino & Co.'s Mail Steamers, every Sunday at 8 a.m.

Leghorn to Island of Elba.—R. Rubattino & Co.'s Italian Mail Steamers, on Sunday and Wednesday. See page 724.

Leghorn to Bombay (*via* Suez).—By Rubattino & Co.'s Italian Mail Steamers. See Advertisement, page 724.

Leghorn to Genoa and Marseilles.—A. & L. Fraissinet et Cie. Steamers, every Tuesday and Friday. See page 719.

Leghorn to Genoa.—R. Rubattino & Co.'s Mail Steamers, every Monday at 11 a.m.; Wednesday, Thursday, and Saturday, at 11 p.m. See page 724.
Tickets £2 5s.

Leith to Antwerp.—George Gibson & Co.'s Steamers, the Windsor, Times, or Oborne, from Albert Dock, August 3rd, 10 p.m.; 10th, 7 p.m.; 17th, 10 p.m.; 24th, 6 p.m.; 31st, 10 p.m.

Leith and Granton to Bremerhafen.—The Leith, Hull, and Hamburg Steam Packet Company's Steamers from Victoria Dock; fares 30s. and 15s., return 45s. and 22s. 6d. No information.

Leith to Copenhagen.—Fares, 50s. (Stewards Fee, 3s. 6d.) and 25s. Return Tickets, 75s. and 37s. 5d.—The Leith, Hull, and Hamburg steamers, from Victoria Dock. No information.

Leith to Dantzig.—The Leith, Hull, and Hamburgh, Steam Packet Company's Steamers. No Information.

Leith to Hamburg.—Fares 30s., (Stewards Fee 3s. 6d.) and 15s. Return Tickets 45s. and 22s. 6d. The Leith, Hull, and Hamburg Steam Packet Company's Steamers.—No information.

Leith to Kiel.—The Leith, Hull, and Hamburg, Steam Packet Co.'s Steamers. To suit the trade.

Leith to Pillau and Stettin.—The Leith, Hull, and Hamburg, Steam Packet Company's Steamers. No Information.

Leith to Rotterdam.—Cabin Passage, £1 10s.; Return Ticket, £2 5s.; Steward's Fee, 3s. 6d. The Talisman, Osborne, or Kinghorn, every Friday and Monday.

Lillehammer to Eidsvold, (Norway).—Calling at Biri, Ringsaker, Hegnhougen, Gjovik Smedvigen, Næss, Hamar, Gillund, and Minde.—By the Skiblander and Feerdesmander, every Week-day morning, during the Summer.

Linz to Passau.—The Imperial and Royal Austrian Danube Steam Navigation Company's Steamers. Daily at 6.30 a.m. See page 728.

Linz to Vienna.—The Imperial and Royal Austrian Danube Steam Navigation Company' Steamers. Daily at 7 a.m. See page 728.

Lisbon to Bordeaux.—Messageries Maritimes de France, 25th of each Month. Fares £8 & £6.

Lisbon to Cadiz, Gibraltar, and Malaga.—On the 7th, 17th, and 27th of every month at 8 a.m. H. Juhel, Agent, Placa do Pelourinho, 19, Lisbon.

Lisbon to Havre on the 9th, 19th, and 27th of every month.

Lisbon to Liverpool.—The Liverpool and Northern Brazil Steamers. See page 714.

Lisbon to Dakar, Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres.—By the Messageries Maritimes de France Co.'s Steamers, on the 27th of each month.

Littlehampton to Honfleur.—Fares from London to Honfleur, 21s., 15s., 12s. Return Tickets, available for one month, at fare and a half. Every Wednesday in connection with Train from Victoria and London Bridge Stations.

Liverpool to Alexandria and Syria.—Moss Line of Steamers, every Saturday. Fares to Alexandria, £15; to Beyrouth or Alexandretta, £21. See page 723.

Liverpool to Antwerp.—Fares, 25s. and 15s. Return Tickets available for Two months 40s. The Hoopoe, Rallus, Flamingo, Grebe, &c., from South Side, Nelson Dock, every Wednesday and Saturday.

Liverpool to Bahia.—The Liverpool, Brazil, and River Plate Steamers, on the 3rd, 12th, and 20th.

Liverpool to Baltimore, via St. John's and Halifax.—The Allan Line of Steamers See page 722.—Fares to Norfolk, Baltimore, or Philadelphia, £18 18s.; £15 15s.; £9 9s.; and £6 6s.

Liverpool to Barbadoes, (for Demerara), **La Guayra, Puerto Cabello, Savanilla, Colon, and Carthagena.**—The West India and Pacific Steam Ship Company's Steamers, on the 5th of each month. Fares to Barbadoes, £25.

Liverpool to Bombay, via Suez Canal.—The Anchor Line of Steamers at regular intervals. See page 731. The Hughes' Line of Steamers from East side Huskisson Dock. The Bellona, August 5th, Atalanta, August 20th to be followed by the Parna, European, Vespasian, Clive.

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Liverpool to Bordeaux.—Fares £3 15s. James Moss and Co.'s Steamers, every Ten days. See page 723. See also Liverpool to Valparaiso.

Liverpool to Bordeaux.—The Pacific Steam Navigation Company's Steamers. See page 713.

Liverpool to Boston.—Fares £22 1s., £17 17s., and £15 15s. Return Tickets, available for six months, £31 10s. The Cunard Line of Royal Mail Steam Ships, calling at Queenstown. See page 708.

The National Line of Steamers—Every fortnight.

Liverpool to Gibraltar, Algiers, Malta, Alexandria, & Beyrout, and Alexandretta.—Fares to Gibraltar, £8; Algiers, £15; Malta £12; Alexandria, £15; Beyrout, £21; Alexandretta, £21. To Bordeaux, £3 15s. James Moss and Co.'s Steamers, every Saturday, in connection with the Bombay and Bengal Steamship Company's Steamers to Bombay twice a month. See page 723.

Liverpool to Gibraltar, Genoa, Leghorn, and Naples.—Burns and MacIver's Steamers. Several times a month. See page 711.

Liverpool to Gibraltar, Malta, (11 days,) **Syra,** (14 days) **Constantinople, and Smyrna.** (23 days.)—Burns and MacIver's Steamers. Several times a month. See page 711.

Liverpool to Gibraltar, Palermo, Messina, Corfu, Patras, Ancona, Trieste, and Venice.—Burns and MacIver's Steamers. Several times a month. See page 711.

Liverpool to Halifax, Nova Scotia.—Fares: £18 18s.; £15 15s.; £9 9s; and £6 6s. The Allan Line of Steamers. See page 722.

Liverpool to Havana.—Steam to Havana from Liverpool at regular intervals.—See p. 712.

Liverpool to Havre.—Burns & MacIver's Steamers. The Stromboli, Balbec, or British Queen, every Wednesday and Saturday.

Liverpool to Jamaica, Santa Martha, Savanilla, and Carthagena, via New York.—Agents in Liverpool, Leech Harrison, & Forwood, 11, Dale Street.

Liverpool direct to Jamaica, Vera Cruz, and other Mexican Ports.—On the 10th of each month, by the steamers of the West India and Pacific Steam Ship Company. The Temple, Dale Street

Liverpool to Lisbon, (5 days.)—The Liverpool and Northern Brazil Steamers. Passage money, £6. See page 714. See also Liverpool to Valparaiso.

Liverpool to Lisbon.—The Pacific Steam Navigation Company's Steamers. Every alternate Wednesday. See page 713.

Liverpool to Madeira, (5 to 6½ days.) The African Steamship Company's Steamers, from the Prince's Landing Stage. The British and African Steam Navigation Company's Steamers, from the Prince's Landing Stage, August 14th, 16th, and 29th.

Liverpool to Malta.—James Moss & Co.'s Steamers, every Saturday. See page 723.

Liverpool to Malta, Beyrout, Alexandretta, and Mersyna.—The Agia Sofia, Ararat, Arcadia, Laconia, Macedonia, Orontes, and Thessalia. Every ten days.

Liverpool to Malta, Syra, Constantinople, and Smyrna.—The Agia Sofia, Arcadia, Ararat, Laconia, Macedonia, Orontes, and Thessalia. Every ten days

Liverpool to Malta, Syra, Smyrna, and Constantinople.—The Agia Sofia, Ararat, Arcadia, Laconia, Macedonia, Orontes and Thessalia. Every ten days.

Liverpool to Monte Video and Buenos Ayres. The Liverpool, Brazil, and River Plate Steamers. The River Parana Steamship Co.'s Steamers, on the 10th of every month.

Liverpool to New Orleans.—The Mississippi and Dominion Line of Steamers.

Liverpool to New York.—Fares, £26 and £18. Return Tickets available for Six Months £50. The Cunard Line of Royal Mail Steam Ships. See page 708.

Liverpool to New York.—Fares, £22 1s., £17 17s., & £15 15s.; Return Tickets, available for six months, £31 10s. The Cunard Line of Royal Mail Steamers. See page 708.

Liverpool to New York, (11 to 14 days.—The Inman Line of Steamers, from East side Huskisson Dock. Fares—£15 15s., £12 12s., and £10 10s. See page 709.

Liverpool to New York.—Fares, £15 15s., £18 18s., and £22 1s. Return Tickets issued at Reduced Rates. The White Star Line of Steamers. See page 723. The National Line of Steamers—Every Wednesday.

Liverpool to New York.—Fares: Saloon, £17 17s, £15 15s., £12 12s., and £10 10s. Steerage, £3. The National Line of Steamers every Wednesday.

Liverpool to New York.—The Guion Line of Steamers, about every Wednesday, from the South side of Sandon Dock, calling at Queenstown.

Liverpool to Oran, Algiers, and Philippeville.—By the Ligne Peninsulaire et Algerienne Co.'s Steamers, every fortnight. For fares, freight, &c., apply to R. W. Landers & Co., 28, Chapel street, Liverpool.

Liverpool to Para, Maranham, and Ceara, via Lisbon or Havre, (to Para 22 days.)—The Liverpool and Northern Brazil Steamers on the 15th, and 30th of each month. Passage money for Brazil ports, £25; for Lisbon, £6; for Mandos, £28. R Singlehurst & Co. and A. Booth & Co., owners. See page 714.

Liverpool to Philadelphia.—Fares: £12 12s. to £18 18s. The American Line of Mail Steamers, every Wednesday.

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Liverpool to Port-au-Prince, Kingston, Vera Cruz, and Tampico, calling at **Progresso** every alternate month. The West India and Pacific Steam Company's Steamers. On the 10th of each month.

Liverpool to Quebec, via Portland.—The Allan Line of Steamers. See page 722.

Liverpool to Quebec direct.—The Allan Line of Steamers. See page 722.

Liverpool to Quebec and Portland.—The Dominion Line of Steamers. August 25.

Liverpool to Rio de Janeiro.—The Liverpool Brazil and River Plate Steamers. On the 3rd, 12th, and 18th of each month. See, also, Liverpool to Valparaiso.

Liverpool to Rio de Janeiro, Monte Video, Valparaiso, Callao, and all West Coast Ports.—Also taking Mails and Passengers for Buenos Ayres. The Pacific Steam Navigation Co.'s Royal Mail Steamers. Calling at Bordeaux, Spanish Ports, and Lisbon, for Mails and Passengers. The steamer of the 14th touches at Pernambuco and Bahia for Mails and Passengers only. See page 713.

Liverpool to Rosario.—The Liverpool, Brazil, and River Plate Steamers.—On the 10th. The River Parana Steam Ship Company's Steamers on the 10th of every month.

Liverpool to Rotterdam—The Kestrel, Quail, Eret, Ousel, or Auk, from South Side of Nelson Dock.—Every Wednesday and Saturday. Fare 22s. 6d.

Liverpool to St. Thomas, Curacoa, (for Maracaibo,) Santa Martha, Savanilla, Carthagena, and Colon.—Fare to St. Thomas, £25; to other ports in the West Indies, £28. The West India and Pacific Steam Company's Steamers. On the 20th of each month.

Liverpool to San Francisco, via New York.—THE INMAN LINE OF STEAMERS in connection with the Pacific Mail Steamers.—See page 709.

Liverpool to San Francisco, via New York.—The Cunard Line of Steamers. See p. 708.

Liverpool to Santos.—The Liverpool, Brazil, and River Plate Steamers, on the 12th.

Liverpool to Teneriffe.—Fares £19 10s. 6d., and £15 15s. The African Steam-ship Company's Steamers from Princes' Landing Stage, The British and African Steam-Navigation Co.'s Steamers, from Princes' Landing Stage, August 14th, and 28th.

Liverpool to Valparaiso, (38 days) calling at **Bordeaux, Lisbon, Bahia, Rio de Janeiro, and Monte Video.**—Taking Passengers for Arica, Islay, and Callao.—The Pacific Steam Navigation Co.'s Steamers, from Morpeth Dock, Birkenhead—See page 713.

Liverpool to the West Coast of Africa.—The African Steam Ship Co.'s Steamers from Princes' Landing Stage, The British and African Steam-Navigation Company's Steamers from Princes' Landing Stage. August 14th, 16th, and 28th.

Liverpool to Yokohama (Japan), Hong Kong, and Shanghai, via the Isthmus of Panama and San Francisco. The West India and Pacific Steam Ship Company's Steamers.

London to Alexandria (*Egypt*) (6½ days) **and Suez,** *weekly*, and thence to **India, China, Japan, Australia, Reunion, Mauritius, &c., *via* Brindisi,** in connection with the Peninsular and Oriental Steam Navigation Company's Steamers at Suez.

From London.—Every Friday by the 7 40 a.m., (1st and 2nd class) and every Wednesday at 7 40 a.m; (2nd class) through South Eastern and London, Chatham, and Dover Continental Express Trains, via Dover and Calais, Mont Cenis, Turin, Bologna, Ancona, and Brindisi.

Arrival in Alexandria the following week on Thursday at 8 a.m.

Through Fares to Brindisi.—1st Class, £11 11s.; 2nd Class, £8 11s. For full particulars and information as to Rates and Tickets to India, China, Japan, and Australia, apply to the SOUTH ITALIAN RAILWAY COMPANY'S Sole Agents, LEBEAU and Co., 6, Billiter Street, London, E.C. 168, Rue du Faubourg St. Denis, and 26, Rue Feydeau, Paris.

London to Alexandria, (Egypt).—Every Tuesday at 8.45 p.m; (1st class), from Charing Cross to Marseilles, thence per Messageries Maritimes. Fares—1st class, £22 5s. 7d.; 2nd class, £14 9s. Messageries Maritimes, 97, Cannon St.

London to Amsterdam.—The Diana, or other Steamer, from off the Tower weekly, (weather permitting.) Passage about 36 hours. A. G. Robinson, Agent; Office, 20, Mark Lane.

London to Antwerp.—(Sea passage, 5 hours.)—The "Baron Osy," from St. Katharine's Steam Wharf every Sunday, at 12 noon, and "Max Vandenberg," every Wednesday at noon, from 11th August.

Fares, 22s. and 16s. Return Tickets available for a month, 34s., and 24s 6d. See page 715.

The General Steam Navigation Company's vessels from St. Katharine's Steam Wharf, Every Tuesday, and Thursday, and Saturday, at 12 noon. Fares: Chief Cabin, £1 2s: Fore Cabin. 16s; Return Tickets, available for a month, 34s. and 24s. 6d. Children under 10 years half price.

By the Great Eastern Railway Company's Steamers via Harwich. See advt. opposite the cover.

London to Barcelona, every week, on Friday evening, per Messageries Maritimes (via Marseilles.)

London to Bombay, via Suez Canal.—T. Wilson, Sons, & Co.'s Steamers—Every Fortnight See page 718

London to Bordeaux.—The Era, Brenda, Ranger, or other Steamer, from off the British and Foreign Steam Wharf, Lower East Smithfield, every week or ten days. A. G. Robinson, 20 Mark Lane. The Harlingen and Emily from Cotton's Wharf every week.

London to Boulogne.—(8 hours)—Fares 12s. and 8s. 6d. Return Tickets 18s. 6d. and 13s. The General Steam Navigation Co.'s Steamers, from St. Katherine's Steam Wharf. August 1st and 2nd, 1 a m; 3rd and 4th, 2 a m; 5th and 6th, 3 a m; 7th, 4 a m; 8th, 5 a m; 9th, 5 a m; 10th, 6 a m; 11th, 7 a m; 12th, 8 a m; 13th and 14th, 10 a m; 15th, 11 a m; 16th, 12 noon; 17th and 18th, 1 a m; 19th and 20th, 2 a m; 21st, 3 a m; 22nd, 4 a m; 23rd, 4 a m; 24th, 5 a m; 25th, 6 a m; 26th, 7 a m; 27th, 9 a m; 28th, 10 a m; 29th, 12 noon; 30th, 12 noon; 31st, 1 a m.

Fares, 12s. and 8s. 6d. Return Tickets, 18s. 6d., and 13s.

London to Boulogne via Folkestone.—Fares,—30s. 8d. and 22s. 6d.; Return Tickets, by Boulogne or Calais, available for a month, 55s. and 40s.; per Rail from Charing Cross or Cannon Street to Folkestone, thence per South Eastern Company's Steamers.

London to Bremen.—The Adler, Mowe, Schwan, &c. The North German Lloyd Steamers twice a Week from Horsleydown (weather permitting) embarking Passengers at Brunswick Pier, Blackwall, every Wednesday and Saturday; see page 732.

London to Calais—(8 hours).—The General Steam Navigation Company's Steamers, from Gun and Shot Wharf. August 5th, 3 a m; 10th, 6 a m; 15th, 10 a m; 20th, 2 a m 25th, 6 a m; 29th, 12 noon. Out and Home, 18s. 6d. and 13s.

London to Calcutta, *via* SUEZ CANAL, calling at **Colombo and Madras.**—T. Wilson, Sons, and Co.'s Steamers. Every fortnight. See page 718.

London to Cape of Good Hope, and Algoa Bay.—Fares, £31 10s. and £21. The London Line of Mail Steamers.—On the 4th & 20th, calling at Dartmouth on the 7th and 23rd.

London to Christiansand and Christiania.—Thomas Wilson, Sons, and Co.'s Steamers. The "Albion" every alternate Thursday evening during the season. Fares—£4 2s. and £4 13s. 4d. Return Tickets £6 6s. and £4. See page 718.

London to Colombo, via Suez Canal.—The Ducal and Blackwall Lines. See page 727.

London to Dieppe, Paris, and the Continent, VIA **Newhaven.**—Per Rail from London Bridge or Victoria Station to Newhaven, thence per Steamer. See page 695.

London to Dunkirk.—The Blonde or Blanche from Cotton's Wharf, Every Wednesday and Saturday. Fares—10s. and 7s. Return Tickets available for a month 15s., and 10s. 6d. Steward's Fee, 1s. The Sir Robert Peel, or Lord John Russell, from Fenning's Wharf, London Bridge. August 2nd, 12 night; 6th, 2 a m; 10th, 5 a m; 12th, 9 a m; 17th, 11 a m; 21st, 2 p m; 26th, 7 p m; 28th, 9 p m. An extra steamer may leave occasionally on Monday or Tuesday.

Fares—Chief cabin, 10s.; Fore cabin, 7s. Return Tickets (available for one month), 15s., and 10s 6d. Children under 10 years, half price. Stewards fee, 1s. Through Fares to Lille, 14s., 12s and 10s.

London to Genoa, Leghorn, Naples, Messina, and Palermo.—Fares to Genoa, £12; to Leghorn, £15; to Naples, £18. The London, Italian, and Adriatic Steam Navigation Company's Steamers. The Italia, Clotilda, Justitia, Alexandria, and Venetia, from Wapping Basin, London Dock. On the 1st and 15th of each month with cargo only.

London to Gothenburg.—The Mary, or Louisa Ann Fanny, from Millwall Docks, every Friday. See page 712.

London to Gothenburg, Stockholm, Norkoeping.—E. Groso's Steamers. See page 719.

London to Hamburg.—(37 hours)—The General Steam Navigation Co.'s Steamers from St. Katherine's Steam Wharf. Every Tuesday, Thursday and Saturday, August 3rd, 2 p m; 5th and 6th, 2 p m; 10th, 8 a m; 12th, 9 a m; 14th, 11 a m; 17th, 12 noon; 19th and 21st, 2 p m; 24th and 26th, 3 a m; 28th, 10 a m; 31st, noon.

Fares—Chief cabin, £2 2s. 6d.; Fore cabin, £1 6s. 6d. Return Tickets, available for one month, Chief cabin, £3 5s; Fore cabin, £2 0s. 6d Children under 10 years, half-price.

London to Hamburg.—Fares—40s. and 25s. The Hamburg London Steam Ship Company's Steamers. The Wega, Capella, Castor and Venus, will leave from off Horsleydown calling at Brunswick Pier, and Blackwall. Every Tuesday and Friday mornings. See page 714.

London to Harlingen. (36 hours.) The "Lion," "Hollandia," or other Steamer, from off the Tower, every Sunday and Wednesday morning.

London to Havre.—The General Steam Navigation Company's steamers, from off St. Katherine's Steam Wharf. Every Thursday. August 5th, 11 a.m.; 12th, 6 a.m.; 19th, 11 a.m.; 26th, 6 a m. Fares—Chief cabin, 13s.; Fore cabin, 9s. Out and Home Tickets, available for one month £1 0s. 6d. and 14s. Children under 10 years half-price.

London to Lisbon, Gibraltar, Malaga, and Cadiz.—John Hall, jun., and Co.'s Steamers, from London Dock—Every Thursday.

London to Malta, Syra, Smyrna, Constantinople, and Odessa.—Fortnightly. Smith, Sundius, & Co., 33, Gracechurch Street, London.

London to Malta, Constantinople, Galatz, and Ibrail.—Fortnightly. Smith Sundius, and Co., 33, Gracechurch Street, London.

London and Marseilles Line (Direct).—In connection at Marseilles with the India, China, Japan, and Mauritius Lines. Also with the Mediterranean Lines. Departures from Vic-

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toria Docks, July 3rd, and every alternate Saturday thereafter per Messageries Maritimes Screw Steamers.

London to Natal. Fares—£36 18s. and £26 5s. The London Line of Mail Steamers, on the 4th and 20th, calling at Dartmouth on the 7th and 23rd.

London to Oporto.—(4 days.)—Fare £6 8s. The Olga, or Aurora, from off East Lane Stairs. Weekly.

London to Ostend.—(10 hours)—The General Steam Navigation Co.'s Steamers, from St. Katherine's Steam Wharf, DIRECT—Wednesdays and Saturdays, August 4th, 2 a.m.; 7th, 4 a.m.; 11th, 7 a.m.; 14th, 10 a.m. 18th, 1 a.m.; 21st, 3 a.m.; 25th, 6 a.m.; 28th, 10 a.m. Fares—Chief cabin, 16s. Fore cabin, 12s. 6d. Children under 10 years, half-price. Return Tickets available for One Month, £1 4s. 6d. and 19s.

London to Paris *via* Newhaven, Dieppe and Rouen.—The Brighton Steam Packet Company's Steamers, in connection with the London, Brighton and South Coast, and Paris Rouen, and Dieppe Trains. See page 695.

London to Paris, via Rouen.—The Emily from Cotton's Wharf; about every Eight days.

London to Rio de Janeiro, Monte Video, and Buenos Ayres, *via* **Antwerp and Havre**—The Liverpool, Brazil, and River Plate Mail Steamers. Twice a month.

London to Rotterdam.—Average passage 18 hours.—The General Steam Navigation Co.s Steamers, from St. Katharine's Steam Wharf. Every Wednesday and Saturday, at 11 a.m. Fares—22s. and 16s. 0d.: Out and Home, £1 14s. and £1 4s. 6d. Children under 10 years of age half-fare.

The Ranger or other Steamer from off the Tower, every Saturday morning (weather permitting.) The Nora, or other Steamer.—Every Wednesday. A. G. Robinson, Mark Lane.

London to Rotterdam and the Rhine.—Netherlands Steam Boat Company's vessels, from Brunswick Dock, Blackwall. The "Batavier," every Saturday at 12 noon; "Holland," every Wednesday at 9.30 a.m; and the "Maasstroom," every Thursday at 12 noon. See page 730. The "Ranger," or other steamer from the Tower every Saturday morning. The "Nora," every Wednesday.

London to Rotterdam, *via* **Harwich.**—Every Tuesday, Thursday, and Saturday, at 6.0 p.m. from Bishopsgate Station, Great Eastern Railway.

London, Rouen and Paris,—Taking goods at through rates **for Bordeaux**, and all parts of France; also for Oran, Algiers, Philippeville, and Bone. The Screw Steamers Harlingen and Emily, from Cotton's wharf, every week. Apply to F. Burnett and Sons, 14, Mincing Lane.

London to St. Petersburg.—The Era, Ranger, or other Steamer, from off East-Lane Stairs. Every week during the Season Fare—£6 6s.

The Onega, Dwina, Volga, Octa, or Bolderaa, from East Lane Pier, every week during the season. Fare: £5 5s.

Londonderry (Moville) to Quebec via Portland.—Fare £18 18s., £15 15s., £9 9s., and £6 6s. The Allan Line of Steamers. See page 722.

Lubeck to Copenhagen.—Daily at 4 p.m.; Fares 6 th.; 5 th. 8 sgr., and 3 th. 22½ sgr.

Lubeck to Reval (Alexander, Porthan, Helsingfors).—Once or twice weekly. Fares, 21 th., 18½ th., 10 th.

Lubeck to Riga (Riga, Lubeck, Livonia).—Weekly in 56 hours. Fares with food, 20th, 14 th.

Madalena to Bastia.—R. Rubattino and Co.'s Italian Mail Steamers. Every Wednesday at 5 p.m. See page 734.

Madalena to Portotorres.—R. Rubattino and Co.'s Italian Mail Steamers. Every Monday. at 6 a.m; and every Thursday at 7 a.m. See page 734.

Madalena to Civitavecchia.—R. Rubattino & Co.'s Italian Mail Steamers. Every Friday at 8 a.m.

Madras to Marseilles.—Messageries Maritimes de France, every fourth Tuesday. Fares—£60 and £45.

Mahe to Marseilles. Messageries Maritimes de France, every fourth Thursday. Fares, £75 & £56

Malaga to Alicante, Barcelona, and Marseilles.—By Lopez and Co's Steamers Every Sunday and Thursday at noon. See page 704.

Malaga to Cadiz.—By Lopez & Co's Steamers. Every Monday and Wednesday at 4 p.m. See page 704.

Malaga to Gibraltar, Cadiz, Lisbon, and Havre.—On the 3rd, 13th, and 23rd, at 8 a.m. E. R. Scholtz, Agent, Alameda.

Malta to Alexandria.—A. & L. Fraissinet et Cie. Steamers, 4th and 18th of each month. See page 719.

Malta to Marseilles.—A. & L. Fraissinet et Cie. Steamers, 4th and 20th of each month.—See page 719.

Malta to Southampton.—By Peninsular and Oriental Steam Navigation Company's Steamers, Every Friday.

Malta to Syracuse, Catania Messina and Palermo.—J. & V. Florio's Steamers

Malta to Tripoli.—By French Steamer. Three times per month, in 22 hours. First class (including food). £2 8s. 0d.

Maranham to Liverpool.—The Liverpool and Northern Brazil Steamers. See page 714

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Marseilles to Agde.—A. & L. Fraissinet et Cie. Steamers, every Tuesday, Thursday, and Saturday. See page 719.

Marseilles to Ajaccio, Propriano, or Bonifacio—Valery & Co.'s Steamers, every Friday at 9 a.m. See page 725.

Marseilles to Ajaccio, Porto Torres, Propriano, and Bonifacio.—A. & L. Fraissinet et Cie. Steamers, every Friday. See page 719.

Marseilles to Alexandria touching at **Messina.**—Messageries Maritimes de France Co.'s Steamers. Every Week, (New Service). See page 717.

Marseilles to Alexandria, Malta and Port Said—A. & L. Fraissinet et Cie. Steamers, 1st and 15th of each Month. See page 719.

Marseilles to Algiers.—Valery & Co.'s Steamers. See page 725.

Marseilles to Algiers—(Direct in 36 hours.)—Messageries Maritimes de France Co.'s Steamers Every Saturday, at 5 p.m.

Marseilles to Barcelona.—Messageries Maritimes de France. Every Sunday at 10 a.m.

Marseilles to Bastia and Leghorn.—A. & L. Fraissinet et Cie. Steamers, every Sunday. See page 719.

Marseilles to Bastia and Leghorn.—Valery & Co.'s Steamers, every Sunday, at 9 a.m. See page 725.

Marseilles to Calvi and L'Ile Rousse.—A. & L. Fraissinet et Cie. Steamers. See page 719.

Marseilles to Cannes—A. & L. Fraissinet et Cie. Steamers. See page 719.

Marseilles to Cannes, and Nice.—A. & L. Fraissinet et Cie. Steamers, every Sunday. See page 719.

Marseilles to Cette.—(In 8 hours.)—A. & L. Fraissinet et Cie. Steamers, Daily. Fares—12fr. 50c. and 8fr. 50c. See page 719.

Marseilles to Cette.—Valery & Co.'s Steamers. See page 725.

Marseilles to Civita Vecchia.—A. & L. Fraissinet et Cie. Steamers, every Wednesday and Sunday. See page 719.

Marseilles to Constantinople touching at the Ports in the Black Sea.—A. & L. Fraissinet et Cie., 6, Place de la Bourse, Marseilles. See page 719.

Marseilles to Constantinople and Piræus.—Messageries Maritimes de France Co.'s Steamers every Saturday, either *via* **Piræus** or *via* **Syra** at 5 p.m. See advt. page 716.

Marseilles to Genoa.—Messageries Maritimes de France Co.'s Steamers, every week. See p. 717.

Marseilles to Genoa—A. & L. Fraissinet et Cie. Steamers, every Wednesday and Sunday. See page 719.

Marseilles to Genoa, calling at Leghorn, Civita Vecchia, and Naples.—Valery & Co.'s Steamers. See page 725.

Marseilles to Egypt, touching at Malta, Alexandria, and Port Said, on the 1st and 15th of each month, by A. & L. Fraissinet et Cie. Steamers. See page 719.

Marseilles to Leghorn and Civita-Vecchia.—A. & L. Fraissinet et Cie. Steamers, every Wednesday and Sunday. See page 719.

Marseilles to London.—Messageries Maritimes de France. Every alternate Saturday, from Saturday, 31st January.

Marseilles to Malta, Alexandria, and Port Said (carrying the English and French Overland Mails.)—A. & L. Fraissinet et Cie. Steamers. See page 719.

Marseilles to Messina, Syra, and Constantinople, returning by **Piræus and Messina.**—**Marseilles to Messina Piræus, and Constantinople. Smyrna, Syra, and Mersina. To the Ports of the Syrian Coast,** *via* **Smyrna,** every Two Weeks. **To the Ports of the Syrian Coast,** *via* **Alexandria,** every Two Weeks, by the Messageries Maritimes Steam Ships. See page 717.

Marseilles to Naples.—Messageries Maritimes de France Co.'s Steamers, every week. See page 717.

Marseilles to Naples—A. & L. Fraissinet et Cie. Steamers, every Wednesday, Thursday, and Sunday. See page 719.

Marseilles to Naples, calling at Genoa, Leghorn, and Civita Vecchia.—Valery & Co.'s Steamers.—Sundays and Wednesdays at 8 a.m. See page 725.

Marseilles to Nice, Bastia, and Leghorn.—A. & L. Fraissinet et Cie. Steamers, every Sunday and Tuesday. See page 719.

Marseilles to Nice and Genoa—Valery Freres et Fils Steamers every Saturday at 5 p.m. See page 725.

Marseilles to Oran, calling at Carthagena.—Valery & Co.'s Steamers. See page 725.

Marseilles to Palmero and Messina. See page 717.

Marseilles to Naples, Patras, Piræus, Volo, Salonica, Dardanelles, Gallipoli, Rodosto and Constantinople—A. & L. Fraissinet et Cie. Steamers, every Thursday. See page 719.

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Marseilles to Port Said, Suez, Aden, Mahe, Reunion, Mauritius, Point de Galle, Pondichery, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, Yokohama.—Messageries Maritimes de France Co.'s splendid Steam Ships, "Ava," "Pei Ho-Meikong," &c., &c., Fortnightly service, See advertisement, page 716

Marseilles to Smyrna.—Messageries Maritimes de France Co.'s Steamers, once a-week, on Fridays or Saturdays

Marseilles to Stora.—Valery & Co.'s Steamers. See page 725.

Marseilles to Tunis, calling at Ajaccio, Bona, and La Calle. Valery & Co.'s Steamers. See page 725.

Mauritius to Marseilles.—Messageries Maritime de France. Every fourth Friday. Fare £80 and £60. See page 716.

Melbourne (Hobson's Bay) **to King George's Sound and Ceylon.**—By the Peninsular and Oriental Steam Navigation Company's Steamers.

Mersina to Alexandria, touching at Alexandretta Latakia, and all the intermediate ports.—Messageries Maritimes de France Co.'s Steamers, every second week. See page 716.

Mersina to Marseilles.—Messageries Maritimes de France. Weekly.

Mersina, touching at the intermediate Ports, to Beyrouth, Jaffa, and Alexandria.—By the Russian Steam Navigation Co's Steamers, every alternate Tuesday evening.

Messina to Naples and Genoa.—R. Rubattino & Co.'s Italian Mail Steamers on the 1st, 11th, and 21st of the month. See page 724.

Messina to Constantinople, *via* Pirseus.—Messageries Maritimes de France Co.'s Steamers, every week.

Messina to Reggio, Messina and Naples.—I. V. Florio's Steamers ever Monday. Thursday, and Saturday, at 10 a.m.

Messina to Lipari, Milazzo, Patti, Capo d'Orlando, S. Stefano, Cefalu and Palermo.—I. V. Florio's Steamers every Sunday at 9 a.m.

Monte Video to Bordeaux —Messageries Maritimes de France. 2nd of each month at 5 p.m. Fares, £48 and £34.

Naples to Alexandria.—Every Saturday per Messageries Maritimes Steamers.

Naples to Bombay (via Suez).—On the 31st of every month, by R. Rubattino and Co.'s Italian Mail Steamers. See advertisement, page 724.

Naples to Civita Vecchia, Leghorn, Genoa, and Marseilles.—A. & L. Fraissinet, et Cie. Steamers, every Sunday and Wednesday. See page 719.

Naples to Cagliari.—R. Rubattino and Co.'s Italian Mail Steamers, every Saturday at 2 p.m.

Naples to Leghorn and Genoa.—R. Rubattino and Co.'s Italian Mail Steamers, on the 2nd, 12th, and 22nd of the month. See page 724.

Naples to Messina and Alexandria.—R. Rubattino and Co.'s Italian Mail Steamers, every 8th, 18th, and 28th of each month. See page 724.

Naples to Leghorn, Genoa, and Marseilles.—A. and L. Fraissinet et Cie. Steamers calling at Civita Vecchia. Fares, Naples to Marseilles, 120 francs, and proportionate rates to the other ports. See page 719.

Naples and Marseilles.—Valery Brothers, Son & Co., of Bastia—The only direct Line—For Marseilles, calling at Civita Vecchia, average passage 42 hours. Touching at Civita Vecchia and Genoa, average passage, 60 hours. Fares—Civita Vecchia, 1st class, 50 frs., 2nd class, 30 frs.; Marseilles, 1st class, 150 frs., 2nd class 115 frs. Naples to Ischia, daily at 2 p.m. See Advertisement, page 725.

Naples to Messina, Reggio, and Messina—I. V. Florio's Steamers every Monday, Wednesday, and Friday, at 6 p.m.

Naples to Paola, Pizzo, Messina, Reggio, and Catania—Peirano Danovaro and Co's Steamers every Saturday at 6 p.m.

Naples to Palermo—I. V. Florio's Steamers every Monday, Wednesday, Thursday, Friday, and Saturday, at 6 p.m.

Naples to Port Said, Suez, Aden, Pointe de Galle, Pondichery, and Madras, Calicutta, Singapore, Batavia, Saigon, Hong-Kong, Shanghai, Yokohama, Seychelles, Reunion and Mauritius, every fortnight on Tuesday, beginning 18th July, per Messageries Maritimes Steamers, (same fares as from Marseilles.)

Naples to Sorrento and Capri (2 hours.) "The Risposta" every Monday and Thursday at 9 a.m. The Steamer stops at the Blue Grotto, to allow Passengers to visit it. Fares—Naples to Sorrento, Capri and Back, Lire 12, to Sorrento, Lire 5, to Capri, Lire 5. Boats at Naples, and at the above places included.

Newcastle-on-Tyne to Antwerp.—By the Tyne Steam Shipping Company's Steamer, "The Sentinel" August 7th, 4 p.m.; 14th, 11 a.m.; 21st, 3 p.m.; 28th 11 a.m.

Fare—First Class, 22s. 6d.; Second Class, 11s. 6d. Return Tickets available for Two Months and may also return via Rotterdam 35s. and 18s.

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Newcastle-on-Tyne to Copenhagen.—By the Tyne Shipping Co.'s Steamers. The "Royal Dane," every Monday night; "Earl Percy or Grenadier," every Thursday afternoon. See page 731.

Fares. 32s. 6d. and 16s. 6d. Return Tickets available for two months, and may also return via Hamburg 50s. and 25s. 6d.

Newcastle-on-Tyne to Hamburg.—By the Tyne Steam Shipping Co.'s Steamers, Every Tuesday and Saturday. "The Admiral" August 3rd, 1 p.m.; 7th. 4 p.m.; 10th, 8 a.m.; 14th, 11 a.m.; 17th, 1 p.m.; 21st, 3 p.m.; 24th, 7 a.m; 28th, 11 a.m; 31st, 1 p.m.

Fares: Best Cabin, 32s. 6d.; Fore Cabin, 16s. 6d. Return Tickets available for two months, and may also return via Copenhagen 50s. and 25s. 6d.

Newcastle-on-Tyne to Rotterdam.—By the Tyne Steam Shipping Company's Steamer, The "Lord Raglan," August 3rd, 1 p.m.; 7th, 4 p.m.; 10th, 8 a.m.; 14th, 11 a.m; 17th, 1 p.m.; 21st, 3 p.m; 24th, 7 a.m; 28th 11 a.m; 31st, 1 p.m.

Fares—First Class, 22s. 6d.; Second Class, 11s. 6d. Return Tickets available for two months, and may also return via Antwerp 35s. and 18s.

Newhaven, (Brighton,) to Dieppe, (5½ hours) **for Rouen and Paris.** The London, Brighton, and South Coast Railway Company's Steamers, in connection with London, Brighton, and South Coast, and Paris, Rouen, and Dieppe trains. See page 695.

New York to Hayti, La Guayra, Puerto Cabello, Curacco, and Maracaibo.—The Atlas Steamship Co.'s Steamers Every three Weeks. Agents in Liverpool: Leech, Harrison, & Forwood, 11, Dale Street.

New York to Jamaica, Santa Martha, Savanilla, and Carthagena.—The Atlas Steamship Co.'s Steamers, Fortnightly. Agents in Liverpool: Leech, Harrison, & Forwood, 11, Dale Street.

New York to Liverpool.—The British and North American Royal Mail Steam Packet Co.'s Steamers, every Wednesday.—By the Inman Line of Steamers. See Advt., page 709.

New York to Liverpool.—National Steamship Co. Every Saturday

New York to London.—National Steamship Co. Fortnightly.

New York to Plymouth (via Cherbourg).—The Hamburg American Co.'s Steamers, every Thursday. See page 710.

Nice to Genoa.—Valery Freres et Fils Steamers, every Sunday at noon. See page 725.

Nice to Marseilles.—Valery Freres et Fils Steamers, every Tuesday at 8 p.m. See page 725.

Nice to Genoa.—Twice a week, by A, & L. Fraissinet et Cie. Steamers. See page 719.

Nice to Marseilles.—A. & L. Fraissinet et Cie Steamers. See page 719.

Nicolaieff to Odessa.—By the Russian Steam Navigation Company's Steamers, daily, except Saturdays at 8 a.m.

Nicopol, calling at intermediate Ports to Kherson.—By the Russian Steam Navigation Company's Steamers, every Tuesday, Thursday, and Sunday, at 5 a.m.

Odessa to Constantinople.—On Tuesdays and Saturdays at 9.42 a.m. by the Russian Steam Navigation Company's steamers, 36 hours.

Odessa to Constantinople.—By the Russian Steam Navigation Company's Steamers, every Tuesday and Saturday at 4 p.m.

Odessa to Constinople, *viâ* Kustendje, every Monday at 6 p.m., by Austrian Lloyds Steamers.

Odessa to Constantinople, Galatz, Rustchuk, Basiach, Pesth to Vienna. By the Imperial and Royal Austrian Danube Steam Navagation Company's Steamers. Express Boats. See page 728.

Odessa to Constantinople, Smyrna, Malta, and London—Every fortnight.—Smith, Sundius & Co., 33, Gracechurch Street, London.

Odessa to Kherson.—By the Russian Steam Navigation Company's Steamers, daily, except Saturdays at 8 a.m., arriving at 5 p.m same day. Boats ascend the Dnieper to Nicopol from Kherson.

Odessa to Galatz.—By the Russian Steam Navigation Co.'s Steamers. Fares 20 Roubles, 15 Roubles, and 8 Roubles. In correspondence with the Austrian Lloyd's Steamer for **Vienna.**

Odessa to London, calling at Messina or Malta.—By the Russian Steam Navigation Co.'s Steamers, about the 10th, 20th, and 30th of each Month.

Odessa to Mount Athos.—By the Russian Steam Navigation Co.'s Steamers—Particulars from the Co.'s agents.

Odessa to Nicolaieff.—By the Russian Steam Navigation Co.'s Steamers, daily, except Saturdays, at 8 a.m.

Odessa to Smyrna, Rhodes, Alexandretta, Latakia, Beyrout, Jaffa, and Alexandria (calling at intermediate places).—By the Russian Steam Navigation Co.'s Steamers every alternate Saturday, at 4 p.m.

Odessa to the Crimean Ports as far as Kertch.—By Russian Steam Navigation Co.'s Steamers every Thursday, and Monday at 2 p.m.

Odessa, all the Ports of the Crimea, and the Sea of Azof, as far as Taganrog.—By the Russian Steam Navigation Company's Steamers, every week.

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Odessa, the Ports of the Crimea, and the Caucasus, as far as Poti.—By the Russian Steam Navigation Company's Steamers, every Thursday at 2 p.m.

Odessa, the Ports of the Crimea, and all the Ports of the Sea of Azof.—By the Russian Steam Navigation Company's Steamers, every Thursday at 2 p.m., and between **Odessa**, the Ports of the Crimea, **Berdiansk** and **Taganrog**, Twice a week.

Oran to Algiers.—Messageries Maritimes de France Co.'s Steamers, every Wednesday, at 6 a.m.

Oran to Marseilles.—Messageries Maritimes de France Co.'s Steamers, every Wednesday at 10 a.m.

Oran to Nemours, Malaga, Gibraltar, Tangier, and Cadix.—Messageries Maritimes de France Co.'s Steamers, every fortnight, on Saturday, at 8 p.m. See Advt. page 717.

Ordoun (Black Sea) to Marseilles.—Messageries Maritimes de France, every Sunday.

Ostend to Dover—Every evening by the Belgian Government Mail packets at 8, after arrival of Brussels and Cologne Mail Train See page 702.

Ostend to Dover.—Day Mail Service. Every morning at 10.0 a.m. After arrival of Brussels morning, Bale and Cologne night train. See page 702.

Ostend to London.—The General Steam Navigation Company's Steamers. August 3rd, 12 night; 6th, 3.30 p.m.; 10th, 6 p.m.; 13th, 10 p.m.; 17th, 12 night; 20th, 2 p.m.; 24th 6 p.m.; 27th, 10 p.m.; 31st, 12 p.m.

Fares: (Steward's Fee included) Chief cabin, 16s.; Fore Cabin, 12s. 6d.; Children under 10, half-price. Return Tickets, available for one month, Chief cabin, £1 4s. 6d.; Fore cabin, 19s.

Palermo to Cagliari.—R. Rubattino & Co.'s Italian Mail Steamers. Every alternate Saturday, from 9th January. See page 724.

Palermo to Civita-Vecchia, Leghorn and Genoa.—I. & V. Florio's Steamers, every Friday at 11 a.m.

Palermo to Marseilles.—Messageries Maritimes de France, fortnightly.

Palermo Messina, Catania, Syracuse and Malta.—I. & V. Florio Steamers every Saturday at 5 p.m.

Palermo and Naples.—I. & V. Florio's Steamers, every Monday, Tuesday, Wednesday, Thursday and Saturday at 3 p.m.

Palermo, Cefalu, S. Stefano, Capo d'Orlando, Patti, Milazzo, Lipari, and Messina.—I. & V. Florio's Steamers every Tuesday at 6 a.m.

Palermo to Trapani, (Marsala), Mazzara, Sciacca, Girgenti, Licata, Jerranova, and Syracuse.—I. & V. Florio's Steamers, every alternate Saturday at 12 noon, from 3rd January, 1874; and every alternate Saturday at 12 noon.

Palermo to Ustica.—I. & V. Florio's Steamers on the 1st and 3rd Saturday of every month, at 12 night.

Pantellaria to Trapania.—I. & V. Florio's Steamers, every Tuesday at 9 p.m.

Palma to Barcelona.—Every Tuesday at 4 p.m., arriving at Barcelona on Wednesday at about 6 a.m.

Palma to Valencia.—Every Thursday at 3 p.m., arriving at Valencia at about 7 a.m. on Friday.

Palma to the Island of Ivica, and thence to Valencia.—Every Sunday at 8 a.m., arriving at Valencia on Monday.

Palma (Island of Majorca) to Port Mahon (Island of Minorca.)—Every Monday Average passage, 11 hours.

Para to Liverpool.—The Liverpool and Northern Brazil Steamers.

Passau to Linz.—The Imperial and Royal Austrian Danube Steam Navigation Company's Steamers. Daily at 2 p.m. See page 728.

Patras to Marseilles.—A. & L. Fraissinet et Cie. Steamers. See page 719.

Penang to Brindisi and Southampton.—By Peninsular and Oriental Steam Navigation Co.'s Steamers, every Saturday.

Pernambuco to Bordeaux—Messageries Maritimes de France, see page 717.

Pesth to Baslasch, Rustchuk, Galatz, Constantinople, and Odessa.—The Imperial and Royal Austrian Danube Steam Navigation Company's Steamers, by Express Boats. See page 728

Pesth to Rustchuk and Giurgievo, Galatz and Constantinople, and (by the Czernavoda and Kustendje Railway) to **Constantinople.**

Pesth to Semlin (Belgrade), Orsova, the Lower Danube, and Galatz. The Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamer, every Monday, Thursday, and Friday, at 6.30 a.m. See page 728.

Pesth to Vienna, daily at 6 p.m. By the Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamers. See page 728.

Philippeville to Havre and Liverpool.—By the Ligne Peninsulaire et Algerienne Co.'s Steamers. Every fortnight. For further information apply to R. W. Landers & Co., 28, Chapel Street, Liverpool. See also page 719.

Piombino to Portoferraio.—R. Rubattino and Co.'s Italian Mail Steamers. See page 724.

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Piræus to Beyrout, Jaffa, and Alexandria (*via* SYRA and SMYRNA).—By Austrian Lloyd's Steamer, every alternate Tuesday, at 8 p.m.

Piræus to Smyrna and Constantinople, every Tuesday, at 8 p.m., by Austrian Lloyd's Steamer.

Piræus to Marseilles—Messageries Maritimes de France, every 14 days

Piræus to Naples and Marseilles.—A. and L. Fraissinet et Cie. Steamers, every Saturday. See page 719.

Piræus to Syra, every Tuesday and Saturday, at 8 p.m., by Austrian Lloyds Steamer.

Plymouth to Cape Town, Cape of Good Hope.—The Union Steam Ship Company's Steamers. On the 6th, 16th, and 27th. See Southampton to Cape Town.

Plymouth to Cherbourg for Paris—By the Hamburg American Steamers, Weekly. See page 710.

Plymouth to Hamburg—By the Hamburg American Steamers Weekly. See page 710.

Point de Galle to Marseilles—Messageries Maritimes de France Fares, £60 and £45. See page 716.

Pondichery to Marseilles—Messageries Maritimes de France. every 28 days. Fares, £60 and £15. See page 716.

Port-Said to Alexandria, Malta, and Marseilles.—A. and L. Fraissinet et Cie. Steamers, 11th and 25th of each Month.—See page 719.

Port Said to Malta, Gibraltar, and Southampton.—By Peninsular and Oriental Steam Navigation Co.'s Steamers, every Tuesday.

Port Said to Marseilles—Messageries Maritimes de France, Weekly. Fares £16 and £12. See page 716.

Port Mahon (Island of Minorca) to Palma (Island of Majorca.)—Every Wednesday. Average passage 11 hours.

Portoferraio to Leghorn.—R. Rubattino and Co.'s Italian Mail Steamers, every Monday and Friday at 8 a.m. See page 724.

Portotorres to Genoa, calling at **Leghorn.**—R. Rubattino and Co.'s Italian Mail Steamers, every Sunday and Wednesday. See page 724.

Portotorres to Propriano, and Marseilles.—A. & L. Fraissinet et Cie. Steamers. See page 719.

Portoferraio to Piombino.—R. Rubattino and Co.'s Italian Mail Steamers, every day at 8 a.m. See page 724.

Portotorres to Genoa, calling at **Leghorn** only.—R. Rubattino & Co.'s Italian Mail Steamers, every Sunday and at noon. See page 724.

Portotorres to Madalena.—R. Rubattino and Co.'s Italian Mail Steamers, every Wednesday nd Friday. See page 724.

Poti, the Ports of the Caucasus, the Crimea and Odessa.—By the Russian Steam Navigation Company's Steamers, every Sunday at 6 p.m.

Poti to Marseilles—Messageries Maritimes de France, Weekly.

Propriano to Ajaccio, and Marseilles.—Valery Freres et Fils Steamers. Mondays 2 p.m. See page 725.

Riga to Lubeck—Every Saturday at 10 a.m.

Reunion to Marseilles—Messageries Maritimes de France, every fourth Saturday. Fares, £80 and £60. See page 716.

Rhodes to Alexandria, *via Beyrout and Jaffa.*—Messageries Maritimes de France Co.'s Steamers every 14 days.

Rhodes to Marseilles.—Messageries Maritimes de France. Weekly.

Rodosto to Gallipoli, Dardanelles, Salonica, Volo, Pirœus, Naples, and Marseilles.—A. and L. Fraissinet et Cie Steamers. See page 719.

Rio Janeiro to Bordeaux—Messageries Maritimes de France, 9th of each month at 8 a.m., Fares. £40 and £30 8s. 0d. See page 716.

Rotterdam to Grimsby, every Tuesday and Saturday, by the Manchester, Sheffield and Lincolnshire Railway Company's Steamers.—Fares, Saloon, 20s. Return Tickets, available for One Month, 30s. See page 715.

Rotterdam to Hull.—Average passage 21 hours. The "Sea Horse" and the "Sea Gull" every Tuesday night; and every Saturday at 8 p.m. Agent, W. H. H. Hutchinson, Hull See pages 727, 686.

Rotterdam to Harwich and London.—By the Great Eastern Railway Co.'s Steamers See page opposite cover.

Rotterdam to Leith.—No information. Fare £1 10s. Return Tickets £2 5s.

Rotterdam to London.—Average passage, 18 hours.—By the General Steam Navigation Company's Steamers, every Tuesday and Saturday at 8 a.m.

Fares:—Chief cabin, £1. 2s.; Fore cabin, 16s. 0d.: Children under ten years half-price Return Tickets, £1 14s., and £1 4s. 6d.

Rotterdam to London.—The "Olga" or other Steamer, on Saturday morning, and the "Zephyr" every Monday afternoon, weather permitting. A. Robinson, Agent, 20 Mark Lane.

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Rotterdam to London.—The Netherlands Steamboat Co.'s Steamers, "Batavier" every Tuesday at 11 a.m; "Holland" every Friday at 2 p.m; and "Maasstroom" every Sunday at 10 am. See page 730.

Rotterdam to Newcastle-on-Tyne.—By the Tyne Steam Shipping Company's Steamers Wednesdays and Fridays. Fares;—Best Cabin, 30s.; Fore Cabin, 15s. Return Tickets for two months, 45s. and 22s. 6d. Sailors on deck, 7s. 6d., Agents, D. Burger & Son. See page 731.

Rustchuk to Giurgevo, Basiasch, Pesth, and Vienna.—By the Imperial and Royal Austrian Danube Steam Navigation Company's Steamers. See page 728.

Rouen, Honfleur, and Havre.—Daily, about noon, by the Rouen and Havre Steamboats.

Saigon to Marseilles.—Messageries Maritimes de France, every second Wednesday. Fare, £85 and £64. See page 716.

Salonica to Constantinople.—Messageries Maritimes de France Co.'s Steamers every Tuesday. See Advertisement, page 717.

Salonica to Marseilles.—Messageries Maritimes de France, every Tuesday, and every alternate Wednesday.

Salonica to Volo, Piraeus, Naples, and Marseilles.—A. & L. Fraissinet et Cie. Steamers, every Wednesday. See page 719.

Samsoun to Marseilles.—Messageries Maritimes de France. Weekly.

Sfax to Susa and Tunis.—R. Rubattino and Co.'s Italian Mail Steamers. Every Saturday at 6 a.m.; see page 724.

Shanghai to Hong Kong (4 days).—Messageries Maritimes de France Co.'s Steamers.

Shanghai to Marseilles.—Messageries Maritimes de France, every second Saturday. Fares £95 and £71. See page 716

Shanghai to Hong-Kong (4 days).—The Peninsular and Oriental Steam Navigation Co.'s Steamers. Every Friday at 11 a.m. During the S. W. monsoon an allowance of 5 days made in the dates of the Steamers.

Sheerness to Flushing.—(7½ hours.)—By the Royal Netherlands Steamship Company. Daily, (Sundays excepted.) Fares from London 26s. and 15s. Return tickets 40s. and 24s.

Singapore to Brindisi.—By P. & O. Steam Navigation Co.'s Ships; 10th and 24th July.

Singapore to Marseilles.—Messageries Maritimes de France, every 14 days. Fare, £75, and £56. See page 716.

Singapore to Southampton.—By P. & O. Steam Navigation Co.'s Ships. Every Wednesday.

Smyrna to Alexandria—"The Syrian Line," *via Rhodes, Mersina, Alexandretta, Latakia, Tripoli, Beyrout, Jaffa, and Port Said.*—Messageries Maritimes de France Co.'s Steamers, fortnightly

Smyrna to Alexandria (DIRECT).—Every alternate Sunday, from 4th January, 1874, Arriving in three days by Austrian Lloyd's Steamers.

Smyrna to Alexandria *via* **Coast of Syria.**—Every alternate Sunday, arriving at Alexandria in 8 days by Austrian Lloyd's Steamers.

Smyrna to Brindisi—in 3½ Days. Departure every Saturday at 4 p.m., by the Austrian Lloyd's Steamers (*via Syra*).

Smyrna to London.—Fortnightly. Smith, Sundius, & Co., 33, Gracechurch Street, London.

Smyrna to Marseilles and Italy, *via Syra.*—Messageries Maritimes de France Co.'s Steamers. Weekly. See Advertisement, page 717.

Smyrna to Scio, Syra, Zante, Piraeus, Corfu, Brindisi, Ancona, and Trieste, every Saturday, at 4 p.m, by Austrian Lloyds Steamers.

Southampton to Aden (21 days).—The Peninsular and Oriental Company's Steamers, every Thursday at 2 p.m.

Southampton to Baltimore (12 days)—Fare £18. North German Lloyd Steamers. Every alternate Saturday, at 11 a.m. See p. 696.

Southampton to Barbadoes.—Royal Mail Steam Packet Co.'s Steamers, 2nd, 10th and 17th, of each Month. See page 711.

Southampton to Batavia.—Fare, £93. The Peninsular and Oriental Company's Steamers. June 3rd; and every alternate Thursday thereafter, at 2 p.m.
Passengers are conveyed from Singapore by the Nederlands India Steam Navigation Company.

Southampton to Batavia, Padang, Samarang and Sourabaya.—Fares, 1st class £75, £66 10s. and £58; 2nd class £34. Children under 12 years half fare; Infants free. Return tickets 20 per cent off homeward fare. The Nederland Steamship Company's steamer every month.

Southampton to Belize, British Honduras.—Royal Mail Co.'s Ships. June 17th.

Southampton to Bombay.—The Peninsular and Oriental Company's Steamers. Every Thursday, at 2 p.m. Change at Suez.

Southampton to Calcutta.—The Peninsular and Oriental Co's Steamers. Every alternate Thursday at 2 p.m.

Southampton to Cape Town, Cape of Good Hope.—Fares, to St. Helena and Cape of Good Hope, £36 15s. and £24 3s; to Mossel Bay and Algoa Bay, £39 18s. and £26 5s; to East

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London and Natal, £44 2s. and £29 8s; to Mozambique, £63 and £42; to Zanzibar, £70 and £46.; to Ascension via Cape, £57 15s. and £38 17s.; via St. Helena, £45 3s. and £29 8s. The Union Steam Ship Company's Steamers—On the 5th, 15th, and 25th, calling at Plymouth the day after. The Steamer of the 5th conveys Passengers for Cape Town, Algoa Bay, Mossel Bay, East London, Natal, Mozambique, and Zanzibar; that of the 15th to St. Helena, Ascension, Cape Town, and Algoa Bay; and that of the 25th to Cape Town, Algoa Bay, and Natal.

Southampton to Carthagena (25 days).—The Royal Mail Steam Packet Company's ship 2nd, 10th, and 17th of each month, at 11.30 a.m, unless this date falls on Sunday, then on the day following. First Class, from £35. One child under 3 years free; Children under 8, £8 15s.; 8 and under 12, £17 10s. Return Tickets for 12 months, 25 per cent less. Second Class, £25. Page 711.

Southampton to Ceylon, Point de Galle (30 Days.)—The Peninsular and Oriental, Company's Steamers. August 12th and 26th and every alternate Thursday, at 2 p.m.

Southampton to Colon or Aspinwall.—(21 Days.)—The Royal Mail Steam Packet Company's Steamer. On the 2nd, 10th and 17th of every month, at 11.30 a.m. Should these dates fall on Sunday, then on the following day. See page 711.

(In 21 days). Fares, First-class, from £10; Second-class, £10 One child, under one year, free; children under six years, quarter fare; under twelve years, half fare. Return Tickets, available for twelve months. 25 per cent less. The Hamburg-American Co.'s Steamers taking Passengers for St. Thomas, La Guyara Puerto Cabello, Curaçoa, Savanilla, Maracibo, and Colon.

Southampton to Curacoa. Fares £30. The Royal Mail Steam Packet Company's Steamers, on the 10th and 17th of each month. See page 711.

Southampton to Gibraltar (5 days), **Malta** (9 days), **and Port Said** (13 days). By the Peninsular and Oriental Steam Navigation Co's Steamers. Every Thursday at 2 p.m. (7 hours from Alexandria to Cairo, and 5 hours from Cairo to Suez.)

Southampton to Grey Town (24 days)—The Royal Mail Steam Packet Company's Ships August 17th. Fares: First Class, from £35. 1 Child under 3 years, free; 3 and under 8, £8 15s.; 8 and under 12, £17 10s. Return Tickets, available for 12 months 25 per cent less. Second Class, £20. See page 711.

Southampton, Guernsey, and Jersey.—The Royal Mail Packets, from the docks. See page 707.

Southampton to Havana, and Vera Cruz.—The Royal Mail Steam Packet Company's Ships, August 2nd. First Class from £30. One child under 3 years free; Children under 8 10s 8 and under 12, £15. Return Tickets, available for twelve months, 25 per cent. less. Second Class, £25. Average passage, 19½ days. See page 711.

Southampton to Havre.—The London and South Western Railway Company's Steam Ships, from the Docks (weather permitting). See page 706.

Southampton to Hong Kong (50 days) **and Shanghai** (56 days).—The Peninsular and Oriental Company's Steamers, August 12th and 23rd, and every alternate Thursday, at 2 p.m.

Southampton to Hong Kong, and Shanghai, via Panama.—Fares—First Class, £113 10s., and upwards; Third Class £47 7s. 6d. Children under 12, half fare; under 6, quarter fare; and one under 2, free. The Royal Mail Steam Packet Company's Steamers, on 17th of each month, at 11.30 a.m. See page 711.

Southampton to Jacmel (Hayti) (17 days), **and Jamaica** (19 days).—The Royal Mail Steam Packet Company's Steamers, Aug. 17th. Fares—First Class, from £30. One child under 3 years, free; 3 and under 8, £7 10; and under 12, £15. Return Tickets, available for twelve months 25 per cent. less. Second Class, £20.

Southampton to Japan, via Panama.—Fares to Yokohama, First Class, £103 10s., and upwards; Third Class, £48 7s. 6d. To Nagasaki and Hiogo, First Class, £113 10s. and upwards; Third Class, £47 7s 6d. Children under 12, half fare; under 6, quarter fare. The Royal

Southampton to King George's Sound, Adelaide (Glenelg), **Melbourne, and Sydney** (37 days).—The Peninsular and Oriental Company's Steamers. August 12th, and every fourth Thursday thereafter at 2 p.m. Mail Steam Packet Company's Steamers, August 17th. See page 711.

Southampton to La Guayra. Fares £30. The Royal Mail Steam Packet Company's Steamers. See page 711.

Southampton to Lisbon (3½ days), **St. Vincent (Cape de Verds** (11 days). **Pernambuco** (18½ days), **Bahia** (21 days), **Rio** (24½ days), **Monte Video** (31 days), **Buenos Ayres** (32½ days).—The Royal Mail Steam Packet Company's Ships, on the 9th and 24th of each month, if these dates fall on Sunday, then on the following day. Fares to Lisbon, First Class, from £8; to St Vincent (Cape de Verds,) First Class, from £25; to Pernambuco, Bahia, and Rio neiro, First Class from £30; Monte Video or Buenos Ayres, First Class

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from £35. Return Tickets 25 per cent less, available for 12 months, except to Lisbon. One child under 3 years, free; children under 8, quarter fare; above 8, and under 12, half fare. Second Class Passages to Brazil and River Plate, the Company finding bedding, for £20 each. 3rd Class to Brazil, £13, and River Plate, £15. The steamer leaving Southampton on the 24th calls at Corunna, but does not touch at Pernambuco and Bahia. See page 711.

Southampton to New York.—Fares £23 and £18. The North German Lloyd Steamers. See page 696. The Hamburg American Company's Steamers.—Every Saturday. See page 710.

Southampton to New York.—The Wilson Line of Steamers. August 6th and every fortnight. See page 714.

Southampton to New Zealand, via the Suez Canal and Melbourne (Australia).—Fares to Dunedin, Greymouth, Hokitika, Invercargill, Lyttelton, Nelson, Port Chalmers, Picton, or Wellington, £98 10s.; to Auckland, Napier, Taranaki, Wanganui, £10 The Peninsular and Oriental Company's Steamers—August 12th and 26th, and every fourth Thursday thereafter, at 2 p.m.

Southampton to Pacific Ports (North and South).—The Royal Mail Steam Packet Company's Steamers, August 2nd, 10th, and 17th. See page 711.

Southampton to Penang.—The Peninsular and Oriental Co.'s Steamers. August 12th and 26th, and every alternate Thursday thereafter, at 2 p.m.

Southampton to Porto Plata.—The Royal Mail Steam Packet Company's Steamers August 2nd and 17th. Fares—First Class, £30 and upwards. See page 711.

Southampton to Puerto Cabello. Fares £30. The Royal Mail Steam Packet Company's Steamers, 2nd, 10th and 17th, of each month. See page 711.

Southampton to Savanilla (26 days).—The Royal Mail Steam Packet Company's steamers, on the 2nd, 10th and 17th of each month. Should these dates fall on Sunday, then on the following day. See page 711.

Southampton to San Francisco and British Columbia, *via* Isthmus of Panama.—The Royal Mail Steam Packet Company's Steamers leave Southampton on the 2nd and 17th of each month, at 11.30 p.m. (if this date fall on Sunday, then on the following day) for Colon (Aspinwall), reaching there about the 22nd and 7th. Trains run daily across the Isthmus of Panama, and the Steamers of the Pacific Mail Steam Ship Company leave Panama for the North Pacific, reaching San Francisco in about 13 days. Fares—First Class, £54 5s. 0d. and upwards; Third Class, £24. Return Tickets available for 12 months.

Southampton to St. Malo.—Fares 23s. and 17s. Return Tickets, available for one month, 35s. and 25s. By the London and South Western Railway Co.'s Steamers. See page 707.

Southampton to Tampico (25 days) **and Vera Cruz** (24 days). The Royal Mail Steam Packet Company's Steamers—On the 2nd of every month, at 11.30 a.m., unless that date falls on Sunday, then on the following day. Fares:—First Class from £38 10s. One Child under three years, free; Children under eight, quarter fare; eight, and under twelve, half fare. Return Tickets, available for twelve months. 25 per cent loss. Second Class, £25 each.

Southampton to Trinidad.—The Royal Mail Steam Packet Company's Steamers, on the 2nd, 10th, and 17th of each month. See page 711.

Southampton to the West Coast of South America, including CALLAO and VALPARAISO.—The Royal Mail Steam Packet Company's ships, August 2nd, 10th, and 17th at 11.30 a.m., unless these dates should fall on Sunday, and then on the following day, in conjunction with the Pacific Steam Navigation Company's ships. Through Tickets may be obtained, but not including the transit across the Isthmus of Panama. Also return Tickets to or from the port on the West Coast, with an abatement of 25 per cent., available for twelve months. See page 711.

Southampton to the West Indies.—The Royal Mail Steam Packet Company's ships August 2nd and 17th, at 11.30 a.m.—If the 2nd or 17th fall on a Sunday, then on the following day. To Port-au-Prince (2nd only), Jacmel (17th only), Jamaica, Antigua, Barbadoes, Demerara, Dominica, Grenada, Guadaloupe, Martinique, Porto Rico, St. Kitts, St. Lucia, St. Thomas, St. Vincent, Tobago, and Trinidad. Fares:—First Class, from £30. One Child under three years, free; Children under eight, quarter fare; eight, and under twelve, half fare. Return Tickets available for twelve months, at a fare and a-half. Second class passengers, victualled and found with bedding, will be conveyed to the West Indies for £20 and upward Passengers for Montserrat and Nevis only booked to Antigua and St. Kitts respectively.

St. Malo to Jersey.—By the London and South Western Railway Co.'s Steamers. See p. 707

St. Malo to Southampton.—By the London and South Western Railway Co.'s Steamer "St. Malo." See page 707.

St. Petersburg to London—By the "Delta," "Aurora," "Ranger," "Era," and other eligible steamers weekly, during the season. Thielcke and Busk, Agents

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Stettin to Copenhagen.—No information.
Stockholm to St. Petersburg.—No information.
Suez to Aden (6 days), **(Ceylon)**, (17 days), **Madras** (21 days), **and Calcutta** (25 days) The Peninsular and Oriental Steam Navigation Company's Steamers every Friday. The Steamers will probably leave Suez a day earlier than these dates, arising from an accelerated transmission of the Mails from Brindisi to Alexandria, and through Egypt.

Suez to Aden and Bombay.—By the Peninsular and Oriental Steam Navigation Company's Steamers, Every Friday. The Steamers will probably leave Suez a day earlier than these dates, arising from an accelerated transmission of the Mails from Brindisi to Alexandria, and through Egypt.
Suez to Aden, Galle (Ceylon), **Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.**—Messageries Maritimes de France, every alternate Sunday.

Suez to Marseilles.—Messageries Maritimes de France, every second Saturday. Fares, £10 and £15. See page 716
Sulina to Marseilles.—Messageries Maritimes de France, weekly.
Syracuse to Terranova, Licata, Girgenti. Sciacca, (Marsala), Mazzara, Trapani, and Palermo.—I. & V. Florio's Steamers, every Tuesday at 8 p.m.

Syra to Athens (Piræus)—Every Wednesday and Sunday, at 10 p.m., by Austrian Lloyds Steamers.
Syra to Beyrout and Coast of Syria, *via* Smyrna, every alternate Wednesday, at 4 p.m., by Austrian Lloyds Steamers.
Syra to Constantinople, every Wednesday, at 11 a.m., by Austrian Lloyds Steamers.

Syra to Corfu, Ancona, and Trieste, every Monday, at 6 p.m., by Austrian Lloyds

Syra to Marseilles.—Messageries Maritimes de France Co.'s Steamers, weekly.
Syra to Smyrna. every Wednesday, at 4 p.m., by Austrian Lloyds Steamers.
Syra to Smyrna.—Messageries Maritimes de France Co.'s Steamers.

Taganrog and the Ports of the Sea of Azof to Kertch.—By the Russian Steam Navigation Company's Steamers, every Friday at 9 a.m.
Taganrog to Berdianak, Kertch, and Odessa.—By the Russian Steam Navigation Co.'s Steamers, every Wednesday and Friday afternoon, see Odessa to Taganrog.
Trapani to Favignana.—I. & V. Florio's Steamers every Saturday at 7 p.m.
Trapani to Pantellaria.—I. & V. Florio's Steamers, every Saturday, at 7 p.m.

Trebisond to Constantinople.—Ry the Russian Steam Navigation Company's Steamers, every Monday at 6 p.m.
Trebizond to Marseilles.—Messageries Maritimes, on Saturdays.
Trieste to Constantinople.—Every Saturday, at 2 p.m., by Austrian Lloyd's Steamers.

Trieste to Alexandria *via* **Corfu.**—The Austrian Lloyds Company's Steamers leave every Friday at midnight, and arrive at Alexandria in 5 days. Fare, 1st class £12, 2nd class £8. For further information, apply to the Agents, Hickie, Borman & Co., 127 Leadenhall Street, London, and 14 Waterloo Place, Pall Mall. (In conjunction with the Peninsular and Oriental Co.'s Steamers, and the Overland Mail to India, China, Australia, and Mauritius).

Trieste to Ancona, Brindisi, &c.—Austrian Lloyds Mail Steamers, every Tuesday, 4 p.m.

Trieste to Bombay *via* Suez Canal.—By Austrian Lloyds Steamers, 1st of every month.
Trieste to Greece.—The Austrian Lloyds Mail Steamers, every Tuesday, at 4 p.m., and every Saturday, at 2 p.m. (accelerated).
Trieste to Dalmatia and Albania.—By the Austrian Lloyds Mail Steamers, on Tuesday and Saturdays at noon, and Thursdays at 5 a.m.

Trieste to Istria and Croatia.—By the Austrian Lloyds Mail Steamers, every Monday an Friday, at 10 a.m.
Trieste to the Levant.—By the Austrian Lloyds Mail Steamers, leaving **Smyrna** 11th January, and alternate Sundays, as below, see **Trieste to Smyrna.**

Trieste to Smyrna.—By the Austrian Lloyds' Mail Steamers. Twice a week, viz: on Tuesdays, at 4 p.m. *via* **Ancona, Brindisi, Corfu,** and **Syra,** arriving in 9 days, and on Saturdays, at 2 p.m., *via* **Corfu** and **Syra,** arriving in 5 days.

Trieste to Venice—By the Austrian Lloyd's Mail Steamers, every Tuesday, Thursday, and Saturday, at midnight, Passage 7 hours.
Tripoli to Malta.—By French Steamer. Three times per month, in about 22 hours. First class, (including food), £2 8s. 0d.
Trouville to Havre.—Daily, and occasionally twice a day. See Havre to Trouville.
Tulscha (Danube) to Marseilles.—Messageries Maritime d France. On Mondays.

Tunis to Genoa, calling at **Cagliari** and **Leghorn.**—R. Rubattino & Co.'s Italian Mail Steamers, every Sunday. See page 724.

Tunis to Malta.—By French Steamer. Three times per month, in about 22 hours. Fares—First class, (including food), £2 8s. 0d.

Tunis to Susa and Sfax.—R. Rubattino & Co.'s Italian Mail Steamers every Wednesday at 2 p.m; See page 724.

Ustica to Palermo.—I. & V Florio's Steamers on the 1st and 3rd Sunday in each month at 9 a.m.

Valencia to the Island of Iviga.—Every Tuesday at 2 p.m., staying there 2 hours, and then proceeding to PALMA, arriving there about 4 p.m. on Wednesday.

Valencia to Marseilles.—Messageries Maritimes de France. On Thursdays.

Valencia to Palma, ISLAND OF MAJORCA, DIRECT—Every Sunday at 2 p.m., arriving at PALMA on Monday, about 7 a.m.

Valence to Avignon.—By Rhone Seamers at regular intervals.

Valparaise to Liverpool.—The Pacific Steam Navigation Co.'s Royal Mail Steamers, every alternate Wednesday. See page 712.

Varna to Constantinople.—Messageries Maritimes de France Co.'s Steamers, every Tuesday at 2 p.m.

Varna to Constantinople, every Monday, Wednesday, and Friday, at 8 p.m., by Austrian Lloyds Steamers. In winter, once a week, *viz.*:—Tuesday, 8 p.m.

Varna to Kustendje, Sulina, Tulscha, Galatz, and Ibraila.—Messageries Maritimes de France Company's Steamers, every Tuesday at noon.

Varna to Marseilles.—Messageries Maritime de France. Weekly.

Venice to Ancona and Brindisi.—By the Peninsular and Oriental Steam Navigation Company's Steamers.— Every Friday morning.

Venice to Trieste.—By the Austrian Lloyds Steamers, every Tuesday, Thursday, & Saturday, at midnight.

Vienna to Linz.—The Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamers. Daily at 6-30 a.m. See page 728.

Vienna to Pesth—The Imperial and Royal Danube Steam Navigation Company's Steamers. Daily at 6-30 a.m. See page 728.

Vienna to Orsova, the Lower Danube, and by the Rustchuk and Varna Railway,) **to Constantinople.**—Express Steamers of the Imperial and Royal Austrian Danube Steam Navigation Company. See page 728.

Volo to Piraeus, Naples, and Marseilles.—A. and L. Fraissinet et Cie Steamers. See page 719.

Vienna to Pesth, Basiasch, Rustschuk, Galatz, Constantinople and Odessa By the Imperial and Royal Austrian Danube Steam Navigation Company. See page 728.

West Hartlepool to Gothenburg.—The Coral Queen, Sweden, or Norway, Every week during the season.

West Hartlepool to Hamburg.—The Gipsy Queen. Every Wednesday and Saturday.

West Hartlepool to Tunis, Messina, Constantinople and Odessa, *viâ* **Havre.**—The Mediterranean and Black Sea Steam Ship Co.'s Steamers, Monthly.

Weymouth to Guernsey (6½ hours) **and Jersey** (9 hours.)—The Aquila, Brighton, or Cygnus. Every Tuesday and Friday at 12 night.

Yokohama to Hong Kong.—Messageries Maritimes de France Co.'s Steamers. Every two weeks. See 716.

Yokohama to Hong Kong.—By the Peninsular and Oriental Steamers Navigation Company's Steamers. Every Tuesday morning at daylight.

Yokohama to Marseilles.—Messageries Maritimes de France. Every second Friday. Fares, £95 and £71 See page 716.

See also Pages 328 to 333 for Rhine, Swiss, and Italian Steamers For Sailings from and to English Ports, see "Bradshaw's General Railw'y Guids," price 6d.

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Köln'sche und Düsseldorfer Gesellschaft.

Cologne and Düsseldorf Company.

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ZUGERSEE.

Stations.	Steamers.					
	a.m.	a.m.	p.m.			
Zurich per Rail.... dep.	...	...	...	...	...	...
Horgen per Post... „	...	...	...	...	...	...
Wadenswil „ ... „	...	...	...	...	...	...
Lucerne per Rail „	...	...	...	...	...	...
Zug .....dep.	...	...	...	...	...	...
Walchwyl.....arr.	...	...	...	...	...	...
Immensee ..... „	...	...	...	...	...	...
Arth ..... „	...	...	...	...	...	...
Immense per Post dep.	...	...	...	...	...	...
Kusnacht per Steamer	...	...	...	...	...	...
Lucerne .....arr.	...	...	...	...	...	...
Arth per Post .....dep.	...	...	...	...	...	...
Schwyz.....arr.	...	...	...	...	...	...

Stations.	Steamers.					
	a.m.	p.m.	p.m.			
Schwyz per Post ...dep.	...	...	...	...	...	...
Arth .....arr.	...	...	...	...	...	...
Lucerne per St'm'r dep.	...	...	...	...	...	...
Kusnacht per Post „	...	...	...	...	...	...
Immensee .....arr.	...	...	...	...	...	...
Arth .....dep.	...	...	...	...	...	...
Immensee	...	...	...	...	...	...
Walchwyl	...	...	...	...	...	...
Zug .....arr.	...	...	...	...	...	...
Lucerne per Rail arr.	...	...	...	...	...	...
Wadenswil Post	...	...	...	...	...	...
Horgen..... „	...	...	...	...	...	...
Zurich per Rail.....arr	...	...	...	...	...	...

THUNER and BRIENZERSEE.

[June 1.

Stations.							
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	
Brienz (Steamer) .....dep	...	...	7 35	11 0	3 50	6 20	
Giessbach „ ..... „	...	...	7 50	11 20	4 10	6 40	
Bonningen .. .. arr	...	...	8 45	12 5	4 55	7 20	
„ (Rail.)..... dep	...	...	8 55	12 15	5 5	7 30	
Interlaken „ ..... arr	...	...	9 10	12 30	5 20	7 45	
„ „ .....dep	...	6 30	9 50	1 20	6 15	...	
Darligen „ ..... arr	...	6 45	10 5	1 35	6 30	...	
„ (Steamer) ...dep	4 40	6 55	10 15	1 45	6 40	...	
Scherzlingen .....arr	6 5	8 0	11 35	3 0	8 0	...	
„ (Rail)..dep	In co	rrs'p	with	Ster.			
Thun (Rail.) .....dep	6 20	8 20	12 10	3 27	8 18	...	
Berne (Rail.) ..... arr	8 10	9 7	1 18	4 10	9 25	...	
(Central Bahn.)							

Stations.							
	a.m.	a.m.	a.m.	p.m.	p.m.		
(Central Bahn.)	...	...	...	...	...		
Berne (Rail.) .....dep	...	6 0	10 20	2 20	6 20	...	
Thun „ .....arr	...	7 7	11 2	3 27	7 27	...	
Scherzlingen (Rail) arr	...	7 16	11 10	3 35	7 34	...	
„ (Steamer) dep	5 30	7 25	11 20	3 45	7 44	...	
Darligen „ arr	6 40	9 0	12 30	5 10	8 50	...	
„ (Rail) .....dep	6 50	9 10	12 40	5 20	9 0	...	
Interlaken (Rail.) ...arr	7 0	9 24	12 55	5 35	9 15	...	
„ (Rail.).....dep	7 10	9 35	1 49	5 50	...	...	
Bonningen (Rail) ...arr	7 25	9 50	1 55	6 5	...	...	
„ (Steamer) dep	7 35	10 0	2 5	6 15	...	...	
Giessback	8 20	10 40	2 45	7 10	...	...	
Brienz .....arr	8 35	11 0	3 5	7 20	...	...	

STEAMERS ON THE LAKES OF NEUCHATEL AND MORAT.

1 cl.	2 cl.	Stations.			
fr. c	fr. c	(LEFT BANK.)	a.m.	p.m.	p.m.
—	—	Neuchatel .....dep.	8 15	1 0	5 30
...	...	Cudrefin	8 40	1 25	5 55
...	...	La Sauge	8 54	1 39	6 9
...	...	Sugicz.....	9 28	2 15	6 45
2 0	1 50	Morat .....arr.	9 45	2 30	7 0
			a.m.	a.m.	p.m.
...	...	Morat .....dep.	6 0	10 0	3 30
...	...	Sugicz.....	6 17	10 11	3 47
...	...	La Sauge	6 51	10 51	4 21
...	...	Cudrefin	7 5	11 5	4 35
...	...	Neuchatel .....arr	7 30	11 30	5 0

1 cl.	2 cl.	Stations.			
fr. c.	fr. c.	(RIGHT BANK.)	a.m.	p.m.	
—	—	Estavayer .....dep.	6 0	1 30	...
...	...	Chevroux.....	6 25	1 55	...
...	...	Portalban ... „	6 45	...	...
...	...	Cortaillod.....	7 20	2 20	...
...	...	AUVERNIER	7 45	2 45	...
2 0	1 50	Neuchatel .....arr.	8 0	3 0	...
...	...	„ .....dep.	8 30	5 30	...
...	...	AUVERNIER	8 45	5 45	...
...	...	Corta llod.....	9 10	6 10	...
...	...	Portalban	...	...	...
...	...	Chevroux.....	9 55	7 5	...
...	...	Estavayer .....arr.	10 0	7 30	...

Corresponding at Estavayer with the Post to and from Payerne; at Neuchatel, with the Franco Swiss Trains, at Morat with the diligence to and from Berne and Fribourg.

Return Tickets available for 2 days. The Fares from Estavayer to Morat, and *vice versa*, are—1st class, 3 francs 20 centimes; 2nd class, 2 francs 20 centimes.

ZURICHSEE.

[1st July.

	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Zurich.....dep.	...	4 55	6 45	8 0	8 0	9 35	10 55	11 0	2 0	2 0	3 0	4 45	5 5	6 0	7 35	7 35	10 20	...	...
Kussnacht ...	...	5 23	7 23	8 25	...	9 51	10 56	11 23	2 26	...	3 35	...	5 30	6 28	8 0	...	10 49	...	...
Horgen	4 50	5 55	8 0	8 55	8 55	10 0	11 32	11 32	2 55	2 55	4 15	5 37	...	7 1	8 30	8 30	11 25	...	...
Stafa	5 55	7 0	...	9 50	9 50	10 15	12 10	11 42	3 50	3 50	5 16	6 30	...	8 6	9 11	9 25	...	...	...
Richtersw ...	6 30	7 30	...	10 5	10 20	10 25	12 59	...	4 5	...	5 30	6 45	...	...	9 25	9 55	12 20	...	...
Rappensw ...	...	7 50	...	...	10 55	10 44	...	12 55	...	4 20	...	...	7 0	8 35	...	...	...	...	...
Lachen	...	8 15	...	...	11 20	10 55	...	1 40	...	...	...	...	7 50	...	...	...	...	...	...
Nuolen	...	...	...	...	11 40	...	...	...	...	...	...	...	...	...	...	...	...	...	...

	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Nuolen.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lachen.....dep.	...	...	...	...	6 25	...	...	11 0	...	...	...	12 40	...	4 0	...	...	...	...	...
Rappersw. ...	...	4 35	...	...	7 0	...	9 25	11 45	...	...	...	1 40	...	4 50	...	6 0	...	...	...
Richtersw. ...	3 40	4 45	4 50	7 15	...	7 20	...	...	12 10	...	...	...	1 40	...	5 5	...	...	...	...
Stafa	3 57	4 51	5 17	7 30	7 30	...	9 55	12 15	...	...	2 10	2 10	3 20	6 20	6 20	...	...	...	...
Horgen	5 4	5 18	5 40	...	...	8 7	11 3	...	12 52	1 10	3 5	3 5	4 12	7 30	...	...	...	...	...

STEAMERS ON THE RHINE.—Niederlandische Dampschiff-Rhederei.

Stations.	Daily.			
Ludwigshafen	2 15	p.m.	...	...
Mannheim	2 30	,,	...	...
Worms	3 15	,,	...	...
Mayence	...	...	...	...
,, ...	6 15	a.m.	...	...
Biebrich	6 30	,,	...	...
Bingen	8 30	,,	...	...
Oberlahnstein ...	10 45	,,	...	...
Coblence	11 30	,,	...	...
Neuwied	12 15	p.m.	..	...
Bonn	2 30	,,	...	...
Cologne	4 0	,,	...	...
,, ...	7 0	,,	...	...
Dusseldorf	10 30	,,	...	...
Duisburg	12 0	,,	...	...
Wesel	2 0	a.m.	...	...
Emmerich	5 0	,,	...	...
Nymwegen	9 0	,,	...	...
Rotterdam	3 0	p.m.		

Stations.	Daily.			
Rotterdam	9 15	a.m.	...	...
Nymwegen	5 45	p.m.	...	...
Emmerich	10 15	,,	...	...
,, ...	2 30	a.m.	...	...
Wesel	5 30	,,	...	...
Duisburg	9 0	,,	...	...
Dusseldorf ...	12 30	p.m.	...	...
Cologne	5 30	,,	...	...
,, ...	10 30	,,	...	...
Bonn	1 30	a.m.	...	...
Neuwied	5 30	,,	...	...
Coblence	7 45	,,	...	...
Oberlahnstein.....	8 15	,,	...	...
Bingen	1 30	p.m.	...	...
Biebrich	3 30	,,	...	...
Mayence	4 0	,,	...	...
,, ...	3 0	a.m.	...	...
Worms	7 0	,,	...	...
Mannheim	8 30	,,	...	...

The Pavilion one-half more than the Saloon. 100 lbs. Luggage Free.

LUCERNE, STANSSTAD, and ALPNACHT.

Stations.	Steamers.			
	a.m.	a.m.	p.m.	p.m.
CENTRALBAHN arr	...	...	...	...
NORDOSTBAHN ...	...	...	...	...
Lucerne ..... dep	6 45	10 0	1 50	4 15
Hergiswyl	7 20	10 15	2 0	5 0
Stansstad	7 15	11 35	2 40	5 20
Alpnacht'.....arr	7 50	11 30	3 0	5 40
SARNEN Post... ,,	...	...	..	...
BRIENZ... ,, ... ,,	...	...	...	...
MEIRINGEN ,, ,,	...	...	...	...
INTERLAKEN... ,,	...	...	...	...

Stations.	Steamers.			
	a.m.	a.m.	p.m.	p.m.
BRIENZ (Post) dep	...	...	...	...
MEIRINGEN ,, ...	...	...	...	...
SARNEN ,, ...	...	...	...	...
Alpnacht.....dep	8 5	12 0	3 5	4 15
Stansstad	8 25	12 15	3 20	4 40
Hergiswyl	8 40	12 35	...	6 20
Lucerne .....arr	9 30	1 10	4 5	5 20
CENTRALBAHN dp	...	...	...	...
NORDOSTBAHN ...	...	...	...	...

LUCERNE, and KUSSNACHT.

Stations.	Steamers.		
	a.m.	a.m.	p.m.
CENTRALBAHN ...arr	...	...	...
NORDHOSTBAHN	...	...	...
Lucerne .....dep	6 45	10 15	2 10
,, (Rail.)	...	10 20	2 20
Seeburg	...	10 35	2 25
Vorder Meggen	...	10 40	2 40
Hinter Meggen	6 50	11 55	3 55
Greppen	...	...	...
Kussnacht.....arr	7 25	11 35	4 5
POST OMNIBUS to ARTH	...	...	...

Stations.	Steamers.		
	a.m.	a.m.	p.m.
POST OMNIBUS f. ARTH	...	...	...
Kussnacht .....dep	7 0	12 0	4 15
Greppen	7 15	...	...
Hinter Meggen	7 25	12 25	4 40
Vorder Meggen	7 30	...	...
Seeburg	7 45	...	...
Lucerne.....arr	8 0	1 5	5 20
CENTRALBAHN ...dep	...	...	...
NORDOSTBAHN... ,,	...	...	...

CONSTANZ and SCHAFFHAUSEN.

| Stations. | Steamers. | | |

From GENEVA per LAKE LEMAN to SIERRE.—Chemin de fer de la Ligne d'Italie.

Ports and Stations.	Time.				Fares. 1 cl.	2 cl.	3 cl.
					fr. c.	fr. c.	fr. c.
From PARIS, via Macon....	...	...	...	...	—	—	—
" " via Lyon.....	...	...	...	...	...	...	...
	a.m.	p.m.	a.m.	p.m.			
Geneva ..... dep.	10 30	2 10	8 0	3 30	10 20	6 70	5 10
Belotte	...	...	...	...	...	...	...
Bellerive	...	...	...	...	10 60	6 90	5 30
Versoix	...	...	...	...	...	...	...
Anières	11 10	2 50	8 49	4 19	...	...	...
Hermance	...	...	...	...	12 10	7 90	6 30
Coppet	...	...	...	...	...	...	...
Céligny	...	...	...	...	...	...	...
Tongues	...	...	...	...	...	...	...
Nyon	...	...	...	5 17	...	...	...
Nernier	12 15	3 30	9 45	5 38	...	...	...
Rolle	...	...	...	...	...	...	...
Thonon	1 0	4 15	10 42	...	...	...	...
Morges	...	...	...	...	...	...	...
Evian ..... Tuesdays.	1 40	4 50	...	...	...	...	...
Ouchy	2 25	5 30	...	...	...	...	...
Lutry	...	...	...	...	...	...	...
Cully ..... a.m.	2 5	...	...	...	...	...	...
Vevey	8 30	3 25	...	...	...	...	...
Clarens	8 50	3 55	...	...	...	...	...
Montreux	8 55	4 0	...	...	16 10	9 90	8 30
Chillon	9 5	4 10	...	...			
Villeneuve	9 15	4 20	...	...			
Bouveret (219) ..... ar	9 45	4 45	...	...	...	...	...

Ports and Stations.	Time.				
	a.m.	p.m			
Bouveret ..... dep.	6 50	10 5	...	...	
Villeneuve	7 15	10 30	...	...	
Chillon	7 20	10 40	...	...	
Montreux	7 30	10 50	...	...	
Clarens	7 35	10 55	...	...	
Vevey	8 0	11 20	...	...	
Cully	...	11 50	...	...	
Lutry ..... a.m.	...	...	...	...	
Ouchy	6 15	12 20	...	...	
Evian	6 55	1 0	...	...	
Morges	...	...	...	p.m.	
Thonon	7 30	1 40	...	3 0	
Rolle	...	...	a.m.	...	
Nernier	8 10	2 30	7 0	4 0	
Nyon	...	2 50	7 24	...	
Tongues	...	...	...	...	
Céligny	...	...	...	...	
Coppet	...	...	...	...	
Hermance	...	...	...	...	
Anieres	8 50	3 35	8 22	4 56	
Versoix	...	...	...	...	
Bellerive	...	...	...	...	
Belotte	...	...	...	...	
Geneva ..... arr.	9 30	...	4 15	9 8	5 42
LYON ..... arr.	...	...	...	...	
PARIS, per Macon...	...	...	...	...	

3rd class Railway Tickets entitle the holder to 2nd class places on the Steamer. At Sierre, correspondence from and to Brigue and Italy by Diligence.

"Léman," "Helvétia," "Aigle," and "Bonnivard" Steamers.

Fares.		Stations.	Time.				
fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	
—	—	Geneva ..... dep.	7 30	9 50	1 30	3 0	...
0 90	0 40	Versoix	...	...	...	...	...
1 20	0 50	Coppet	...	...	...	...	...
1 0	0 80	Nyon	8 45	10 40	2 25	4 15	...
3 0	1 20	Rolle	...	...	...	...	...
4 0	1 60	Morges	...	...	...	...	...
5 0	2 0	Ouchy-Lausanne.....	10 30	12 20	4 20	6 0	...
5 50	2 20	Lutry	...	...	...	...	...
6 0	2 40	Cully	...	...	...	...	...
6 50	2 60	Vevey	11 25	1 5	5 10	7 0	...
7 0	3 0	Clarens-Montreux	...	...	...	...	...
7 50	3 0	Montreux-Chillon	11 50	1 30	5 30	7 20	...
7 50	3 0	Villeneuve ..... arr.	12 5	1 45	5 40	7 35	...

Fares.		100 lbs. Luggage free. Stations	Time.				
fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	
—	—	Villeneuve ..... dep	7 15	8 30	1 15	3 30	
0 80	0 40	Montreux-Chillon	7 25	8 40	1 25	3 40	
0 80	0 40	Clarens-Montreux	...	...	...	...	
1 20	0 50	Vevey	7 50	9 5	1 50	4 3	
2 0	0 80	Cully	...	...	...	...	
2 0	0 80	Lutry	...	...	...	...	
2 80	1 20	Ouchy-Lausanne.....	8 40	10 5	2 50	4 45	
3 40	1 40	Morges	...	...	...	...	
4 80	2 0	Rolle	...	...	...	...	
5 50	2 30	Nyon	10 30	11 50	4 30	6 30	
6 30	2 60	Coppet	...	...	...	...	
6 80	3 0	Versoix	...	...	...	...	
7 50	3 0	Geneva ..... arr	11 20	1 5	5 45	7	

Geneva to Evian (Montblanc Chablais) at 2.10 p.m., and *vice versâ* 6.20 a.m.

STEAMERS ON LAGO DI GARDA.—Ferrovie dell Alta Italia. [10 June.

Mls.	1st	2nd	Stations.	Daily, except Friday.
Dist.	L. c.	L. c.		a.m.
—	—	—	Peschiera dep	6 15
...	...	...	Lazise	6 43
...	...	...	Bardolino	7 3
...	...	...	Garda	7 19
...	...	...	Torri	7 49
...	...	...	Castelletto	8 23
...	...	...	Assenza	8 53
...	...	...	Malcesine	9 18
...	...	...	Riva..... arr.	10 8
				a.m.
—	—	—	Riva ..... dep.	11 50
7½	1 40	0 70	Malcesine	12 39
...	...	...	Assenza	1 4
13½	1 85	1 10	Castelletto	1 34
20	2 60	1 50	Torri	2 8
25	3 20	1 80	Garda	2 38
27½	3 50	2 0	Bardolino	2 54
30½	3 90	2 20	Lazise	3 14
35½	4 50	2 50	Peschiera...arr	3 42

Mls.	1st	2nd	Stations.	Daily.
Dist.	L. c.	L. c		a.m.
—	—	—	Riva.....dep.	4 50
5	0 80	0 55	Limone	5 25
9½	1 35	0 80	Tremosine	5 56
12½	1 80	1 5	Tignale.....	6 18
16½	2 25	1 30	Gargnano	6 42
22½	2 90	1 65	Maderno	7 20
26½	3 45	1 95	Salo ..... arr.	7 48
...	...	...	,, ... dep.	7 53
34½	4 35	2 40	Desenzano arr	9 0
...	...	...		p.m.
...	...	...	Desenzano dep	4 15
...	...	...	salo..... arr.	5 30
...	...	...	,, ... dep.	5 35
...	...	...	Maderno	6 5
...	...	...	Gargnano	6 45
...	...	...	Tignale.....	7 8
...	...	...	Tremosine	7 33
...	...	...	Limone	8 0
...	...	...	Riva..... arr.	8 30

Stations.	Daily.	Stations.	Fridays
	a.m.		a.m.
Riva.....dep	4 50	Riva.....dep	5 20
Limone	5 25	Malcesine	6 12
Tremosine	5 56	Assenza	6 31
Tignale.....	6 18	Castelletto	7 1
Gargnano	6 42	Torri	7 41
Maderno	7 20	Garda	8 13
Salo ..... arr.	7 48	Bardolino	8 30
,, ... dep.	7 53	Lazise	8 50
Desenzano arr	9 0	Peschiera arr	9 20
	p.m.		p.m.
Desenzano dep	4 15	Peschiera dep	1 20
salo..... arr.	5 30	Lazise	1 50
,, ... dep.	5 35	Bardolino	2 10
Maderno	6 5	Garda	2 27
Gargnano	6 45	Torri	2 59
Tignale.....	7 8	Castelletto	3 39
Tremosine	7 33	Assenza	4 3
Limone	8 0	Malcesine	4 28
Riva..... arr.	8 30	Riva ..... arr	5 20

STEAMERS ON LAKE COMO.—Ferrovie dell'Alta Italia. [10th June

	a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	
Como ..... dep.	8 15	1 0	3 35	...	Colico ..... dep.	3 20	a. 0	2 45	...
Bellagio ..... arr.	10 20	3 5	5 30	...	Bellagio	5 5	9 45	4 25	...
,, ... dep.	10 30	3 15	5 45	...	,, ... dep.	5 15	9 55	4 50	...
Colico	12 55	5 0	7 40	...	Como ..... arr.	7 20	12 0	7 0	...

There is Omnibus Service at Cameriata between the Trains and the Steamers on the Lake at Como, and *vice versa*.

	a.m.	p.m.
Como..dep.	8 15	3 30
Bellagio ,,	...	...
Lecco..arr.	11 45	7 0

	a.m.	p.m.	...
Lecco dep.	8 30	2 0	...
Bellagio ,,	10 30	5 45	...
Colico arr.	12 25	7 40	...

	a.m.	p.m.	...
Colico dep.	8 0	2 45	...
Bellagio ,,	9 45	4 25	...
Lecco..arr.	11 45	7 0	...

STEAMERS ON LAKE MAGGIORE. [10th June.

Kilometres.	Fares. 1 cl.	Fares. 2 cl.	Stations.	Steamers. A	B	C	D	Kilometres.	Fares. 1 cl.	Fares. 2 cl.	Stations.	Steamers. E	F	G	H	I
	L. c.	L. c.		p.m.	a.m.	a.m.	...	Dis.	L. c.	L. c.		night	a.m.	a.m.	p.m.	...
—	—	—	MILAN ..... dep.	...	...	...	...	5	0 60	0 40	Magadino dep.	...	...	10 30	...	...
—	—	—	Sesto Calendesar	...	...	...	...	6	0 65	0 45	Locarno	12 0	...	10 40	2 35	...
—	—	—	,, ... dep.	...	...	...	...	6	0 65	0 45	Ascona	...	...	11 0	...	...
—	—	—	Arona ..... arr.	a.m.	a.m.	p.m.	p.m.	12	1 10	0 70	Brissago	12 50	...	11 20	3 15	...
—	—	—	,, ... dep.	4 30	10 0	2 40	5 30	16	1 55	0 95	Cannobio	1 4	4 40	11 45	3 32	...
4	0 50	0 40	Angera	4 35	...	...	...	21	1 80	1 5	Maccagno superi	...	5 0	12 ...	...	...
4	0 50	0 40	Mesma	4 50	10 15	2 55	5 35	...	1 90	1 5	Maccagno inferi	...	...	...	...	...
9	0 90	0 65	Lesa	5 11	10 22	3 18	5 50	28	2 10	1 20	Luino	1 22	5 10	12 30	4 14	...
10	0 95	0 70	Belgirate	5 17	10 27	3 19	5 56	34	2 0	1 20	Canero	...	5 20	...	4 24	...
16	1 40	0 85	Stresa	5 38	10 58	3 42	6 18	39	2 40	1 40	Oggebbio	...	5 45	...	4 50	...
17	1 50	0 90	Isolabella	5 44	11 9	3 48	6 24	33	2 70	1 55	Ghiffa	...	...	...	5 5	...
20	1 70	1 0	Baveno	5 58	11 14	3 59	6 34	32	2 60	1 50	Portovaltravaglia	...	6 3	12 43	...	...
23	1 95	1 15	Feriolo	...	...	4 11	...	41	3 30	1 85	Laveno	2 32	6 26	1 15	...	...
...	1 85	1 10	Suna	...	...	4 27	...	38	3 5	1 75	Intra	2 55	7 0	1 37	5 29	...
26	1 70	1 0	Pallanza	6 15	11 26	4 37	6 50	41	3 20	1 35	Pallanza	3 10	7 17	1 55	5 33	...
21	2 0	1 20	Intra	6 23	11 45	4 55	7 6	...	3 45	1 90	Suna	...	7 27	...	...	...
28	2 30	1 35	Laveno	6 53	...	5 15	...	48	3 80	2 15	Feriola	...	7 46	...	...	...
32	2 6	1 70	Portovaltravaglia	7 24	...	5 45	...	51	4 5	2 25	Baveno	3 28	8 0	2 18	5 54	...
38	2 30	1 25	Ghiffa	...	12 0	...	...	45	3 60	2 0	Isolabella	...	8 12	2 30	6 4	...
33	2 60	1 50	Oggebbio	...	12 16	6 8	...	45	3 60	2 0	Stresa	3 48	8 31	2 [illegible]	6 23	...
37	2 9	1 70	Cannero	7 49	...	6 30	...	53	4 10	2 30	Belgirate	4 17	8 45	3 8	6 35	...
43	3 35	1 90	Luino	8 17	12 45	6 40	7 56	43	4 30	2 35	Lesa	4 23	8 50	3 17	6 42	...
47	3 75	2 10	Maccagno infer	8 21	1 0	...	...	58	4 55	2 55	Meina	4 45	9 10	3 42	7 0	...
47	3 75	2 10	Maccagno super	...	...	6 50	...	...	4 70	2 60	Angera	...	...	3 58	...	...
48	3 80	2 0	Cannobio	8 38	1 14	7 10	8 16	61	4 80	2 65	Arona ..... arr.	5 0	9 35	4 0	7 15	...
50	3 85	2 20	Brissago	8 59	1 35	...	8 36	...	...	...	,, ... dep.	...	...	...	...	...
58	4 40	2 45	Ascona	9 19	...	...	...	...	...	...	Santo Calende arr.	...	...	...	...	...
61	4 60	2 65	Locarno	9 40	2 30	...	9 15	...	...	...	,, ... dep.	...	...	...	...	...
61	4 60	2 65	Magadino arr.	10 0	...	...	...	...	...	...	MILAN ..... arr.	...	...	...	...	...
				a.m.	p.m.	p.m.	p.m.					a.m.	a.m.	p.m.	p.m.	

*** The Steamers correspond with Diligence to Switzerland and to Lake Como, &c. A good Restaurant on board the Steamers.

STEAMERS ON THE BODEN SEE, or LAKE CONSTANCE. [1st June.

	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	a.m.
Constanz ....dep.	6 55	...	...	11 0	...	11 30	3 45	6 5	11 30	
Friedrichshafen ..a.	8 35	...	...	12 16	...	12 55	5 5	9 20	1 0	
Friedrichshafen d.	8 40	...	9 30	12 25	...	1 15	5 15	...	...	
Langenargen	...	...	10 0	...	...	1 45	5 45	...	...	Sundays only.
Lindau ..... arr.	10 0	...	11 30	1 30	...	3 10	6 50	...	...	
Lindau ..... dep.	10 15	6 0	12 30	1 45	3 15	3 45	7 5	...	...	
Bregenz ..... arr.	10 40	6 20	12 55	2 10	3 40	4 10	7 25	...	...	

	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	...
Bregenz ..... dep.	...	6 30	11 35	2 15	4 0	5 15	6 30	7 30	...	...	
Lindau ..... arr.	...	6 50	11 40	2 40	4 25	5 40	6 55	7 55	...	...	
Lindau ..... dep.	7 0	...	12 30	...	4 30	5 45	7 0	...	...	...	
Langenargen	8 0	...	...	12 15	5 45	...	7 50	...	...	...	
Friedrichshafen a.	8 30	a.m.	1 35	12 45	6 10	6 40	8 20	...	...	...	
Friedrichshafen d.	8 45	10 15	1 40	5 15	7 0	7 0	...	...	...	...	
Meersburg	...	11 20	...	...	...	...	...	...	...	...	
Constanz ..... arr.	10 0	12 10	2 35	6 45	8 5	8 5	...	...	...	...	

	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Friedrichshafen ...dep	8 15	8 50	1 15	6 15	...	...
Romanshorn ..... arr	8 0	9 35	2 0	7 0	...	...
	a.m.	a.m.	p.m.	p.m.	p.m.	...
Friedrichshafen ...dep	8 0	9 0	1 30	5 15	...	...
Rorschach ..... arr	8 30	10 0	2 30	6 15	...	...
	a.m.	a.m.	p.m.	p.m.	...	...
Lindau ..... dep.	8 30	12 35	5 10	...	...	...
Romanshorn ..... arr.	8 35	9 0	1 40	6 40	...	...
	a.m.	a.m.	p.m.	p.m.	...	...

	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Romanshorn ..... dep	7 50	12 0	5 20	9 0	...	...
Friedrichshafen ..... arr	8 40	12 45	6 10	9 45	...	...
	a.m.	a.m.	p.m.	p.m.	p.m.	...
Rorschach ..... dep	8 30	11 30	4 50	8 45	...	...
Friedrichshafen ..... arr	9 30	12 45	6 0	9 30	...	...
	a.m.	a.m.	p.m.	p.m.	...	...
Romanshorn ..... dep	7 50	12 0	5 20	9 0	...	...
Lindau ..... arr.	9 40	1 30	6 50	10 30	...	...
	a.m.	a.m.	p.m.	p.m.	...	...

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DRESDEN, SCHANDAU, TETSCHEN (BODENBACH), AUSSIG, and LEITMERITZ.—Sächsisch-Böhm. Dampfschifffahrt.

In correspondence with the Dresden, Prague, Vienna, Tetschen, Warnsdorf, Rumburg, Bodenbach, Dux, and Aussig, Teplitz, Dux, Komotau, Eger, Railways. [12 May.

Fares. ngr.	ngr.		a m	a m	a m	a m	a m	a m	a m	noon	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	
...	...	**Dresden**, Altstadt dp	6	0 7	0 8	0 9	0 10	0 11	0 12	0 1	0 2	0 3	0 4	0 5	0 6	30 7	30 8	30 9	30	...	...
...	...	,, Neustadt ,,	6	5 7	5 8	5 9	5 10	5 11	5 12	5 1	5 2	5 3	5 4	5 5	5 6	35 7	35 8	35 9	35	...	...
5	3	**Loschwitz**	6	35 7	35 8	35 9	35	1035	1135	1235	1	35 2	35 3	35 4	35 5	35 7	5	8	5	9	5	10	5	...
...	...	**N. Poyritz**	6	55 8	0 8	55	10	0 11	0 12	0	1	0 2	0 3	0 4	0 5	0 6	0 7	30 8	30 9	30	1030	...	...
5	5	**Pillnitz**	7	20 8	25 9	25	10	25 11	25	1235	1	25 2	25 3	25 4	25	5	25	6	25	7	55	8	55	9	55	...	...
7½	5	**Pirna**	8	10 9	15	1015	...	1215	...	...	3	15 4	15	5	15	...	...	...	5	45	...	...	...	...	...
...	...	**Wehlen**	8	50 9	55	1055	...	1255	...	...	3	55 4	55	...	...	...	...	...	...	...	...	...	...	...
10	7½	**Rathen**	9	10	1015	1115	...	1 15	...	...	4	15 5	15	...	...	...	...	...	...	...	...	...	...	...
12½	9	**Königstein**	9	45	1050	1150	...	1 50	...	...	...	5 50	...	...	...	...	...	...	...	...	...	...	...	...
15	10	**Schandau**	1030		1125	1230	...	2 30	...	...	...	6 25	...	...	...	...	...	...	...	...	...	...	...	...
20	12½	**Herrnskretschen**	1130		...	1 30	...	3 30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	15	**Tetschen** arr	1245		...	...	...	4 45	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	a m
...	...	,, dep	1	0	...	...	...	5 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6 0
30	20	**Aussig** arr	3	45	...	...	...	7 45	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8 45
...	...	,, dep	4	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9 0
45	25	**Lobositz**	6	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1110
45	27	**Leitmeritz** arr	7	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12 0

On Sundays and Fêtes only to Pillnitz.

On Sundays and Fêtes goes to Pirna.

kr.	kr.																							
...	...	**Leitmeritz** dep.	...	...	...	...	...	...	...	...	...	...	...	...	a m 8 30	...	...	...	...	...	...	...	p m 2 0	...
...	...	**Lobositz**	...	...	...	...	...	...	...	...	...	...	...	...	9 0	...	...	...	...	...	...	...	2 30	...
...	...	**Aussig** arr	...	...	...	...	...	...	...	a m	...	...	...	...	1015	...	...	...	...	...	...	...	3 45	...
...	...	,, dep	...	...	...	...	...	...	...	6 30	...	...	...	...	1115	...	...	...	...	...	...	...	4 0	...
68	35	**Tetschen** arr	...	...	...	...	...	...	...	8 15	...	...	...	...	1245	...	...	...	...	...	...	...	5 30	...
...	...	,, dep	...	...	...	...	...	...	...	8 30	...	...	...	p m 1 0	...	...	...	...	...	...	...	p m	...	...
105	60	**Herrnskretschen**	...	...	...	a m	...	...	...	9 20	...	...	p m 1 50	...	...	...	...	...	...	...	...	5 0	...	...
130	75	**Schandau**	...	...	...	6 0	...	...	...	1030	...	2 0 3 0	...	...	...	...	...	...	...	...	...	6 0	...	...
145	85	**Königstein**	...	...	...	6 25	...	...	...	1055	...	2 25 3 25	...	...	...	...	...	...	...	p m	6 25	...	...	...
160	95	**Rathen**	...	...	...	6 50	...	...	...	1130	...	2 50 3 50	...	...	...	...	...	...	6 30	6 50	...	...	...	...
...	...	**Wehlen**	...	a m	...	7 5	...	...	...	1140	...	3 5 4 5	...	p m	...	...	...	6 40	7 5	...	...	...	...	...
180	105	**Pirna**	...	5 50	a m	7 40	a m	a m	p m	1210	p m	3 45 4 40	p m	6 15	p m	7 15	7 45	...	...	...	...	...	...	...
205	115	**Pillnitz**	a m	6 25	7 30	8 15	9 30	11 0	1240	1245	2 15	4 30	5 15	6 0	7 0	7 30	8 0	8 30	...	...	...	...	...	...
220	130	**Loschwitz**	5 30	7 15	8 15	9 5	10 15	1145	1 25	1 25	3 0	5 20	5 45	6 45	7 45	8 15	8 45	9 15	...	...	...	...	...	...
220	130	**Dresden**, Neustadt	6	10 7	35	8 35	9 25	1035	12 5	1 50	1 50	3 20	5 45	6 10	7 5	8	5	8 35	9	5	9 35	...	...	...
...	...	Arrive Altstadt	6	15 7	40	8 40	9 30	1040	1210	1 55	1 55	3 25	5 50	6 15	7 10	8 10	8 40	9 10	9 40	...	...	...	...	...

DRESDEN to MEISSEN and RIESA.

Corresponding at Riesa with the Leipziger, Chemnitz–Zwickauer, and Berliner Eisenbahnen. At Dresden with the Steamers to Saxon Switzerland, as above (page 301).

	a m	a m	p m	p m	p m	p m
Dresden dep.	6	0 10	0 2	30	7	0
Kadits–Briessnitz	6	35	1035	3	5	7 35
Kotzschenbroda	6	55	1055	3	25	7 55
Niederwartha	7	0	11 0	3	30	8 0
Sörnewitz	7	25	1125	3	55	8 25
Meissen	7	45	1145	4	15	8 45
Diesbar	8	30	1230	5	0	...
Merschwitz	8	55	1255	5	25	...
Riesa arr.	9	30	1 30	6	0	...

	a m	a m	a m	a m	p m	p m
Riesa	...	7	0	1130	2	45
Merschwitz	...	7	55	1225	3	45
Diesbar	...	8	30	1	0	4 20
Meissen	6	0 9	45	2	15	6 0
Sörnewitz	6	25	1010	2	40	6 25
Niederwartha	7	0	1055	3	25	7 10
Kotzschenbroda	7	20	11 5	3	35	7 20
Kadits–Briessnitz	7	50	1135	4	5	7 50
Dresden arr.	8	45	1230	5	0	8 45

Dresden to	1 cl.	2 cl.	Chil
	pfg	pfg	pfg
Loschwitz	20	15½	10
Pillnitz	35	25	15
Pirna	40	30	15
Loschwitz to			
Pillnitz	22½	17½	12½
Pillnitz to			
Laubegast	15	...	10
Wehlen to			
Rathen	15	...	...
Dresden to			
Kotzschenbroda	22½	20	12½
Meissen	50	30	15

Steamers on Lago di Lugano from PORLEZZA to LUGANO and PORTO.

Stations.	a.m.	a.m.	p.m.	
MENAGGIO (Steamer ascend) a	...	10 2	...	...
MENAGGIO ...(Omnibus) ...dep	...	10 30	...	...
PORLEZZA..... ,, ... arr	...	12 30	...	...
Porlezza..... (Steamer) ...dep	7 20	...	1 0	5 50
Osteno ..... ,, ... ,,	7 40	...	1 15	6 10
Oria ..... ,, ... ,,	8 0	...	1 30	6 30
Gandria ..... ,, ... ,,	8 16	...	1 45	6 45
Lugano ..... ,, ... arr	8 30	a.m.	2 0	7 0
,, ... dep	...	6 30	2 30	...
Campione ..... ,, ... ,,	...	6 49	2 49	...
Bissone ..... ,, ... ,,	...	7 3	3 3	...
Melide ..... ,, ... ,,	...	7 13	3 13	...
Brusino ..... ,, ... ,,	...	7 25	3 25	...
Morcote ..... ,, ... ,,	...	7 44	3 34	...
Porto..... ... arr	...	7 56	3 56	...
PORTO..... (Omnibus) ...dep	...	8 30	4 40	...
VARESE..... ,, ... arr	...	10 0	6 10	...
VARESE per Milan (Rail) dep.	...	10 8	...	...
VARESE per Laveno (Omni) ,,	...	10 40	...	...
LAVENO (Steamer ascend) arr	...	...	...	1 10
LAVENO.....(Omnibus) dep	...	...	...	1 30
VARESE per Laveno ..... arr	...	...	...	3 30
VARESE per Milan (Rail) arr	...	...	...	1 23
VARESE..... (Omnibus) ...dep	...	6 30	...	3 45
PORTO ,, ...arr	...	...	...	7 45
Porto..... (Steamer) ...dep	...	8 0	...	5 5
Morcote ..... ,, ... ,,	...	8 19	...	5 17
Brusino ..... ,, ... ,,	...	8 31	...	5 26
Melide ..... ,, ... ,,	...	8 33	...	5 38
Bissone ..... ,, ... ,,	...	8 43	...	5 48
Campione..... ,, ... ,,	...	8 57	...	6 2
Lugano .... arr	a.m.	9 16	...	6 21
... dep	8	0 11	30	...
Gandria ..... ,, ... ,,	8	15 11	45	...
Oria ..... ,, ... ,,	8	30 12	0	...
Osteno ..... ,, ... ,,	8	50 12	15	...
Porlezza ... ,, ... arr	7	10 12	30	...
PORLEZZA (Omnibus) ...dep	...	1	15	...

Tuesday and Wednesday.

Tuesday and Wednesday.

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DILIGENCES, POST AND MAIL COACHES, &c.

NOTE.—The figures placed immediately after the name denote the distance—thus. Aarberg to Bern (19), *i. e.*, 19 English miles. The * signifies a Railway Station; h. *hours*; f. *fares*; ret. *returning*.

Aarberg to
Bern (19), 5.40 a.m. per Maikirch, in 2¼ hours, fare 2 fr. 10 c.
Lyss (4), 6.15 8.35, 9.30, 10.45 a m, 12 35 4.15, 5.10, 7.50 p.m., in 25 min., fare 50 c.
Murten (18½), 7 55 a m, 6.50 p m, in 2 hrs., fare 2 fr.
Neufchatel (30), 3.30 p m., in 3¾ hours, fare 3 fr. 25 c.

* **Aarup** to
Assens, 6.15 a.m., 1 p.m., in 2 h. (ret. 1 30, 8.15 p.m.), f. 80 sk.
Bogense, 4 p.m. (ret. 9.45 a.m.) in 2¾ hrs...f. 1 rd.

* **Achern** (Station) to
Ottenhofen, 8.55 a m. (ret. 6.5 a m,) in 1¾ hrs., fare 1 m. 10 pf.
Rheinbischofsheim, 10. 5 a m, (ret. 5.15 a m.) in 2½ hrs, fare. 1m 60 pf.

* **Ahlen** to
Warendorf, (16½), 5.5 p.m., ret. 9, 0 a.m., in 3 hours, fare 1 m. 50 pf.

Ahrweiler to
Altenahr, 9.45 a.m., 3.35 p.m., in 1¼ hour, 1 m. 50 pf.
Bunkirchen, 2.55 p.m., per Rheinbach, in 4 hrs.; fare 3 m. 50 pf.
Remagen, 8.50 a.m., 1.15 and 6.45 p.m., in 1¼ hr.; fare 1 m. 60 pf.
Rheinbach, 2.55 p.m., in 2½ hrs.; ret. 11.5 a.m. fare 2 m. 10 pf.

Airolo to
Andermatt (26), 6.0a.m.1,40 p m. in 4 hrs, fare 6fr. 25c.
Bellinzona, 2.35 a.m.. 10 10 a.m. & 3.45 p.m., in 5¾ hrs., fare 10 fr. 85 c.
Fluelen (66½), 6 a.m., 1.40, p.m., in 7¾ hours, fare 14fr.
Lucerne, 6.0 a.m., 1.40 p m. per Fluelen, in 10¼ hrs. From Fluelen per Steamer.
Milan, 3.40 p.m., per Camerlata, in 16½ hrs. From Camerlata per Rail.

* **Aix la-Chapelle** to
Julich (16½) 7 a.m., in 3¼ hours, fare 2 m 70 pf.
Montjoie (21), 7 a m, 5.30 p.m., in 4¼ hrs; fare, 3 m 40 pf.
Setterich, 5 p m, (ret. 6 30 a m,) in 2½ hrs, fare, 1 m. 90 pf.

* **Alsfeld** to
Kirktorf, 3.55 p m, (ret. 4 35 a m,) in 1½ hour, fare 1 m. 30 pf.
Ziegenhain, 5.25 a m, in 3 hours. fare 2 m. 20 pf.

* **Altbreisach** to
Oberimsingen, 7.50 a m; ret. 6.10 a m, in 1½ hr. fare 50 pf.
Riegel (Station,) 6 45 a m; in 3¼ hrs, fare, 3 m. 20 pf.

* **Altdamm** to
Cammin, 12.30 a.m per Parlowkrug, in 5 h., fare 7 m. 50 pf.
Gollnow, 12.30 & 11 40 a.m., 6.0 p.m. (ret. 1.35, 5.15 a.m., 12.40 p.m), in 2¼ hrs. fare 2 m. 40 pf.
Naugard, 12.15, 11.40 a.m. (ret. 10.10a.m.. 11.15 p.m), in 5 hrs., fare 4 m. 80 pf.

Pyritz, 12.40 11 45 a.m., (ret. 1 30 a.m., 12.45 p.m.), in 3¼ hours, fare, 3 m. 40 pf.
Stepenitz, 12.30 a.m. (ret. 9.15 p.m.), per Hammer, in 6½-6¾ h., fare 5 m. 30 pf.

Swinemunde, 12.30 a.m., in 10¾ h. fare 9m. 50 pf.
Treptow, 12.15 a.m. (ret. 6. 5 p.m) per Naugard, in 10¼ hours, fare 9 m. 80 pf.
Wollin, 12.30 a.m. (ret. 9.0 p.m.) per Gollnow, in 7 hrs., fare 6 m. 70 pf.

* **Altena** (Station) to
Lüdenscheid, 9 45 a.m. 2.10, 11. 20 p.m. in 1¾ hour, fare 1 m. 40 pf. and per Altena (Town,) at 7 a m. fare 1 m. 30 pf.

Altenahr to
Ahrweiler, 7.25 a.m., 4.45 p.m. in 1¼ hour, fare, 1 m. 20 pf.
Remagen (17½), 7.25 a.m., 4.45 p.m., in 3¾ hours, fare 2 m. 80 pf.

* **Altenessen** to
Dorsten, 6.55, 11.40, a.m., 5.45 p.m., in 2¾ hours. fares 2 m. 40 pf.
Essen, 7.20 a.m., 5.50 p.m., in 20 min., fare 30 pf.

* **Altenhundem** to
Bodefeld 3.20 p.m., ret. 6 30 a.m. in 5¼ hours, fare 3 m 70 pf.

Altenkirchen to
Au, 6. 0 a.m., per Roth, in 2 h. fare 1 m. 60 pf.
Dierdorf (18), 9.0 a.m., in 3 hrs. fare 2 m. 50 pf.
Neuwied, 9.0 a.m., per Dierdorf, in 5¾ hours, fare 4 m. 80 pf.

Altotting to
Endorf, 5.50 a.m., per Trostberg, in 6 hrs., fare 1 gl. 48 kr.
Freilassing, 6.45 a.m, per Laufen, in 9 hours.
Salzburg (58½), 6.45 a.m., in 16½ hours.
Traunstein (31½), 5.50 a.m., in 7½ hrs., f. 1gl. 27kr., per Trostberg

* **Altstatten** to
Appenzell, 5 p.m., per Gais, in 4½ hours, fare 2 fr. 10 c.
Gais, 5 p.m., in 2 hrs., fare 1 fr. 50 c.

* **Amberg** to
Schmidtmühlen, 4.0 p m; ret. 4,45 a m, per Ensdorf, in 3¾ hrs, fare 42 kr.
Thumbach, 5.15 p m; ret. 8.0 a m; per Vilseck, in 5¾ hrs, fare 1 gl. 33 kr.

* **Amrisweil** to
Bischofszell, 2.30 p m; ret. 10.15 a m, in 1¼ hr, fare 1 fr. 10c.

* **Anclam** (Station) to
Swinemunde, (30), 1.30 & 11.0 p.m., per Usedom, in 6¾-5¾ hrs, fare 4 m. 80 pf.
Treptow, 10.40 p.m. in 4½ hours, ret 7.45 p.m , fare 4m. 10ft.

Andermatt to
Airolo, 6.30 12 0 a.m. in 3¾ hrs fare 6fr. 25c.
Bellinzona, 6.30 12.0 a.m., per Airolo, in 9 hours, are 17fr. 10 c.
Brieg, 7.30 a.m., in 12 hrs, fare 16 fr. 90 c.
Chur, 5 a.m., in 11½ hrs, fare 20fr 80c.
Fluelen 10.15 a.m., and 6 p.m. in 3¼ hrs. fare 7fr. 75c.
Lucerne, 10 15 a.m., and 6 p.m. in 6½ hours, per Fluelen. From Fluelen by Steamer.

* **Andernach** to
Mayen (14), 7.20 a.m., in 2¾ hrs. fare 2m. 20 pf.

Annaberg to
Jöhstadt, 8.30 a.m. and 6.45 p.m. return 6.45 a.m., 12.20 p m, in 2¼ hours, fare 1m 30 pf.
Schwarzenburg, (13), 6.30 and 12.0 a.m. and 9.15 p.m , in 3¾ hrs., fare 2 m. 30 pf.

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*** Ansbach** to
Feuchtwangen 750 p.m., ret. 3 a.m. per Ansbach in 3¼ hours, fare 45 kr.

Aosta to
Ivrea to Cormayeur, via Aosta twice a day, in 16 hours.

*** Apenrade** to
Hadersleben, 1.30 a.m., per Hoptrup, in 3 hours, fare 2.50 pf.
Sonderburg (22), 3.30 a.m., per Ulderup, in 4½ hours, fare 3 m. 60 pf.

Apolda to
Jena, 3.55 a.m., in 1¼ hour, fare, 1 m 60 pf.

*** Appenweier** to
Freudenstadt, 9 40 a.m.. per Petersthal, in 7¾ hours, fare 5 m. 30 pf.
Griesbach, 7.30, 9.40 a.m, 4.30 p.m ; in 4 hrs: ret. 7.55 a.m, 2.15 p.m , fare, 3 m. 30 pf.
Petersthal, 7.30. 9 40 a.m, 4 30 p.m, in 3½ hrs. fare 2m. 90 pf. ret. 5.35, 8.35 a.m, and 2 50 p.m.,

Appenzell to
Alstätten, 6.45 a.m., per Gais, in 2½ hours, fare 2fr. 10 c.
Gais (5), 6.45 a.m., 2.50, 5.20, p.m.. in 1 hour; fare, 60 c.
St. Gallen (19½), 6.45 a.m., 2.50 and 5.20 p.m., in 2½ hours, fare 2fr. 80c.

*** Arnheim** to
Nymwegen, 10.30 a.m., 2.30 and 10.0 p.m., in 1½ hours, fare 1 gl. 5 c.

Arnsberg to
Balve, 10.0 a.m., 6.0 p.m ; ret. 5.45 a.m, 1.20 p.m, in 3½ hrs, fare. 2 m. 50 pf.
Belecke, 5.30 p.m.; ret. 5.40 a.m. ; in 2½ hrs., fare 3 m. 20 pf.
Soest (15), 6.40 a.m., 1 30, and 5.30 p.m., in 2½ hours, fare, 2 m. 40 pf.
Warstein, 5.30 p.m; return 4.55 a.m, per Belecke, in 4½ hours, fare 3 m. 70 pf.

Arnstadt to
Erfurt (11½), 9.50 p.m., in 2 hrs. fare 2 m.
Hädburghausen, 6.0 a.m., per Schleusingen, in 10 hours, fare 6 m. 70 pf.
Ilmenau, 6.0 a.m, 3, and 6.25 p.m., in 3½ hours, fare 2 m 40 pf.
Königsee, 3.0 p.m., per Ilmenau, in 7 hrs., fare 4 m 10 pf. and 3.25 p.m., per Stadtilm, in 4½ hrs, 3 m 50 pf.
Ohrdruf, 6.30 a.m., in 2½ hours, fare 1 m 70 pf.

Arnstadt to
Rudolstadt (22) 3.55 p.m. in 5 hours, fare 4 m.
Schleusingen, 6.0 a.m., in 7½ hrs., fare, 5 m. 30 pf.
Stadtilm, 3.55 p.m., in 1½ hours. fare 1 m. 30 pf.
Themar (36), 6.0 a.m., in 9½ hrs., fare, 6 m. 50 pf.

***Arnswalde** to
Neuwedel, 1.10 a.m.; 10.35 p.m.; ret. 11.5 a.m., 6.15 p.m. in 2½ hrs., fare 2 m. 40 pf.
Reetz (9½), 12.55 p.m., in 2½ hrs. ret. 5.20 a.m., fare 1 m. 40 pf.

Arolsen to
Bonenburg, 11.20 a.m., per Rhoden, in 3½ hrs., fare, 2 m. 40 pf.
Corbach (11½), 10.35 a.m. & 6.55 p.m in 2½ hours, fare, 1 m. 90 pf.
Warburg (14), 5.10 a.m. and 3.15 p m., in 2½ hours, fare. 2 m. 40
Wildungen, (26½), 5.10 a.m. in 5½ hours. fare 1 m. 30 pf.

*** Arona** to
Bellinzona, 4.40 a.m . 2.25 p.m , in 7 hours ; from Magadino, per Steamer.
Brieg, 12.0 p.m., per Domo d'-Ossola, in 16½ hours.
Chur, 2.25 p.m., in 25½ hours; from Magadino, per Steamer.
Domo d'Ossola, 12. 0 p.m., per Stresa in 6 hours, fare 8 fr.
Lucerne, 2.25 p.m., in 26 hours; from Magadino, per steamer.
Sierre. 12.0 p.m., in 21½ hours, per Brieg.

Artern to
Frankenhausen, 3.0 a.m., in 1½ hrs., fare 1 m. 50 pf.
Sangerhausen, (8), 3.35 and 8.0 a.m., 1.15 and 5.20 p.m., in 1½ hour, fare 1 m. 30 pf.
Weissensee (16½), 2.15 a m, in 3½ hrs. fare 2 m 90 pf.

Arth to
Brunnen (17½), 10.5 a.m., 5.5 p.m., per Schwys, in 2-2½ hrs., fare 2 fr. 45 c.

***Aschaffenburg** to
Miltenberg (54½), 1.30 and 8.0 p.m., in 4½ hrs., fare, 1 gl. 27 kr.

***Aschersleben** to
Egeln 4.30 p.m., (ret. 7.55 a m,) in 2½ hours, fare, 2 m. 40 pf.

*** Au** (Switz.) to
Berneck, 7.40 a.m., 3.40 p.m.; ret. 6.35 a.m., 3.0 p.m.; in ¼ hour. fare 50 c.

*** Au** to
Altenkirchen, 3.40 p.m., in 2 hours, fare 1 60 pf.
Hachenburg (9½), 8.45 p.m., in 3 hours, fare, 2m. 40 pf.

*** Aue** to
Chemnitz (28), 9.15, 11.15 p.m. in 4½ hours, fare 3 m. 40 pf.
Stollberg, 2.15, 11.15 p.m , (ret 7 50 a m, 2.35 p m,) in 2½ hrs.

***Auerbach** to
Eibenstock, 9.0 p m, in 3½ hrs. fare 2 m 10 pf.
Schneeberg, 5.0 a.m., in 3½ hrs., fare, 2 m. 50 pf.

***Augsburg** to
Pöttmes, 2.30 p.m., in 4½ ours. ret. 3.45 a.m., fare 54 kr.
Welden, 3 30 p.m ; ret 5 a.m., in 3½ hours.

Aurich to
Emden, (17½), 12.50, 12.0 a.m. and 4 40 p.m., in 3½ hours, fare 2m. 60 pf.
Esens, 7.0 a.m. and 6.0 p.m., (ret 6.50 a m, 6.5 p m,) in 2½ hours, fare 2 80 pf.
Jever, 7.0, a.m., 1.15 and 6.0 p.m., in 4½ and 3½ hours, fare, 3 m. 50 pf.
Norden (16½), 12.50, 12 a m. and 6.40 p.m., in 3½ hours, fare 2 m. 50 pf.

*** Babenhausen** to
Seligenstadt, 7.40 a.m. and 6.25 p.m., ret. 5.45 a.m. & 4 30 p.m., in 1¼ hour, fare 1 m

*** Bacharach** to
Rheinböllen, 8.25 a.m. & 7.10 p m. in 1½ hours, ret. 6.10 a.m, 3.40 p.m., fare 1 m. 40 pf.
Simmern (16½), 8.25 a.m and 7.10 p.m., in 3½ hours, fare, 2m. 60pf.

*** Baden** (Switz.) to
Zurich 6.30 a.m., per Höngg in 1½ hours, fare 3fr. 40c.

Balingen to
Ebingen (10½), 7 15, 11.40, 3.30, a.m and 01 10 p.m., in 2½ hour, ret. 2.45 6.15 a.m., 12.35 and 5.15 p.m., in 2 hours, fare 42 kr.
Rottweil (15), 4.45, 8 20 a.m., & 3.20 p.m., in 3 hours, fare 1 gl.

*** Ballenstedt** to
Quedlinburg, 11.30, a m, and 6.30 p.m. in 1½ hrs, fare 1 m. 30 pf.

***Bamberg** to
Neuses (29), 4 p.m., in 6½ hours ret. 2.30 a.m., fare 1 gl. 54 kr.

*** Bartenstein** to
Bischofstein, 1 a.m ; 1.20 p.m. ret. 6 a.m. ; 3.10 p.m. ; in 2½ hours; fare, 2 m. 20 pf.

***Basle**, to
Chaux de Fonds, 6.0 a.m. in 12½ hours, fare, 13fr. 55c.

Battenberg to
Biedenkopf (10½), 4.25 a.m. in 2½ hours; fare 1m. 90 pf.
Frankenberg (9½), 7.0 a.m hr., fare 1m. 40 pf.

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***Bayreuth** to
Nurnberg (39½), 4.30 p.m. in 13¾ hrs.

Beckenried
Stans, 7.10 a.m.; 3.15 p.m., in 1 hour, ret. 5.50 a.m.; 1.50 p.m.; fare 1fr. 40c.

*** Beimerstetten** to
Gerstetten, 7.5 p.m., ret. 5. 0 a.m. in 3½ hours. fare 42 kr.

*** Belgard** to
Bublitz (30), 9.45 p.m., in 8 hrs., ret. 12. 30 p.m, fare, 1th, 17 sgr.

Bellinzona to
Airolo (56), 2.40, 9.40, & 10.15 p.m., in 7½ hours, fare 10fr. 85c.
Andermatt, 6.40, 9.40, 10.15 p.m., in 11¼ hours, fare, 17 fr. 10c.
Arona (70), 2.0 & 8.30 a.m., per Magadino, in 7½ and 8 hours.
Camerlata (58½), 8.30, a.m. 9.40, and 11.0 p.m., in 7¾ hours, fare 8fr. 70c.
Chur (118) 11.15 p.m., per Spliigen, in 16¾ hrs., fare 26fr. 15c.
Fluelen (80), 2.40, 9.40, and 10.15 p.m., in 15½ hrs. fare 24fr. 85c.
Locarno, 8.15 a.m. and 3.0 p.m., in 2½ hours, fare 2 fr.
Lugano (30), 8.30 a.m., 9.40 and 11.0 p.m., in 3¾ hours, fare 4fr. 20c.
Lucerne (103), 2 40, 9.40, and 10.15 p.m., in 18½ hours; from Fluelen per steamer.
Magadino (14), 2.0 & 8.30 a.m., in 1½ hour, fare 3fr.
Milan, (97½), 8.30 a.m., 9.40 and 11.0 p.m., in 13-10½ hours. From Camerlata per rail.
Splugen (49), 11.15 p.m., in 10¾ ours, fare 15fr. 20c.

Bensberg to
Cologne, 4.35 a m, in 2 hours, fare, 16 sgr.
Deutz, 4.35 a m, in 1½ hour, fare, 15 sgr.

***Bensheim** to
Lindenfels, 7.50 a m., 6.25 p.m., in 2¾ hrs., ret. 4.30 a.m., 3.15 p m., in 2¾ hours.

*** Bentheim** to
Neuenhaus, 7.20 a.m. ret. 2.45 p.m.; in 3 hours, fare, 27 sgr.

Berchtesgaden to
Reichenhall (10½), 6.0 a.m. and 2.30 p.m., in 2½ hrs, fare, 48 kr.
Salzburg 5.40 a.m., and 5 p.m., in 3 hours. fare 48kr.

*** Bergwitz** to
Chmiedeberg 11.45 a.m. & 4.35 p.m.; ret. 5.30 a.m. and 12.15 p.m., in 2¾ hours, fare 18 sgr.

*** Berg zabern** to
Kaltenbach 9.5 a m, 4 30 p m, ret. 8.50 a m, 3.20 p m, in 3¾ hours.

Berleberg to
Altenhundem, 8.50 a.m., per Schmallenberg, in 9¾ hours, fare 1th. 18sgr

***Berlin** to
Liebenwalde, 7 p.m., ret. 5 a.m., in 5½ hours. fare 1th, 14 sgr.
Luckau (52½), 11p.m., in 9¾ hrs., fare 2 th. 24 sgr.

*** Berlin** to
Neu-Ruppin, (46½) 11 p.m. in 8 hours, fare, 2th. 14 sgr.
Neustrelitz (65), 6.30 a.m. & 6.39 p.m., in 11¾ hrs., fare 3th. 16 sgr.

*** Berne** to
Aarberg (23½), 3. 0 p.m. per Mailkirch, in 2¾ hrs., and 3.30 p.m. per Radelifingen; fare 2fr. 10c.
Murten, 6.35 a.m. and 7.0 p.m., in 3 hours; fare, 3 fr. 70 c.
Payerne (41½), 6.35 a.m., in 5¾ hours, fare 6fr. 30 c.
Schwartzenburg, 6.30 a.m., 3.30 p.m., ret. 6.0 a.m., 4 p.m., in 3 hours, fare 2fr. 10c.

*** Bernburg** to
Aisleben (9¾), 3.15 p.m., in 1¾ hrs, fare 14 sgr., return 5.0 a.m.
Calbe (9½), 5.20 a.m. and 5.0 p.m., in 1¾ hours, fare 13 sgr.

Bernecastel to
Fischbach, 6.30 a.m., per Morbach, in 6¾ hours, fare 1 th. 16 sgr.
Simmern, 9.10 p.m., in 5¾ hours, fare 1 th. 16 sgr., per Kirchberg.
Treves, 5.25 a.m., in 5¾ hours, fare 1 th. 15 sgr.
Wittlich, 2 p.m., per Zeltingen, in 2 hrs.; fare 18 sgr.

***Besançon** to
Brenets, 6.30 a.m. in 10 hours, ret. 8 a.m., fare 9fr.

*** Bialoslive** to
Gollancz, 8.30 a.m., ret. 8.5 p.m., in 3¾ hours. fare, 1 th.

*** Biberach** to
Ochsenhausen, 8.15 a.m., 8.15 p.m.; ret. 4.25 a.m. and 5.30 p.m. in 1¾ hours, fare 8½ kr.

*** Bickenbach** to
Jugenheim, 7.30, a.m., 12.25, 3.25, 5.55, 8.49 p.m.; ret. 6.28, 11.45 a.m., 2.15, 5.15, and 7.59 p.m., in half an hour, fare, 12 kr.

Biedenkopf to
Marburg, 3.5 a.m., and 1.15 p.m., in 4¾ hrs, fare, 1th. 3 kr.

*** Biel** to
Délémont, 11.20 a.m. and 8. p.m., in 5¾ hours, fare 6 fr. 40c.

*** Bielefeld** to
Borgholzhausen (13½), 3.45 p.m.; in 3¾ hrs., return at 9. 30 a.m., fare 21 sgr.
Detmold (20¾), 5.50 a.m. and 6.0 p.m., in 4 hrs, fare 1th. 4sgr.
Halle (10½), 5.40 a.m., 2.0, 8.50 p.m., in 2¾ hrs., ret. 7.55 10.20 a.m., and 8.30 p.m., in 2¾ hrs, fare 17 sgr.

*** Biessenhofen** to
Flissen (23), 9.50 a.m. in 5¾ hrs. fare 1 gl. 30 kr.

***Bietigheim** to
Freudenthal, 8.40 a.m., in 1¾ hr.; ret. 5.5 a.m., fare 21 kr.

*** Bingerbruck** to
Stromberg, 5.30 p.m., ret. 7.25 a.m., in 1¾ hours, fare 12 sgr.

*** Birkenfeld** to
Birkenfeld (Station), 7.45, 11.40 a.m., 2.25, 5. 0, 8. 0 p.m, in 35 minutes, fare 5 sgr.; ret 9. 45 a.m, 2.0, 3.25, 7.40, 9.15 p.m, in 40 minutes, fare 5 sgr.
Morbach, 4.45 p.m., in 3—3¾ hours.; return 9.30 a m.; fare 22sgr.

Bischofsburg to
Ortelsburg, 11.10 a.m, 7.40 p.m, ret. 4.30 a.m, 12.30 p.m, in 3¾ hrs, fare 1th. 7sgr.

Bitburg to
Erdorf, 3.15, 11 a.m, 3.15 and 7 p.m, in ¾ hr, fare 6 sgr.

*** Bitterfeld** to
Düben, 11.30 a.m. 11.15 p.m., in 2¾ hrs, fare 22 sgr., return 5.35 a.m., and 12.5 p.m.

*** Blankenburg** to
Sternberg, 7.0, 8.30 a.m., 1.45, 3.25, 8.45, and 10.20 p.m., ret. 4.35, 6.10, and 11.30 a.m., 2.0, 6.30, and 8.0 p.m., in 1¾ hour, fare 13 sgr.

Blankenburg to
Hasselfelde (9¾), 8.35 a.m., in 2¾ hours, fare 16 sgr.
Nordhausen (26¾), 8.55 a.m., in 6¾ hours, fare 1 th. 14 sgr.

Blomberg to
Horn, (7½), 10.5 a.m. in 1¾ hrs., fare 15 sgr.

H* Bochum to
erne, 8.29 a.m., 1. 0 and 6.30 p.m., in ¼ hour, fare 8 sgr.

*** Bodenwohr** to
Rötz, 12.50 p.m., in 4 hrs., ret at 4.30 a.m., fare 57 kr.

*** Bonn** to
Euskirchen (15¾), 5.20 a.m. in 3¾ hours, fare 27 sgr.
Rheinbach, 7.30 a.m, d 6.45 p.m., ret. 7 a.m. 5.30 p in 2¾ hrs.; fare 21 sgr.

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*** Bonn to**
Siegburg (6¼) 1.30 p.m., in 1¼ hour, fare 1 m 20 pf.

*** Bopfingen to**
Neresheim, 8.45 a.m., & 3.35 p.m. in 2½ hours, ret. 3.55 a.m., and 3.35 p.m., fare 35 kr.

Boppard to
Simmern, 9.0 a.m. and 2.45 p.m., in 4¼ and 4¾ hours, fare, 3 m 50 pf.

Borken to
Wesel, 7.10 a.m. and 2.20 p.m., in 4½ hours, fare 3 m 20 pf.

Bormio to
Colico, 9.30 a.m., per Sondrio, in 13½ hours, fare 14 fr. 50 ct.
Sondrio, 9.30 a.m., per Tirano, in 8½ hours, fare 8fr. 50c.
Tirano, 9.30 a.m., in 4 hours, fare 5 fr. 20c.

*** Botzen to**
Landeck (98¼), 8.0 a.m., in 19¾ hrs., fare 12 gl. 45 kr.
Meran (17½), 8.0 a.m., in 3 hours, fare 2gl. 25kr.
Sanders, at 8 a.m. in 14¼ hours, fare 9 gl.

*** Brandenburg to**
Belzig (22), 1.30 a.m. & 2.30 p.m., returning at 4.10 a.m. and 3.35 p.m., in 3¾ hrs., fare 3 m. 50 pf.
Rathenow (19½), 6.30 p.m., in 3½ hours, fare 3 30 pf.

*** Braunfels (Town) to**
Braunfels (Station), 7.0 a.m., 12.3, 1.55, 4.40, 7.10, and 9.45 pm; ret. 8.45 a.m, 1.0, 2.50, 5.20, 7.50, and 10.35 p.m, in 40 minutes; fare, 40 pf.

*** Brennet to**
Schopfheim, 8.0 a.m. & 3.40 p.m. in 1¾ hrs; fare 1m 50 pf.

*** Breslau to**
Kreutzschin (49¼) 10.10 p.m., in 9½ hours, fare 7 m. 90 pf.

*** Bretten to**
Eppingen, 8.50 a.m., and 6.20 p.m., in 2¾ hours; ret. 3.15 a.m., and 1.45 p.m., fare 2m. 10 pf.

*** Bretzfeld to**
Mahlhardt, 5.45 p.m., ret. 5.0 a.m., in 2¾ hrs.; fare 48 kr.

Brieg to
Arona, 3.0 a.m., per Domo d'-Ossola, in 18 hours.
Domo d'Ossola (35), 3.0 a.m., in 10 hours, fare 14 fr. 15c.
Sierre, 5.30 a.m. and 5.20 p.m., in 4½ hours.

Brigue to
Lucerne, 11.0 a.m., per Alpnach in 8½ hours, fare 10 fr. 50c.
Meiringen, 11.5 a.m. and 4.30 p.m., in 1½ hour, fare 1 fr. 95c.

Brilon to
Geseke, 12.0 a.m., in 5 hours, fare 4 m.

*** Bromberg to**
Fordon (8), 10.45 a.m., in 1 hr., Pöln. Crone, 6.20 a.m., and 7.0 p.m.; ret. 3.40 a.m. & 2.0 p.m. in 2¾ hours, fare 2 m. 40 pf.

*** Bruchsal to**
Menzingen 5.45 p.m. in 2½ hours, fare 1 m. 50 pf.

Bruckenau to
Kissingen, 8.0 a.m., per Platz, in 4¾ hrs.

*** Bruhl to**
Euskirchen, (13½) 8.0 a.m., in 2¾ hours; fare 2 m. 20pf.
Lechenich (6¾), 6.40 p.m. (ret 6.30 a.m.) in 1¾ hrs.; fare 1 m. 10 pf.

Brunnen to
Arth (17), 7.0 a.m., and 2.45 p.m. in 2½ hours, fare, 2fr. 75c.
Einsiedeln (30½), 8.0 a.m. and 4.0 p.m., in 4½ hours., fare 4 fr. 45.
Lachen (20¼) 8.0 a.m., and 4.0 p.m., in 5½ hours, fare 5fr. 10c.
Richterschwyl, 4.0 p.m., per Biberbruck in 4¾ hours, fare, 5fr. 10c.
Schwyz, 7.8 a.m., 2.45, 4.0, and 7.15 p.m. in ¼ hour, fare, 70 c. ret. 6.5 10 5. and 11 40 a.m., 1.50, 4 20, and 6 50 p m.

*** Buchloe to**
Schongau, 4.45 p.m., ret. 4.30 a.m., in 5¼ hours, fare 1 gl. 3 kr.

*** Buckeburg to**
Detmold (35¾), 8.0 a.m, in 7 hrs., fare, 5m. 30 pf.
Hameln (19½) 1.10 p m in 3¾ hrs., fare 3 m. 20 pf.
Lemgo (24¼), 8.0 a.m. in 5 hrs, fare 4m.

Obernkirchen (3¾), 9.55 a.m. and 3.50 p.m. in 1 hour; ret. 7.30 a.m. and 12.30 p.m., fare 30 pf.

*** Bulach to**
Glattfelden 9.5 a.m, 2.25 and 8.45 pm, in ¼ hour; ret. 5.20 and 10.55 a.m, and 5.15 p.m.
Rafz 9,5 a.m, 2.25 and 8.45 p.m, in 1¼ hour, fare 1fr 50c; (ret 4.50 and 10.25 a.m, 4 45 p.m.

*** Bulle to**
Freiburg 5.30 a.m, per La Roche, in 3¾ hours; fare 2 m. 50 c, 6.0 a.m, per Jurlaux, in 3¾ hrs. Vevey 1.45 p.m, per St. Denis in 3¾ hours.

*** Bunde to**
Levern 6.30 p.m., in 3¾ hours. ret, 6 40 a.m., fare 2 m. 70 pf.

*** Burbach to**
Marienberg 2.25 pm (ret. 6.30 a.m), per Neukirch, in 2¾ hours; fare 1 m. 80 pf.
Rennerod, 2.35 p.m. in 2¾ hours, fare 1 m. 70 pf.

*** Burxdorf to**
Mühlberg (4¼), 10.45 a.m., and 5.30 p.m., (ret 7.0 a.m., and 2.0 p.m., in ¾ hour, fare 70 pf.

Calvorde to
Gardelegen 4.45 p.m; in 2 hours, fare 1 m. 90 pf.

*** Cameriata to**
Chiavenna, 7.30 a.m., 2.40 p.m., per Colico, in 7¾-8¾ hours.

Chur (82¼), 7.30 a.m. 2.40 p.m., per Chiavenna, 20¾ hours, 4.20 a.m. and 2.50 p.m., per Bellinzona, in 26 hours.

Colico, 7.30 a.m., 2.40 p.m, per Como, in 5 hours. From Como persteamer.

Como, at 7.30 a.m. and 2.40 p.m., in 15 and 20 minutes.

Carlsbad to
Pilsen, 6 30 a m. and 1.30 p.m., per Petschan in 9¾—9½ hours, fare 6 gl. 60kr.
Schlan 5 30 p.m., in 13½ hours. fare 7 gl 65 kr.

*** Carlshafen to**
Höxter (13½), 7.50 a.m., and 4.0 p.m, in 2½ hours, fare 2m 20pf.

*** Carwitz to**
Rugenwalde, 6 15, 12 0 a.m, 5. 11.10 p.m. in 1¾ hours, fare, 3 m. 60 pf. return 4 20, 8 40 am, 3 0, 9 15 p m.
Pustamin, 12.0 a.m, return 5.30 a m, per Rugenwalde in 4¼ hrs fare 1 m 30 pf.

*** Cassel to**
Bischhausen, 9.30 a.m., [illegible] hours, fare, 4 m. 50 pf [illegible] a 5¾ 4.15 a.m. [illegible] ret.
Eschwege (39¾), 9.30 a. [illegible] Bischhausen, in 7¾ [illegible] m., per 5 m. 60 pf.. [illegible]rs., fare
Grossalmerode, 9.30 [illegible] p m, per Helsa, in 7 [illegible] am, ret. 2.0 2 m. 30 pf. ¼ hours, fare
Helsa 9.30 a.m., in 2 hours, re[illegible] and 7.30 p.m. p.m, fare 1 [illegible] 8. 5 and 3.20 Veckerhagen [illegible] 60 pf. 3.30 a.m., [illegible] (15¼), 3 p.m., ret. 60 pf. [illegible] 3¼ hours, fare 2m.
Wolfhagen, [illegible] returning [illegible], 5 p.m., in 4 hours, 2m. 10 [illegible]g at 5.25 a.m., fare, pf.

*** Cassel** to
Zierenberg 5 p.m., ret. 6.30 a.m., in 2½ hours, fare 1m 80pf.

Castrop (Station) to
Castrop (Town), 6.45, 8.40, and 11.30 a.m.; 2.55, 4.50, 7.50 p.m., in 20 minutes, fare 30pf.

*** Cham** to
Straubing, 5. 15 a.m., in 6½ hrs., fare 1gl. 15kr.
Waldmunchen, 2.15 p.m., in 4 hours, ret. 2.55 a.m., fare 48 kr.

*** Chaux de Fonds** to
Bale, 8.30 a.m., per Délémont, in 13 hours, fare 12fr. 55c.

*** Chavornay** to
Echallens, 8.20 a.m., in ½ hour.

*** Chemnitz** to
Aue, 5 30 a.m, 12 15 p.m, per Stollberg, in 4½ hrs, fare 3m. 40pf.
Schwarzenberg, 5.30 a.m , 7.15 p.m., in 6 hrs., fare 4m. 10pf.

*** Chexbres** to
Vevey, 7.50 a.m., 1.15, 6.10, and 9 55 p.m., in ½ hour, fare 1fr.

Chiavenna to
Camerlata, 9.30 a.m. and 7.0 p.m., per Colico, in 8½ hours.
Chur (Coire) (87½), 2.30 a.m., in 13½ hrs., fare 19fr. 95c.
Colico, 9.30 a.m. 7 p.m., in 2½ hrs., fare 3 fr. 80 c.
Milan, 7 a.m., per Lecco, in 13½ hrs. ; 9.30 and 7 p.m. per Camerlata in 11 16½ hours, from Camerlata per railway, from Lecco per railway.
Samaden (54½), 5.30 a.m., per Silvaplana, in 10 hours, fare 8 fr. 10c.
Splugen, 2.30 a.m , in 7½ hours, fare 12 fr.

*** Chur** or **Coire** to
Arona, 5.0 a.m., per Magadino, in 29 hours, from Magadino per steamer.
Bellinzona, 5.0 a.m., in 16 hrs. fare 23 fr. 15 ct.
Camerlata, 5.0 a.m., per Chiavenna, in 29 hrs , and 5.0 a.m., per Bellinzona, in 24½ hours.
Chiavenna, 5.0 a.m., per Splügen, in 13½ hrs., fare 19fr. 95c.
Colico, 5.0 a.m., per Chiavenna, in 16½ hours, fare 24 fr. 5 c.
Ilanz, 6.0 a.m., in 4½ hrs.; returning 11.35 a.m., fare 5f. 6c.
Magadino, 5.0 a.m., in 22½ hrs., fare 25fr. 25ct.

*** Chur** or **Coire** to
Milan, 5.0 a.m, per Bellinzona & Camerlata, in 27 hours. From Camerlata per rail 5.0 a.m., per Lecco, in 27½ hours. From Lecco per rail; 5.0 a.m. per Chiavenna and Camerlata, in 30½ hours From Camerlata per railway.
Samaden, 5.0 a.m. (Abula) in 12½ hours, fare 10fr. 75c. 5.0 a.m. (Julier) in 13½ hours, fare 12fr. 35c.
Smaden 5.0 a.m (Albula) in 12½ hours, fare 10fr. 75c; 5.0 a.m. in 13½ hours, fare 12fr. 35c.
Splugen, 5.0 a.m., in 7 hours. fare 7fr. 95c.
Thusis 5 a.m, 5 p.m.; in 3 hours, fare 4fr. 5c., ret. 5.30 a.m., 1.30 p.m., in 2½ hrs.

Clausthal to
Goslar, 8.15 a.m., and 3.25 p.m., in 2½ hrs., fare 1m. 90pf.

*** Cleve** to
Xanten, 7 a.m., and 6.30 p.m., in 2½ hours, ret. 6.15 a.m. and 7.35 p.m , fare 2m. 70pf.

*** Coblence** to
Mayen (18½), 4 and 7½ p.m. in 4-3½ hours, fare 3m.
Münstermaifeld (18½), 3.30 p.m., in 3½ hours, ret. 5.30 a.m., fare 3m. 10pf.
Wittlich, 7.30 a.m. per Polch, in 11½ hours, fare 7m 80pf. : 7.15 p.m. per Mayen, in 12 hours, and 7.10 a.m. per Cochem, in 12½ hours, fare 10m. 50pf.

*** Coburg** to
Heldburg, 2.30 p.m., returning 8.30 a.m., in 3 hours, fare 2m. 20pf.
Rodach (11½), 8.0 a.m., and 3. 0 p.m., returning 5.30 a.m., and 4 p.m., in 2 hours, fare 1m. 80 pf.

*** Cochem** to
Alf, 1.20 p.m.; ret. 11.50 a.m., in 3½ hours, fare 3m., and daily except Friday at 7.45 p.m., ret. 3.0 a.m., in 2½ hrs., fare 1m. 80pf., Fridays 6 p.m., ret. 7 a.m., in 2½ hours, fare 1m., 80pf.

*** Colberg** to
Treptow, 1.30 a.m., and 11.30 p.m., ret. 2 20 a.m. and 1.10 p.m., in 2½ hours, fare 2m. 90pf.

Celico to
Bormio, 8.40 p m, per Tirano, in 19½ hours, fare 14fr. 50c.
Camerlata, 5.50 a.m. & 2.0 p.m., in 4½ hours, per Como, from Como per steamer.
Chiavenna, 12.30, & 10.45 p.m., in 3 hours, fare 3fr. 80c.
Chur, 10.45 p.m., in 17½ hours, fare, 24fr. 5c.

*** Cologne** to
Sensberg (9½), 10.45 p.m., in 2½ hours, fare 1m 60pf.
Gummersbach (35½), 10.45 p m, in 8½ hours, fare 5m. 70pf.

Como to
Camerlata (2½), between steamer and station in ¼ hr.

Corbach to
Arolsen (11½), 6.40 a.m. and 12.5 p.m., in 2½ hrs., fare 1m. 90pf.
Frankenberg, 5.55 a.m., in 4 hours, fare 2m. 90pf.
Marburg, 5 55 a.m., in 9½ hours. fare 6m. 50pf.
Wildungen (22), 5.50 a.m. per Sachsenhausen, in 4½ hrs., fare 3m. 60pf.

*** Coslin** to
Neustettin, 6.0 p.m., in 7½ hours, fare 6m. 90pf.

*** Cossonay** to
Le Pont, 2.0 p.m.; return 7.25 a.m., in 3-3½ hours, fare 2 fr.

Cothen to
Aken (7½) 10.0 a.m. & 7.20 p.m., ret. 5.35 a.m., and 3.15 p.m., in 1½ hour, fare 1m. 40pf.

Crailsheim to
Dinkelsbühl, 7 p.m.; return 6.15 a.m., in 3-2½ hours, fare 51 kr.

*** Creuzthal** to
Hilchenbach, 8.0 a.m., 12.30, 7.0, and 11. 0 p.m., in 1½ hr.; ret. 5.20, 9. 0 a.m., 4.25 and 8.10 p.m., fare 1m. 10pf.
Laasphe, 12.30 p.m., in 6½ hours, fare 4m. 60pf.
Olpe, 8. 0 a.m. and 7. 0 p.m., in 2½ hours. fares 1m. 80pf. & 2m

*** Creuznach** to
Kirchberg (28½), 7.0 a.m., and 5.30 p.m., in 8 and 7½ hours, fare 5m.
Simmern (23), 7.0 a.m. and 5.30 p.m., in 4½-5½ hrs., fare 3m. 90pf.

Crossen to
Frankfort-on-the-Oder (32½), 3.15 p.m., in 6½ hrs., fare 3m. 20pf.

Culm to
Culmsee, 1. 0 p m, ret. 6 a m, in 2½ hours, fare 2m. 50pf.
Graudenz, 7.30 a m, in 3½ hours, fare 3m. 50pf.
Terespol, 5. 0, 9.35 a m, 3.45 5.20, and 9. 0 p.m., in 1½ hour fare 1m.
Thorn 5.20 a.m., in 5 hours, fare 4m. 60pf.

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*** Custrin to**
Konigsberg (32½), 5. 0 and 12.40 p.m., in 6 hours, fare 8m. 10pf.
Pyritz (47½), 3.30 a.m., & 12.35 p.m.; return 6.35 a.m. and 3.45 p.m. in 8½–8½ hrs, f. 7 m. 50pf.
*** Czerwinsk to**
Marienwerder, 7.50 a.m., 1.30, 3.30, and 10.15 p.m., in 2½ hrs., fare 2 m.
Mewe, 1.30 p m, ret. 3.40 a m, in 2 hours, fare 1 m. 80pf.
*** Danzig to**
Berent, 12.30, 10.45 a m, ret. 11.0 a.m, 9 p.m, in 6½ hours, fare 5 m. 90pf.
Carthens. 11 a m, 6 15 p m, ret. 6.15 a m, 2.15 p m, in 3½ hours, fare 3 m. 40pf.
Deggendorf to
Schönach, 1.30 p.m, ret. 5.15 a m, in 3½—3½ hours.
Zwiesel, 1.30 p m, ret. 3.15 a m, per Regen, in 6½—6½ hours, fare 1 gl. 33 kr.
Delemont to
Bale, 12.30, 5.30, and 11.0 a.m., and 5.0 p.m., in 4½ hours, fare 5fr. 70c.
Chaux de Fonds, 10.50 a.m., per Saignelegier, in 8 hours, fare 7fr 85c.
***Demmin. to**
Rostock, 10.45 a.m.. in 7½ hours, fare 6 m. 70pf.
Stralsund, 5.0 a.m. and 4.0 p.m. in 6½ hours, fare 5 m. 50pf.
***Dessau to**
Worlitz, 2.45 p.m., in 2½ hours, fare 1 m. 80pf. ret. 6. 0 a.m.
Detmold to
Bielefeld (19½), 6. 0 a.m. & 6.45 p.m., in 4 hrs., fare 3 m. 40pf.
Herford (17), 9.55 a.m. & 11.15 p.m., in 3½ hrs., fare 2 m. 70pf.
Horn (6½), 6.40 and 10.55 a.m., 4.10 p.m., in 1 hour. fare 1 m.
Rinteln (26½), 11. 5 p.m., in 5½ hrs., fare 4 m. 10pf.
Deutschcrone to
Tempelburg, 10.45 a.m., ret. 3.30 a.m., in 4 hours, fare 3 m. 90pf.
*** Deutz to**
Bensberg (Town), 11.15 p m, in 1½ hrs, fare 1 m. 50pf.
*** Dillenburg to**
Biedenkopf, at 11.20 a.m., and 7.0 p.m., in 4½ hours, fare 3 m. 50pf.
*** Dinkelscherben to**
Krumbach, 3.15 p.m., in 4 hours ret. 7.0 a.m., fare 48 kr.
Doberan to
Rostock (9½) 7.25 a.m., and 5. 0 p.m., in 1½ hour, fare 1 m. 60fr.
Doberan to
Wismar (24½) 7.45 a.m., in 4½ hours. fare 4 m. 10pf.
Domo d'Ossola to
Arona (28½) 3.0 p.m., per Stresa, in 6 hours, fare 8 fr.
Brieg (32½), 6.40 a.m. in 10½ hrs, fare 14f. 15c.
Sierre (58), 6.40 a.m. in 15 hrs.
Donaueschingen to
Freiburg (39½), at 9. 0 a.m., in 8½ hours, fare 6 m. 60pf.
*** Donauwerth to**
Dillingen (17), at 7.40 a.m. in 3½ hours, returning at 2. 0 p.m. fare 48kr.
Dorsten to
Borken, 8.45 a.m.; 2.15 p.m., in 3 hours, fare 2 m. 50pf.
Essen, 4.40 a.m. and 3.10 p.m., in 2 hours, fare 2 m. 70pf.
*** Dortmund to**
Asseln, 12.15 8.20 p.m., ret. 6.45 and 7.45 p.m. in 2½ hrs. fare 40pf.
*** Dresden to**
Altenberg (25), 5.15 a.m. & 5 p.m. in 6½-8½ hrs; fare 4 m. 10pf. ret. at 3.15 a.m. and 3.15 p.m.
Duderstadt to
Gottingen, 6.0 a.m., in 3½ hrs., fare 3 m. 40pf.
*** Duisburg to**
Ruhrort, 12.30, 8.13, and 10.5 a.m., 1.26, 3.5, 6. 0, and 9.20 p.m., in ¾ hour, fare 50pf.
***Duren to**
Montjoie, 4.25., p.m., in 6½ hours, fare 4 m. 50pf.
***Dusseldorf to**
Kaiserwerth, 9.30 p m, ret. 6.30 a m, in ¾ hr. fare 1 m.
Mettmann, 6. 0 p.m., ret. 6.15 a.m., in 2½ hrs, fare 1 m. 80pf.
Ebensee to
Ischl, 9.0 a.m., in 1½ hrs., fare 1 gl. 50 kr.
Eberbach to
Miltenberg, 7.10 p.m. in 5½ hrs. fare 3 m. 50pf.
Neckargemund, 3.25, 7.15 a.m., and 3.55 p.m., in 2¾ hours; fare 2 m. 30pf.
Eckernforde to
Cappeln, 12.50 a m, ret. 10 p.m., per Sensby, in 3½ hrs. fare 2m. 60pf.
Kiel, 1.45 a m and 1.15 p m, per Gettorf, in 3 hrs, fare 2m. 70pf.
Eckernforde to
Schleswig (Station), 6.35 a m, per Fleckeby, in 2½ hrs, fare 2 m. 40pf.
Eibenstock to
Auerbach, 3. 0 a.m., per Schönheyda, in 3 hrs., fare 2 m. 10pf
Schneeberg, 1.15 & 9.0 a.m., and 2 10 p.m.. in 2 hrs, fare 2 m. 30pf.
Eichstadt to
Beilngries, 3.0 p.m., in 5¾ hrs, ret. 1.15 a.m.. fare 1 gl. 20 kr.
Einsiedeln to
Brunnen, 7.30 a.m., 1.45 p m., per Schwyz 3. in 3 hours, fare 4 fr 45c.
Lachen, 8.25 a.m. and 6.45 p.m., in 4½-3½ hrs., fare 3fr. 15c.
Richterschwyl, 8.25 a.m., 2.15 & 6.45 p.m., in 1½ hr, fare 2fr. 35c.
***Eisenach to**
Eschwege (26½), 4.45 p.m., in 5½ hours, fare 4 m. 50pf.
Muhlhausen (22), 4.45 p.m., in 4½ hours, fare 3 m. 60pf.
Wanfried (19½), 4.45 p.m., in 3¾ hours, fare 3 m. 40pf.
Eisenberg to
Jena, 3.40 and 10.0 p.m.. in 3 hours, fare 2 m. 50pf.
Weimar, 3.40 a.m., in 5½ hours, fare 4 m. 70pf.
*** Eisfeld to**
Saalfeld, 8.30 p.m., in 8¾ hours, fare 5 m; and 12.30 p m, in 8¾ hours, fare 6 m. 30pf
Eisleben to
Mansfeld 3.45 p m ; ret. 6.30 a m, in 2 hours, fare 1 m. 60pf.
Elberfeld to
Cronenberg 9.0 a m, 2.0, 6.0 and 10.10 p m, in 1½ hour, fare 70pf ret. 8, 11.40 a.m. 6 and 9.30 p.m., in ¾ hour.
Sprockhövel 5.45 p m, ret. 6.50 a m in 2 hours, fare 1 m. 70pf.
*** Eltville to**
Schwalbach, 9.35 a m. 1.50 and 6.10 p m, in 2½ hours. fare 1 m. 50pf.
Schlangenbad, 9.35 a m 1. 50 and 6. 0 p m, in 1 hour, fare 80pf.
***Elze to**
Eldagsen, 1.20 p m, in 1½ hour fare, 1 m. 10pf.
***Emden to**
Aurich (15½), 12.25, and 11.10 a m, and 6.15 p.m., in 3½ hours, fare 2 m. 60pf.
Norden (18½), 12.25, and 11.10 a m, 6.15 p m., in 4 hours, fare 3 m. 10pf.
*** Empel to**
Socholt (13½), 4.35 p.m., in 2½ hrs, ret. 9.20 a.m., fare 1m. 90pf.
Rees (6), 9. 0, a.m., 12.35, 1.50 4.15, 7.55, 11.15 p.m.; ret. 7.30, 11.10 a.m., 1. 0, 3.25, 7. 0, 10.15 p.m., in half an hour, fare 50pf.

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*** Endorf** to
Altötting, 3.15 p.m., per Trostberg, in 8½ hrs, fare 1 gl. 48kr.
Wasserburg, 3.15 p.m., in 2½ hours, ret. 6.15 a.m., fare 36kr.

Engelskirchen to
Cologne, 1.15 a.m., in 3½ hours, fare 3m. 80pf.
Wipperfurth, 5. 0 a.m, in 2½ hrs ret. 12.20 p.m., fare 2m. 10pf.

Erbach, in Odw. to
Furth, at 5.25 p.m., in 3½ hours, fare 2m. 60pf.

*** Erbach** to
Ehingen, 7.20 p.m., in 1¾ hour, fare 30 kr.

*** Erfurt** to
Arnstadt (11½), 3.20 a.m., in 2½ hrs, fare 2m.
Konigsee, 1.45 p.m, per Stadtilm, in 7 hours, fare 4m. 80pf.

*** Erlangen** to
Eschenau 3.45 p.m., in 2½ hrs returning 8.20 a.m , fare 38kr.

*** Erlau** to
Rochlitz, 11.0 a.m., in 1½ hour, fare, 1m. 20pf.

Eschwege to
Bebra, 5.0 a.m. and 2.20 p.m., in 4½ hrs., fare 3m. 40pf.
Cassel, 2.40 a.m., in 7½ hours, fare 5m. 60pf.
Eisenach, 2.30 a.m., in 5½ hours, fare 4m. 50 pf.

Eschweiler to
L innich, 3.45 p.m., in 2½ hours; fare 2m. 10pf.

*** Essen** to
Dorsten (17), 6.25 a.m., and 4.55 p.m., in 3 hours, fare 2m. 70pf.

*** Eupen** to
Malmedy, 12.30 p.m, in 4½ hrs, f. 3m
Montjoie, 5.0 a.m., and 4.40 p.m. in 2½ hours, fare 2m. 10pf.

Euskirchen to
Ahrweiler, 8.30 a.m., per Rheinbach, in 3½ hours, fare 3m. 50 pf., Bonn, 8.15 p.m, in 2½ hrs, fare 2m. 70pf.

*** Eystrup** to
Walsrode, 8.40 p.m., ret. 1.40 a.m., in 3 hours, fare 2m. 90pf.

*** Fischbach** (Saxony) to
Neustadt, 7.15 a.m., and 6.15 p.m.; ret., 4.45, and 10.45 a.m. in 2½ hrs., fare 1m. 70pf.

*** Flawyl** to
Brunnadern at 6.30 p.m.; ret. at 5.20 a.m., in 2½ hrs, fare 2fr 40c.

*** Flensburg** to
Glucksburg, 12.0 a.m, ret. 7.20 a.m, in 1½ hour, fare 1m. 10pf.
Sonderburg, 11.35 a.m., in 4½ hrs., fare 1th. 3m. 90pf
Tondern, 11.30 p.m., in 7½ hrs, fare 5m. 70pf.

*** Flnelen** to
Andermatt, 6.30 a.m., 1.15 p.m., in 5 hours, fare 7fr. 75ct.
Bellinzona, 6.30 a.m., and 1.15 p.m., in 14½-16½ hours, fare 24fr. 85ct.

Frankenberg to
Corbach, 3.50 p.m., in 4 hrs., fare 2m. 90pf.

*** Frankenstein** to
Silberberg 9.40 a.m., ret 3.30 p.m in 1½hrs., fare 1m. 20pf.

Frankenhausen to
Artern (14½), 11.30 p.m., in 1½ hrs., fare 1m. 50pf.
Sondershausen (12½), 5.45 a.m., in 2½ hours, fare 2m.

*** Frankenthal** to
Freinsheim, 5 p.m, in 1½ hr.

Frankfort-on-Main
Neu Isenburg, 8.55 a.m, 1.30 and 6 p.m; return 7.30 & 12.0 a.m, & 4.30 p.m, in 1 hr., fare 70pf.

*** Frankfurt-on-Oder** to
Crossen (32½), 1.40 a.m., in 6½ hours, fare 5m. 20pf.
Guben (42½), 7.0 a.m, in 7½ hrs, fare 6m. 70pf.

*** Fraunefeld** to
Wyl, 6.55 a.m. and 4.45 p.m., in 2 hours, fare 2fr. 55ct.

*** Freden** to
Lamspringe, 6.30 p.m., ret. 7.10 a.m., in 1½ hrs. fare 1m. 10pf.

Freiberg to
Frauenstein, 4.30 p.m., in 3½ hours, fare 2m. 20pf.

*** Freiburg (Breisgau)** to
Donauesching, (39½), 5.0 a.m. and 7.0 p.m., per Neustadt, in 9½ hours, fare 6m. 60pf.

*** Freiburg** (Switzerland) to
Murten, 7.0 and 11 a.m., and 5.30 p.m., in 2 hrs., fare 2fr. 20c.
Payerne (18), 6.0 a.m., and 4.50 p.m., in 2½ hrs., fare 2fr. 70c.

*** Freising** to
Erding, 4.30 p.m, in 2 hrs, f. 80kr

*** Friedberg** to
Homburg, 7.50 a.m., per Friedrichsdorf, in 2 hours, fare 1m. 80pf.

Fritzlar to
Wabern, 8.50 a.m., 12.35 and 6.10 p.m., in ¾ hour, fare 30pf.
Wildungen, 10.40 a.m., 4.15 and 9.55 p.m., in 1½ hour, fare 1m. 30pf.

*** Fronhausen** to
Gladenbach, 9.45 a.m. and 5.30 p.m.; ret. 4.30 and 9.10 a.m., in 1½ hour, fare 1m. 20pf.

*** Fulda** to
Gersfeld (25½) 3.40 p.m. in 4½ hrs, ret. 4.10 a.m., fare 3m.

*** Furstenwalde** to
Beeskow, 7.50 a.m and 10.25 p.m., ret. 3.0 a.m., and 11.5 a.m.; in 2½ hours, fare 2m. 80pf.

Furth, in Odenw. to
Erbach, 5.45 p.m., in 3½ hours, fare 2m. 60pf.
Weinheim, 4.10 a.m. and 8.15 p.m., in 2 hrs, fare 1m. 70pf.

Fussen to
Innsbruck, 5.0 p.m., in 12½ hrs., fare 6 gl. 52 kr.

Gais to
St. Gallen, 7.45 a.m., 2.50 and 6.20 p.m., in 1½ hour, fare 2fr. 20 c.

Gardelegen to
Calvörde, 5.0 a.m., in 2½ hours fare 1m. 90pf.

Gastein (Baths) to
Salzburg, 6.0 a.m., 3.0 p.m., in 13½-13½ hrs, fare 2 gl. 36kr.

*** Geestemunde** to
Bederkesa, 2.15 p.m., return a 4.0 a.m., in 3½ hrs., fare 1 m. 70 pf

Cuxhaven, 10.0 a.m. and 7.30 p.m., in 5½ hrs; ret. 2.30 a.m. and 1.30 p.m., fare 4m. 60pf.

*** Geilenkirchen** to
Heinsberg, 7.45 a.m. 2.15 & 9.10 p.m., in 1½ hr, fare 1m. 20pf. ret. 8.0 and 10.15 p.m., and 5.20 p.m.

*** Geiselhoring** to
Dingolfing, 2.0 p.m., in 4 hours, ret. 8.0 a.m., fare 1 gl. 1 kr.

*** Geislingen** to
Wiesensteig, 8.15 a.m., 6.0 p.m. ret. 4.5-11.45 a.m., in 2½ hours, fare 48kr.

*** Geldern** to
Rheinberg, 5.30 p.m., ret. 6.5 a.m, in 2½ hours, fare 2m. 40pf.

*** Gemunden** to
Hammelberg, 2.40 p.m., ret, 5.50 a.m, in 3½ hours, fare 1 gl. 38kr.

*** Geneva** to
Hermance, 9.45 a.m., ret. 6.45 a.m., in 2 hours.
Jussy, 9.45 a.m., 3.30 p.m., ret. 7 a.m., 1 p.m., in 2½ hour.

*** Genthin** to
Stendal, 9.15 a.m. in 4½ hours, fare 3m. 50pf.

*** Gera** to
Kahla, 9.45 a.m., & 12.0 p.m., per Roda, in 5½ hours, fare 4m. 20pf.
Roda, 9.45 a.m., and 12.0 p.m., in 3½ hours, fare 2m. 60pf.

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*** Germersheim** to
Bellheim, 4.50 p.m., in 1 hour, ret. 8.50 a.m.
Rheinsheim, 5.20 10.20 a.m., 2.5 and 6.30 p.m., in ¾ hour.

Gernsbach to
Freudenstadt, 4.0 p.m., in 7½ hrs. fare 4 m. 40pf.
Herrenalb, 1.20 and 4.0 p.m., in 1½ hrs. fare 1 m. 50pf.

*** Gerstungen to**
Vacha 5.0 p.m., in 3 hours, fare 2 m. 20pf.

*** Giessen** to
Rodheim, 8 15 p.m., in 1¾ hour, return 6.0 a.m., fare 90pf.

*** Glarus** to
Elm, 9.15 a.m., 6.0 p.m., ret. 6 40 am 3 30 p m, in 3½ hours, fare 2 fr 90 c.
Linththal, 7.0, 9.15 a.m., 6 0 p.m., return 7.30, 11.50 a.m., and 4.20 p.m., in 1¾ hours, fare 2fr. 45c.

Glatz to
Mittelwalde (22) 10.25 a.m. and 8.10 p.m., ret. 1.28 a.m., 12.48 p.m., in 5½ hours, fare 3 m. 90pf.

Gleichenberg to
Spielfeld twice daily, in abont 6 hours, fare, 2 florins.

Glowen to
Havelberg, 3.15 and 10.35 a.m, return 11.40 a.m., and 9.55 p.m, in ¾ hour, fare 90pf.
Plau 3.30 a.m., per Pritzwalk, in 7 hours, fare 6 m. 60pf.

*** Gmund** to
Galldorf, 4.10 p.m., in 4¾ hours, per Eschwend, fare 1 gl. 12kr.
Sussen (12½), 8.10 a.m. and 3.15 p.m., per Donndorf, in 3 hrs., fare 48 kr.

Gnesen to
Natel, 7.40 a.m., per Schubin, in 10½ hours, fare 8 m. 30pf.
Schubin, 7.40 a.m., return 11.55 a.m., in 7¾ hours. fare 6 m.

Goldberg to
Crivitz, 6.45 a.m.; return 2.30 p.m., in 3½ hours, fare 3 m. 10pf.
Gustrow, 7.35 a.m., 4.15 p.m., in 3 hours, fare 2 m. 70pf.

*** Goppingen** to
Boll, 8 a.m., 5.15 p.m.; ret. 5.10 a.m., 2.10 p.m., in 1¼ hour, fare 30kr.

*** Goslar** to
Clausthal, 10.25 a.m. and 6.30 p.m. in 2¼ hours, fare 1 m. 93pf.

*** Gossau** to
Waldkirch, 10.30 a.m., and 6.30 p.m., ret. 6.50, a.m., and 4.10 p.m., in 1¼ hour, fare 1 fr. 5c.

*** Gotha** to
Hildburghausen (44¾), 5.0 a.m , in 11 hours, fare 7 m. 70pf.
Ohrdruff, 5.0 11 0 a.m., 3.45 p.m., in 2 hours, fare 1 m. 60pf.
Schleusingen (37), 5.0 a m. in 8 hours, fare 6 m. 30pf.
Schmalkalden (23), 3.45 p.m., in 5¾ hours, fare 4 m. 20pf.
Suhl (27¾), 5.0 a.m. & 3.45 p.m., in 6¼ hours, fare 4 m. 80pf.
Zella (23) 5.0 a.m., and 3.45 p.m., return 5.55 a.m. and 3.55 p.m. in 5¼ hours, fare 4 m. 20pf.

*** Gottingen** to
Duderstadt (22), 3.0 p.m., in 3¼ hours, fare 3 m. 40pf.

Grafenthal to
Sonneberg, 6.0 a.m., in 4½ hrs., fare 3 m. 10pf.

Graudenz to
Culm, 1 0 p.m., in 3½ hrs, fare 3 m. 50pf.
Jablonowo, 1.15 a m, per Rehden, in 3¾ hrs, fare 3 m. 60pf.
Wawlubien, 4.30, 9.40 a.m, 12.55, 5.0, and 7.50 p.m, in 2 hrs, fare 1 m. 50pf.

Griefswald to
Demmin, 4.15 and 11.30 p.m., in 4¼ and 5¼ hours, fare 4 m.
Rostock, 11.30 p.m, per Tribsees, in 10½ hrs, fare 9 m.

Greiz to
Weida, 4.45 a m and 2.30 p.m., 2½ hours, fare 2 m.

*** Grevenbruck** to
Bilstein, 10.45 a.m., 9.15 p.m., in 3 hrs. fare 70pf.

*** Grunberg** to
Lahnbach, 7.35 a m., ret. 12.15 p.m., in 1¾ hrs, fare 1 m.

Grunéberg (Silesia) to
Naumburg, 7.50 a.m., ret. 5.5 p.m., in 2¾ hours.

*** Gunzburg** to
Ichenhausen, 11.45 a.m. 4.30 and 9.0 p.m., in 1¼ hour; ret. 5.5 and 9.30 a.m. and 2.0 p.m., in 1¼ hr, fare 21 kr.

*** Gustrow** to
Goldberg (15½), 8.45 a.m. and 5 p.m., in 3 hours, fare 2 m. 70pf.
Plau (58½), 5.0 p.m., in 4½ hrs., fare 1 th. 4 m. 20pf.

Hachenburg to
Wellberg, 4.0 a.m., per Rennerod, in 10¾ hours, fare 4m. 60pf.

Hadersleben to
Apenrade, 11.30 p.m., in 2¾ hrs. fare, 2 m, 50pf.
Rothenkrug, 11.30 p m, in 4 hours, fare 3 m. 20pf.

*** Hagen** to
Halver 7.15 p.m., return 4 35 p m in 3¼ hrs, fare 2 m. 70pf.

*** Hagenow** to
Gadebusch, 4.15 a.m., ret. 6.35 p.m., per Wittenburg, in 4½ hrs., fare 3 m. 90pf.

*** Hall** to
Galldorf, 9.30 a.m. and 8.10 p.m., in 2 hours, fare 42 kr.

*** Halle** to
Querfurt (22), 12.45 a.m., and 3 p.m., in 4 hours, fare 3 m. 60pf.

Hameln to
Bückeburg, 4.45 a.m., in 3¾ hrs., fare 3 m. 20pf.

*** Hamm** to
Werl (11½) 5.0 p.m., in 2 hrs. fare 1 m. 80pf.

*** Hanau** to
Windecken (6¾), 7.0 a.m., and 4.0 p.m., in 1¼ hour, ret. 6.30 a.m., and 7.40 p.m., fare 1 m. 10pf.

*** Hanover** to
Walsrode (38), 4.0 p.m. in 6¾ hrs., returning at 5 a.m., fare, 6 m. 10pf.

*** Harburg** to
Stade, 8.0 a.m., 5.0 & 10.35 p.m., in 5 hours, fare, 4 m. 50pf.

*** Harsburg** to
Wernigerode, 9.45 a.m., per Ilsenburg, in 2¾ hours, fare 2 m. 20pf.

*** Hassfurt** to
Hofheim, 7.10 a.m. and 4.25 p.m., in 1¼ hour, return 3.30 a.m. and 1.5 p.m., fare 24 kr.
Königsberg, 4.25 p.m., ret. 4.10 a.m., in 1 hour, fare 21 kr.

*** Haute Geneveys** to
Neuchatel, 7.30 a.m. and 6.45 p.m., in¼ hour, fare 2fr.

Hechingen to
Sigmaringen, 10.5 a.m. and 9.50 p.m., in 6¾ hrs, fare 5 m. 30pf.

Heilbronn to
Bonfeld, 5.0 p.m., return 6.30 a.m., in 2¾ hours, fare 30 kr.

Heiligenstadt to
Eschwege, 2.0 p.m., in 4 hours, fare 3 m. 30pf.

*** Helmbach** to
Baumholder, 1.55 and 9.45 p m, ret. 11.0 a m, & 6.5 p m, in 1¾ hour, fare 1 m.

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*** Helmstedt** to
Vorsfelde 2.20 p.m., in 3½ hrs, fare, 3m. 20pf.

*** Heppenheim** to
Flirth, 6.45 p.m., in 1½ hours, fare 1m. 40pf.

*** Herford** to
Detmold (17) 8.20 a.m. and 3.30 p.m., in 3½ hours, fare 2m 70pf.
Lemgo (12½), 2.15 and 8.0 p.m., in 2½ hours, fare 2m.

*** Hergas** to
Wangen, 7.40 a.m., 2.40 and 7.20 p.m. in ½ hour, ret. 6.40, 10.55 a.m. and 6.10 p.m., fare 15 kr.

Herisau to
Wattwyl, 6.40 a.m. and 7.30 p.m., in 3½ hours, fare 3 fr. 75 c.

***Herne** to
Recklinghausen, 9.35 a.m., 5, and 8.30 p.m., in ¾ hr., fare 30pf.

Hersfeld to
Friedewald, 5.35 p.m., ret. 6.15 a.m., in 3 hours, fare 2m. 20pf.

*** Herzberg** to
Schlieben, 11.10 p.m., ret. 6.35 p.m., in 1½ hour, fare 1m. 20 pf.

*** Heudeber** (Station) to
Jerxheim, 3.10 p.m., per Badersleben, in 3½ hours fare 2m, 60pf

*** Hildburghausen** to
Gotha 9.0 a.m. in 12 hours, fare 7m. 70pf.
Heldburg (15), 7.45 p.m., ret. 8.45 a.m., in 3½ hours, fare 2m. 30pf.
Römhild (9½), 4.45 p.m., in 1¾ hr, ret. 7.30 a.m., fare 1m. 60pf.
Schleusingen (9½), 9.0 a.m., in 1¾ hours, fare 1m. 40pf.
Suhl (18½), 9.0 a.m., in 5¾ hrs. fare 2m. 90pf.

*** Hildesheim** to
Lafferde (13½), 4.15 p.m.; ret. 6.30 a.m., in 2½ hours, fare 2m. 30pf.

*** Hof** to
Lobenstein, 5.0 p.m., in 4¾ hrs., fare 1 gl. 42 kr.

*** Homberg** to
Moers (3½), 7.50 and 10.10 a.m., 12.20, 2.0, 4.55, 7.50, and 9.50 p.m., in ¾ hour, fare 70pf., ret. 6.15, 8.20, 10.50 a.m., 12.40, 3.20, 6.5, 8.0, p.m., fare 70pf.

*** Homburg** (Hesse) to
Friedberg, 3.35 p.m, per Friedrichsdorf, in 2 hrs, fare 1m. 80pf.
Friedrichsdorf, 9.10 a.m., 3.35 & 7.35 p.m., in ¾ hour, return 6.0 and 9.0 a.m., and 6.0 p.m., fare 50pf.
Usingen, 9.15 a.m. & 7.40 p.m., in 2½ hours, ret. 4.30 a.m. and 8 p.m.; fare 1m. 50pf.

Horgen to
Zug, 7.30 a.m., in 2¾ hours, fare 2 fr. 30 ct.

Horn to
Blomberg, 5.20 p.m., in 1½ hour. fare 1m. 50pf.
Detmold, 9.10 a.m. 3.50 and 9.50 p.m, in 1 hour, fare 1m.

*** Hoxter** to
Carlshafen, 8.30 a.m, 3.50 p.m, in 2¾ hours, fare 2m. 20pf.

Iglau to
Budweis, 9.30 a.m, in 15½ hours.

Ilmenau to
Erfurt, 6.25 p.m., in 5½ hrs. fare 4m. 10pf.

*** Immelborn** to
Liebenstein, 6.35, 10 a.m., 5.40 & 7.50 p.m, in ¾ hour, fare 70pf.

Ingolstadt to
Beilngries, 6.0 p.m, ret. 4.45 a.m, in 6 hours.

*** Innsbruck** to
Bludenz, 8 p.m; per Landeck, in 18½ hours, fare 12gl. 60kr.
Landeck (51), 8 p.m., in 9 hrs, fare 6gl. 60kr.

Interlaken to
Grindelwald, 7.10 a.m., 2.15 p.m, ret. 6.30 a.m., 2.30 p.m., in 3 hours, fare 3fr.

Ischl to
Ebensee, 3.50 p.m., in 1½ hour, fare 1gl. 50kr.
Salzburg (33½) 9.0 p.m., in 7½ hrs., fare 5gl. 22kr. 5

Iserlohn to
Balve, 5.15 p.m.; ret. 5.30 a.m., in 2½ hours, fare 2m.

Itzehoe to
Heide, 11.45 a.m., per Hanerau, and 8.45 p.m., per Hochdonn, in 5¾ hours, fare 5m. 10pf. and 12.0 a.m., per Wilster, in 7¾ hrs, fare 6m. 90pf.

Jena to
Apolda (9½), 9.15 p.m., in 1¾ hrs., fare 1m. 60pf.
Roda (10½), 7.15 p.m., in 2 hours, fare 1m. 70pf.
Weimar (11½) 6.40 a.m. in 2½ hrs, fare 2m. 20pf.

Julich to
Aix-la-Chapelle, 5.30 p.m., in 3½ hours, fare 2m. 70pf.

***Juterbogk** to
Treuenbrietzen (11½), 1.35 p.m., in 2½ hours, ret. 5.10 a.m., fare 2m.

*** Kaiserslautern** to
Meisenheim 4.35 p.m., per Otterberg, in 5¾ hrs, fare 1gl. 27kr.

*** Kiel** to
Eckernforde (16), 10.15 a.m.; 2.50 p.m., in 3 hrs, fare 2m. 70pf.

Kirchberg to
Berncastel, 1.15 a.m., in 4 hrs. fare 3m. 50pf

*** Kirchen** to
Freudenberg, 10 a.m., 2.30 p.m. ret. 6.10 a.m. and 5.0 p.m., fare 1m. 40pf.

*** Kirchhain** to
Rosenthal, 4.0 p.m., ret. 6.15 a.m., in 3¾ hrs, fare 2m. 40pf.

***Kissingen** to
Bruckenau (17), 5.0 a.m., in 4¾ hours, fare 2 gl. 6 kr.
Steinach, 5 p.m, ret. 4.15 a.m., in 1¾ hours.

Kitzingen to
Seligenstadt, 7.10 a.m., per Dettelbach, in 2½ hours, fare 27kr.

Konigsee to
Rudolstadt, 4.30 a.m., 12.30 p.m., in 2¾ hours, fare 2m. 30pf.

Konigstein to
Soden, 8.0 a.m., and 4.30 p.m., in ¾ hour. fare 50pf

Krotoschin to
Breslau, 6.30 a.m. and 4.25 p.m. in 9½ hours, fare 7m. 90pf.

Kupfersteg to
Opladen, 10.0 & 11.50 a.m., 5.5, 8,10 and 11.5 p.m., in 20 minutes, fare 30pf.

Laasphe to
Biedenkopf, 1.45 and 11.35 a.m., in 1¾ hour, fare 1m.

Lachen to
Brunnen, 5.30 and 9 25 a.m., in 5 hours, fare 5fr. 80c.

*** Landau** to
Gleisweiler, 2.0. p.m., ret. 6.0 p.m., in 1 hour, 24kr.

Landeck to
Botzen, 12 a.m., in 18¾ hours, fare 12gl. 45kr.

*** Landquart** to
Davos Platz, 5.45 a.m. and 2.30 p.m., in 7¼—8½ hours ret, 7.0 and 11.40 a.m., fare 10fr. 60c.
Schuls (19½) 5.45 a.m.; ret. 5.0 a.m., in 13½-12 hrs., fare 20fr 60c.

*** Landsberg** to
Schwerin, 4.20 a.m., & 2.30 p.m.; ret. 7.15 a.m. and 8.55 p.m., in 2¾ hrs., fare 2m. 70pf.

*** Landshut** to
Landau, 7.15 a.m., ret. 9 20 p.m., in 6¼ hours, fare 1gl. 21kr.
Neustadt (28½) 3.10 p.m., in 6½ hrs., fare 1gl. 52xgr.

Langensalza to
Tennstädt, 5.30 p.m.; ret. 5.15 a.m.; in 1¾ hr, fare 1m. 50pf

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*** Laufen** to
Giglingen, 7.15 a.m., and 8.30 p.m., ret. 4.55 a.m. & 4.40 p.m., in 1¼ hours, fare 30kr.

*** Lausanne** to
Payerne (43¼) 8.35 a.m., & 4.30 p.m., in 5¾ hours, fare 6f. 15c.

Lauterbach to
Herbstein, 4.50 a.m. and 10.10 p.m.; ret. 8.20 a.m. and 5.30 p.m., in 1½ hours, fare 1 m.

Lauterecken to
Kaiserslautern, 4.0 a.m. 2.10 p.m., in 3 hours; fare 1 gl. 9 kr.

*** Leer** to
Aurich, 5.30 a.m., in 3½ hrs., fare 3 m, 50 pf.

Lemgo to
Detmold, 7.30 a.m. and 1.25 p.m., in 1½ hour, fare 1 m. 30 pf.

*** Lennep** to
Gummersbach, 9.30 a.m., 3.0 and 10.30 p.m., in 5½ hrs., fare 3 m. 80 pf.

*** Leobschütz** to
Neisse (35), 8.30 a.m. and 9.15 p.m., in 6-7 hrs., fare 5 m. 30 pf.

Neustadt, 8.30 a.m. and 9.15 p.m., in 3½ hours; ret. 4.5 a.m. and 2.10 p.m., fare 2m. 50 pf.

Liebenstein to
Immelborn, 5.15 and 8.30 a.m., 3.30 and 6.30 p.m., in ¾ hour, fare 70 pf.

*** Liegnitz** to
Goldberg, 12.30 a.m. and 3.55 p.m., in 2½ hrs., fare, 2 m

*** Liestal** to
Laufen, 2.45 p.m., in 4 hrs., ret. 4.0 a.m., fare 4 fr. 85 c.

*** Limburg** to
Montabur, 7.50 a.m, and 6.45 p.m. in 2¾ hours, fare 2 m. 10 pf.

*** Lindern** to
Heinsberg, 10.15 a.m. and 5.0 p.m.; ret. 4.40 a.m. & 3.0 p.m., in 1½ hour, fare 1m. 20 pf.

*** Lippstadt** to
Meschede, 12.50 p.m., in 5¾ hrs., fare, 4 m. 10 pf.

*** Lissa** to
Krotoschin, 9.50 p.m., in 10 hrs. 8 m. 20 pf.

Lobenstein to
Cronach, 4.15 a.m., in 6¾ hours.
Hof, 5.0 a.m., in 4¾ hours, fare 3 m. 40 pf.

Losheim to
Stadtkyll, 8.5 a.m.; ret 12.15 p.m., in 1¾ hour, fare 1 m. 30 pf.

*** Lubeck** to
Travemünde, 9.30 a.m. and 3.0 8.0 p.m., in 1¾ hour, fare 1m 70 pf.

Luckau to
Ukro, 8.30., 9.50 a.m., 2.20, & 40 and 7.10 p.m. in ¾ hour.

Ludenscheid to
Werdol, 7.15 a.m., 1¾hr., fare 1 m. 70 pf.

*** Lucerne** to
Airolo, 5 a.m. and 2.0 p.m., per Andermatt, in 12 hours.
Brienz, 6.45 and 10.15 a.m., and 2 p.m., in 8 hours, fare 10fr. 80c.
Escholzmatt(39¾), 9.40 a.m. and 4.45 p.m.; ret. 4.45 and 11.50 a.m., in 5¾ hrs., fare 5fr. 95c.

*** Ludwigsburg** to
Marbach, 6 5 and 8.40 a.m., 3.30 and 7.30 p.m., in 1 hour; ret. 6.25 and 9 30 a.m., 1.15 and 6.25 p.m., in 1¾ hour, fare 21kr.

Ludwigshafen to
Stockach, 9.50 a.m., and 6.55 p.m., in 1 hour, fare 60 pf.

*** Ludwigslust** to
Plau, 1.0 and 11.45 p.m, in 6¾ hrs, fare 5 m. 80 pf.

Lugano to
Bellinzona, 6.20 10.0 a.m., 5.30 p.m , in 3¾ hours.

*** Luneburg** to
Blekede (14½), 3.20 p.m., in 2¾ hours, ret. 5.15 a.m., fare 2 m. 40 pf.

Lutzen to
Weissenfels, at 4.30 a.m., in 1¾ hour, fare 1 m. 50 pf.

*** Magdeburg** to
Loburg, 4.50 p.m., in 3¾ hours; ret. 6.0 a.m., fare 3m. 20 pf.

Marburg (in Kurhessen) to
Biedenkopf, 7.40 a.m., and 3.50 p.m., in 4¾ hrs, fare 3 m. 30 pf.
Corbach, (37) 10.30 a.m., in 9¾ hours, fare 6 m. 50 pf.
Frankenberg (20¾), 10.30 a.m. & 6.10 p.m., in 5 hrs., fare 3 m. 60 pf.
Laasphe, 7.40 a.m & 3.50 p.m. in 5¾ hrs., fare 4 m. 30 pf.

*** Marienburg** to
Marienwerder, 9.25 a.m. & 10.30 p.m., in 4¾ hrs., fare 4 m.

*** Mkt. Schorgast** to
Wunsiedel, 8.40 a.m , in 4¾ hrs., fare 1gl. 16kr.

Mayen to
Andernach, 11.0 a.m. in 2¾ hours, fare 2 m. 20 pf.
Coblence 2.40 and 5.0 a.m., in 3¾ hours, fare 3 m.
Treves 10.45 a.m., and 10.55 p.m. in 13 hrs., fare 8 m. 90 pf.

Merseburg to
Mitlohein, 2.40. 11.50 p.m.; return 5. 0, a m., 5 55 p.m. in 2¾ hrs., fare 1 m. 80 pf.

*** Meckenbeuren** to
Tettnang, 8.25, 10.25 a.m., 12.50, 5.0 and 10.20 p.m., in ¾ hour, ret. 7.35, 9.35 a.m., 12.5, 1.25' and 6.45 p.m., fare 12kr., in 30 minutes.

*** Mehlitheurer** to
Zeulenroda, 8.15 p.m., in 2 hours, fare 1 m. 40 pf.

*** Meiningen** to
Suhl, 6 p.m. in 3 hrs., fare 1 m. 75 pf.

Meiringen to
Brienz, 6.0 a.m.; 2.10 and 4.35 p.m., in 1¾ hour, fare 1 fr. 95c.
Lucerne, 7.0 a.m., in 6¾ hours from Alpnach per Steamer, fare 9fr. 90 c.

Memel to
Polangen. Monday, Tuesday, Thursday, Friday, 6.30 a m, ret. 3 p.m in 2¾ hours, fare 2 m. 50 pf.

Memmingen to
Ottobeuern, 7.30 a.m., 6.0 p.m., ret. 5.30 and 10.30 a.m. in 1¾ hour, fare 30 kr.

*** Meppen** to
Haseltine, 7.15 p.m., in 1¾ hours ret. 5.30 a.m., fare 1m. 50 pf.

*** Merzig** to
Wadern, 4.15 p.m., in 3¾ hours, returning at 5.0 a.m., fare 2 m. 60 pf.

Meschede to
Lippstadt, 10. 0 a.m., in 6¾ hours, fare 4 m. 10 pf.
Tegernsee, 5.15 p.m., in 2¾ hrs, fare 39 kr.

Miltenberg to
Aschaffenburg, 1.45 a.m., and 1.30 p.m., in 4¾ hrs, f. 1gl. 27kr

*** Milan** to
Chiavenna (78¼) 6.0 a m., 1.10 p.m. per Camerlata, in 9¾-10 hrs, and 11.15 a.m., in 12 hrs, via Lecco.

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Chur (203½), 6.0 a.m., 1.15 p.m., per Chiavenna, in 21½ hrs., and 11.50 a.m., per Lecco, in 22 hrs and 1.10 p.m. per Bellinzona, in 27½ hrs.
Colico (60), 11.50 a.m., per Lecco, in 7 hrs., and 6. 0 a.m., & 1.10 p.m., per Camerlata, in 5½ hrs.
Lucerne, 6. 0 a.m., 1.10 p.m., per Camerlata, in 27 hours.
Spitigen (106½), 11.50 a.m., per Lecco, in 18½ hrs., 6. 0a.m., 1.10 p.m., by Chiavenna, in 16½ hrs, and 5.0 p.m., by Bellinzona, in 21 hrs., thence per rail.

Minden to
Lübbecke (14½), 4.0 and 7.30 a.m., and 3.20 p.m., ret. 6.25 and 10.55 and 8.50 p.m., in 2½ hours, fare 25 sgr.
Stolzenau (19½), 12.45 p.m., in 5 hours, ret. 9.15 a.m.
* **Mittweilda** to
Hainichen, 11.15 p.m. in 1½ hr, fare 14 ngr.
Montjoie to
Aix-la-Chapelle, 5.0 a.m., and 4 p.m., in 4½ hours, fare 1th. 4sgr.
* **Morschen** to
Lichtenau, 7.50 p.m., in 2-2½ hrs., return 4.30 a.m, fare 18 sgr.
* **Muhlacker** to
Güglingen, 9.45 a.m., in 6½-3½ hrs, ret 10.40 a.m, fare, 54kr.
* **Mulhhausen** (Prussia) to
Eisenach (22), 2.30 a.m., in 4½ hours, fare 1th. 6sgr.
Sondershausen (25½), 5.0 a.m., and 3.0 p.m., in 5½ hours, fare 1th. 9 sgr.
Warnfried (13½), 5.30 p.m., in 3 hrs., fare 30sgr.

Mullheim (on Ruhr) to
Kettwig, 9.30 a.m. & 6. 0 p.m., in 1½ hours, fare 12sgr.
* **Mullheim** to
Badenweiler, 8.0 a.m., 12.30, 3.30 and 6.25 p.m., ret. 8.30, 9.30 a.m., 1.55, & 5.5 p.m., in 1½ hr, fare 30 kr.
Mülheim (Town), 7.45 & 8.0a.m.; 12.30, 3.30 6.25 and 7.40 p m. in ½ hour, fare, 12 kr.
* **Munster** to
Burgsteinfurt (18½), 8.0 p.m., ret. 5.0 p.m., in 3½ hrs., fare 1th.
Warendorf (45), 10. 0 a.m. and 5.25 p.m., ret. 5.45 a.m. & 4.45 p.m., in 3 hours, fare 27 sgr.
Wolbeck, 4.0 p.m.; ret. 7.20 a.m., in ½ hr., fare 10 sgr.
* **Nafels** to
Lachen, 6.55 a.m. in 2½ hours
* **Nakel** to
Posen, 5.40 a.m., in 12½ hours, are 3th. 15sgr.

Nauders to
Gotzen, 5.35 p.m., in 13½ hrs., fare 9 gl.
* **Naumburg** to
Eisenberg, 4.50 p.m. in 3½ hrs. fare 26 sgr.
* **Neckargemund** to
Eberbach, 7.7 a.m; 3.55, 8.5 p.m., in 3 hours.
Wertheim, 3.55 p.m., in 18 hours, fare 4 gl. 51kr.
* **Neisse** to
Glatz (32½), 12.45 and 11. 0 a.m., in 7 hours, fare 1th. 24sgr.
Leobschutz (33½), 1. 0 & 10 45 a.m., in 7½ hrs., fare 1th. 23sgr.
Neustadt (17), 1.0 & 10.45 a.m., in 3½ hrs.; ret. 1.20 a.m and 1.20 p.m., fare 28 sgr.
Neumdorf to
Lauenau, 11a.m.; ret. 4.25 a.m., in 1½ hour, fare 10sgr.
Neu Brandenburg to
Demmin, 2.30 p.m., in 5½ hours, fare 1th. 20sgr.
Neuburg to
Donauworth (20½), 1.45 a.m. and and 2.45 p.m., in 4½ hours, fare 1 gl. 24kr
* **Neuchatel** to
Locle, 7.30 a.m; 4.15 p.m., in 5½ hours, fare 4 fr. 80 c.
Neudietendorf to
Ichtershausen, 3.40 p.m., in 1½ hr., return 8.0 a.m., fare 8sgr.
Neuhaldensleben to
Calvorde, 3.30 p.m, in 1½ hour.
Neuruppin to
Berlin, 10 p.m., in 8 hours, fare 2th. 14 sgr.
* **Neuss** to
Romerskirchen 4.45 p.m., ret. 5.10 a.m., in 2½ hours, fare 21 sgr.
* **Neustadt** to
Wittstock, 10.10 a.m. and 9.0 p.m., in 4½ hours, fare 1th. 10sgr.
Neustadt-on-the-Oder to
Schleiz (12½), 8.15, 11.0 & 9.30 p.m., in 2½ hrs. fare 20 sgr.
* **Neustadt Eberswaldeto**
Oderberg, 9.15 a.m. and 8.55 p.m., ret. 4.25 a.m., 4.55 p.m., in 2½ hrs. fare 20 sgr.
Neustettin to
Cöslin, 2.15 a.m., in 7½ hrs., fare 2th. 9sgr.
Neustrelitz to
Berlin, 6.0 a.m. and 6.25 p.m., in 11½ hours, fare 3 th. 16 sgr.
Neuwied to
Dierdorf (13½), 4.15 p.m., in 3 hrs., fare 23 sgr.
* **Neuwied** to
Niedermendig, 10.0 a.m., return 4.30 p.m., in 2-1½ hrs., fare 16sgr.

Nidda to
Friedberg, 2.5 p.m., in 3½ hrs., fare 1 gl. 30kr.
* **Niederwoinstadt** to
Altenstadt, 8.15 a.m., 6.50 p.m., ret. 5.30 a.m., 3.10 p.m., in 1½ hour, fare 45kr.
* **Nienburg** to
Sulingen, 10.45 a.m. and 7.0 p m.; ret. 5.40 a.m. and 2.15 p.m., in 3½ hours, fare 29 sgr.
Norden to
Aurich, 12.10, 11.35 a.m., 6.0 p.m., in 3 hours, fare 25sgr.
Nordhausen to
Blankenburg (26½), 11.10 a.m., in 6 hours, fare 1th, 14 sgr.
Hasselfelde (17) 11.10 a.m., in in 3½ hours, fare 23 sgr.

* **Nordheim** to
Brakenheim, 9.40 a.m., 6.45 p.m. ret. 7.55 a.m., 12.15 p.m., in 1½ hours, fare 18 kr.
* **Nordlingen** to
Feuchtwangen, 10.10 a.m., ret. 10.45 a.m., in 5½-7½ hours, fare 1gl. 12kr.
* **Nuremberg** to
Ansbach (26½) 5 p.m., in 6½ hrs., fare 1 gl. 15kr.

* **Nymwegen** to
Arnheim, 8.0 a.m., 3.30 and 6.0 p.m., in 1½ hour, fare 1 gl.
Nyon to
Les Rousses, 7.30 a.m., ret. 2.15 p.m., in 6½ ours.
* **Oberstein** to
Idar, 10.10 a.m., 3.30, 7.30 p.m., in ½ hour, fare 3sgr.
Odense to
Bogense, 5.15 a.m., ret. 7 p.m., in 3½ hours, fare 1rd. 32sk.
Faaborg, 2.15 p.m., ret. 7 a.m. in 4½ hours, fare 1rd. 64sk.
Svendborg, 12.30 p.m., ret. 6.30 a.m., in 5½ hours, fare 2rd.
* **Odiate**
Ostrowo, 9.0 a.m. & 10.45 p.m.; in 7 hours, fare 2 th. 6 sgr.
* **Offenbach** to
Seligenstadt (9½) 6.0 p.m., in 2 hour, ret. at 1.0 p.m., fare 31kr.

* **Offingen** to
Dillingen, 4 p.m., in 2. hours, ret. 8.15 a.m., fare 24 kr.
Ohrdruff to
Gotha, 7.0 and 9.10 a.m. and 7.10 p.m. in 1½ hours, fare 16 sgr.
Oldenburg to
Damme, 9.10 a.m.; ret. 8 a.m., in 8½-11½ hours, fare 2th. 14sgr.
Vechta, 9.10 a.m. & 9.50 p.m.; ret. 2.0 a.m. and 1.25 p.m., in 5½ hours, fare 1 th. 19 sgr.

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Olpe to
Grevenbrücke (16½), 9.0 a.m.; in 3 hours, fare 22 sgr.

*** Oltento**
Moutier, 4.30 a.m. & 4.0 p.m.; ret. 5.30 a.m. and 11.30 p.m., in 6¼ hours.

Osserode to
Clausthal, 10.15 a.m. and 7.15 p.m., in 3½ hours, fare 14 sgr.

Ostrowo to
Kalisch, 7.0 a.m. and 7.0 p.m., in 8 hours; return 1.30 a.m. and 2.0 p.m., fare 24 sgr.

*** Paderborn to**
Horn (14½), 6.45 p.m., in 2¾ hours, fare 25 sgr.
Lichtenau (10½), 7.0 p.m., in 2 hours, ret. at 5.30 a.m. f. 17 sgr.
Rheda (26½), 6.30 a.m., and 8.45 p.m., in 4¾ hrs., fare Rh. 1 lsgr.

*** Passau to**
Hohenstadt, 5.0 p.m., ret. 6 a.m. in 3 hours, fare 30 kr.

*** Passow to**
Gramzow, 8.45 a.m., ret. 6 a.m., in 1 hour, fare 10 sgr.

Payerne to
Bern, 2.40 p.m., in 5 hours, fare 6 fr. 30 c.

*** Pirna to**
Liebstadt, 5.0 p.m., in 2 hours, return 4.30 a.m., fare 15 sgr.

Plau to
Ludwigslust, 8.45 a.m. and 5.0 p.m., in 6¾ hrs., fare 1 th. 28 sgr.

*** Ploen to**
Lutjenburg 10.30 a.m., and 9.45 p.m., in 2 hours, fare 20 sgr.
Oldenburg, 10.30 p.m.; ret. 12.30 a.m., in 5½ hrs., fare 1 th. 12 sgr.

*** Pontarlier to**
Vallorbes, 8.30 a.m., in 7½ hrs.,

Posneck to
Ziegenbrück 12.45 p.m; ret. 3.30 a.m., in 2½ hours, fare 51 kr.

Poschiavo to
Samaden, 4.0 a.m., and 1 p.m.; in 6½ hours, fare 8 fr. 60 ct.
Tirano, 1.30 and 7.15 p.m., in 2 hours, fare 2 fr. 75 ct.

*** Posen to**
Krotoschin (65) 8.10, p.m., in 11¼ hrs., fare 3 th. 14 sgr.
Nakel, 6.30 a.m., in 11¼ hours, fare 3 th. 15 sgr.
Ostrowo, 9.15 p.m., in 14 hours, fare 4 th. 2 sgr.

Pieschen (57¾), 7.0 a.m. and 9.15 p.m., ret. 2.30 a.m. and 9.50 p.m., in 10¼ hrs., fare 3 th. 8 sgr

*** Potsdam to**
Treuenbrietzen (25) 5.10 p.m., in 4½ hours, returning 3.15 a.m., fare 1 th. 9 sgr.

***Pr. Holland to**
Osterode, 1.30, 11.30 a.m., and 9.55 p.m., in 5½ hours, fare 1 th. 21 sgr.

*** Rapperswyl to**
Riken, 6.40 a.m., in 2½ hours, fare 2 fr. 45 ct.

*** Rastatt to**
Durmersheim, 9.30 a.m.; ret. 6.0 a.m., in 1½ hour.

*** Ratzeburg to**
Gudowbusch, 3.45 p.m.; ret. 6.30 a.m., in 3½ hrs., fare 24 sgr.

*** Ravensburg to**
Wangen (14½), 4.50 p.m., in 3½ hours, ret. 5.30 a.m., fare 1 gl.

Regensburg (Ratisbon) to
Wörth, 6 a.m., in 3 hours, ret 3.10 p.m., fare 48 kr.

*** Remagen to**
Ahrweiler, 1.45, 5.0, & 10.0 p.m., in 1½ hour, fare 16 sgr.
Altenahr, 1.45 p.m., in 3½ hours fare, 28 sgr.

Remscheid to
Solingen, 7.0 a.m., per Müngsten, in 1¾ hr., fare 12 sgr.; and 3.20 p.m., in 2½ hrs., fare 16 sgr. and 12 sgr.

Renchen to
Neuftreistett, 7.0 p.m.; ret. 4.30 p.m., in 1½ hour; fare 27 kr.

Rennerod to
Weilburg, 9.0 a.m., in 2½ hours, fare 23 sgr.

*** Reutlingen to**
Eningen, 8.20 a.m., 2.30 and 6.20 and 10.30 p.m., in 40 min.; return 7.5 a.m., 1.50, 5.10 & 9.30 p.m., fare, 12 kr.
Sigmaringen, 6.30 p.m., in 9½ hours, fares 2 gl. 39 kr.

*** Rheda to**
Paderborn, 6.15 a.m., 12.25 p.m. in 4¾ hours, fare 1 th. 11 sgr.

*** Rheineck to**
Heiden, 11.15 a.m., 1.30 & 8.20 p.m.; ret. 6.0 & 11.45 a.m. and 2.30 p.m., in 1¼ hour, fare 1 fr. 30 c.

*** Riegel to**
Albrechtsach (station), 6.30 a.m., in 3½ hours.

Richterschwyl to
Nikels, (Glarus) 12.55 p.m., in 4 hours, fare 3 fr. 60 ct.

Riedlingen to
Buchau, 4.50 p.m., in 2½ hours; ret. 5.25 a.m., fare 36 kr.

*** Rinteln to**
Barntrup, 12.45 p.m.; ret. 12.45 p.m., in 3½ and 3 hours, fare 26 sgr.
Blomberg, 12.45 p.m. in 4½ hours fare 1 th. 6 sgr.

Rochlitz to
Colditz (6½), 9.0 a.m., and 11 p.m.; ret. 7.20 a.m. & 6.30 p.m., in 1½ hour, fare 12 ngr.
Erlau (7½), 7.15 a.m., in 1¾ hr., fare 12 ngr.

*** Rostock to**
Demmin (46½), 10 a.m., in 7½ hrs. fare 2 th. 7 sgr.
Doberan (9½), 9.15 a.m. and 5.45 p.m., in 1½ hours, fare, 6 sgr.
Stralsund (44½), 9.20 a.m. and 5.45 p.m., in 8½ hrs., fare 1 th. 12 sgr.

*** Rothenburg to**
Ettiswyl, 10.20 a.m.; ret. 2.15 p.m., in 2½ hours, fare 3 fr. 15 c.

*** Rottweil to**
Balingen, 8.30, a.m., 12.15 and 6.10 p.m., in 3½ hours, fare 1 gl.

Rudolstadt to
Arnstadt (34½), 12.40 a.m., in 5½ hours, fare 2 gl.
Weimar, 7.0 a.m., per Blankenhain in 4¾ hrs. fare 1 gl. 54 kr., and 5.30 p.m., per Kranichfeld in 6 hours, fare 2 gl. 15 kr.

*** Ruhrort to**
Duisburg (station), 7.25 & 9.25 a.m., 12.20, 2.40, 5.25, 6.30 and 8.45 p.m., in ½ hour, fare 8 sgr.

*** Rumburg to**
Warnsdorf, 11.0 a.m., and 5.45 p.m., in 2 hours, fare 50 kr.

Rüti to
Fischenthal, at 6.40 a.m., 12 noon, & 7.15 p.m., in 1½ hours, fare 1 fr. 50 c.

Saalfeld to
Ilmenau, 12.30 p.m., in 5½ hours, fare 2 gl.

*** Saarbrucken to**
Lebach, 5.30 p.m., in 3½ hours, ret. 3.45 a.m., fare 25 sgr.

*** Saarlouis to**
Tholey, 3.30 p.m., in 4½ hours; ret. 5.40 a.m., fare 1 th. 1 sgr.

*** Salzburg to**
Lachl, 9.0 p.m., in 7½ hours, and fare 5 gl, 22 kr.

Salzwedel to
Seehausen, 7.30 a.m. & 2.30 p.m., in 4½ hours, fare 1 th. 13 sgr.

Samaden to
Chur, 4.45 and 10.20 a.m. (Julier, per Thusis), in 11½ hours, fare 18 fr. 90 c; 4.45 and 10.20 a.m. (Julier), in 11½ hours, fare 21 fr. 10 c.; 5.30, and 10.40 a.m. (Albula), in 16½ hours, fare 16 fr. 70 c.

*** St. Gallen to**
Appenzell, 6.0 a.m., 9.30 a.m., and 6.35 p.m., in 2½ hours, fare 3 fr. 60 c.

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*** St. Gallen** to
Heiden, 9.0 a.m. and 6.25 p.m., in 2½ hours; ret. 7.0 a.m. and 3.50 p.m., fare 2 fr. 30c.
Trogen, 8.35 a.m., and 6.20 p.m., ret. 7 40 a.m. and 4.20 p.m., in 1½ hour., fare 1 fr. 40c.

St. Goarshausen to
Nastätten, 11.0 a.m., 7.20 p.m.. ret. 7.0 a.m., 4.0 p.m., in 2 hrs. fare 1 m. 40 pf

*** St. Wendel** to
Tholey, 6.0 p.m., in 1½ hour, returning at 5.45 a.m., fare 1 m. 20 pf.

***Schladen** to
Osterwieck, 5.35 p.m., in1½ hrs; ret. 5.10 a.m., fare 1 m. 60 pf.

Schlangenbad to
Eltville, 8.30 a.m., 4.15, and 7.15 p.m., in ¾ hour, fare 80 pf
Schwalbach, 10.35 a.m., 2.50 and 7.10 p.m., in ½ hour, fare 70 pf.

Schleis to
Ziegenrück, 6.30 a.m.; return 11.20 a.m., in 2 hrs, fare 1 m. 60 pf.

***Schleswig** to
Eckernforde(13½), 6.30 p.m., in 2½ hours, fare 2m. 40 pf.

Schleusingen to
Gotha, 1.5 p.m., in 3 hours, fare 6 m. 30 pf.

*** Schneeberg** to
Auerbach, 6.0 p.m., in 3½ hours, fare 2 m. 50 pf.

Schopfheim to
Schönau, 8.0 a.m. & 3.35 p.m., ret. 5.5 a.m., and 4.40 p.m., in 2½ hours, fare 2 m.

Schwalbach to
Eltville, 7.15 a.m., 3.0, and 6.0 p.m., in 2 hours, fare 1 m. 50 pf.
Schlangenbad, 7.15 a.m., 3.0, and 6 p.m., in 1½ hour fare 90 pf
Wiesbaden (10½), 6 30 a.m. and 3.0 p.m. in 2 hrs. fare 1 m. 90 pf.

Schwarzenberg to
Annaberg, 10.45 a.m., 2.40 and 6.0 p.m , in 3½ hrs, fare 2 m. 30 pf.

*** Schweinfurt** to
Konigshofen, 4.0 p m.; ret. 2.55 a.m., in 5½ hrs, fare 1 gl.

*** Schwerin** to
Crivits (11½), 12.0a.m. and 11.0 p.m., ret. 5.40 and 9.45 a.m., in 2 hours, fare 1 m 90 pf.
Parchim (25½), 12.0 a.m., in 4½ hrs; ret. 7.5 a.m., fare 4 m. 20 pf.

Sierre to
Arona, 9 30 p.m., in 21½ hours fare 26 fr. 60 c.
Brieg, 10.45 a.m., 3. 0 and 9.30 p.m., in 4½ hrs, fare 5fr. 55c.
Domo d'Ossola, 9.30 p.m., in 15 hours

Solothurn to
Olten, 7.45 a.m. and 3.35 p.m. in 3½ hours, fare 4 fr. 85 c.

Spielfeld to
Gleichenberg in correspondence with Postzug from Vienna in about 6 hours, fare, ½ florins.

Splugen to
Sellinsona, 12.30 5 20 p.m. in 8½ hrs. fare 15 fr. 20 c.
Chur, 7.10, 10.45 a.m., and 11.0 p.m., in 5 hours, fare 10fr. 95c.

Stralsund to
Demmin (34½), 2.30 and 10.0 p.m., in 6½ hrs, fare 5 m. 50 pf.
Rostock (44½), 12.35 and 10.45. a.m., in 8 hrs, fare 7 m. 30 pf.
Tribsees(23), 2 45 p.m.,ret. 8.35 a.m., in 4 hrs..fare 3 m 60 pf.

C* Straubing
nam, 3 p.m , in 6½ hours, fare 1gl. 15kr.
Landau, 5.0 a.m. in 3½ hours, returning 7.0 a.m., fare 42 kr.

***Stuttgart** to
Böblingen, 8.0, a.m., 12.10 6.10 and 10.10 p.m., in 2½ hrs, fare 42kr.; ret. 5.20, 11.20 a.m., 3.20 & 7.30 p.m., in 2 hrs, fare 42kr.
Plieningen, at 7.55 a.m., 2.0 and 7.15 p.m., and on Sunday and Thursday 10.15 p.m., in 1½ hr. returning 7.20, 11.55a.m., and 4.30 p.m , fare 30kr.

*** Sussen** to
Gmünd, 7.40 a.m. and 3.50 p.m., in 3 hours, fare 48 kr.
Heidenheim(20½), 5.25 p.m.,in 4 hours. fare 1gl.12kr.

*** Thale** to
Hasselfelde. 9.0 a.m., in 3 hrs., fare 2 m. 10 pf.

*** Thorn** to
Oulm, 4.45 p.m., in 5 hrs., fare 4 m. 60 pf.

*** Thun** to
Saanen, 8.0 a.m., in 8-7½ hours, return 6.45 a.m., fare 7fr. 40c.

Tilsit (Town) to
Wehlau, 3.10 p.m., in 8½ hours, fare, 7 m. 40 pf.

Traunstein to
Altotting, 1.0 p.m.,in 7½ hours fare 1gl. 27kr.

*** Trier** (Treves) to
Berncastel, 3.30 p.m., in 5½ hours fare 4 m. 50 p.
Kirchberg, 3.30 p.m., in 10½ hrs. fare 8 m.
Mayen, 4.10 a.m. and 1.45 p.m., in 13–12½ hours, fare 8 m. 90 pf.

*** Trier** (Treves) to
Simmern, 3.30 p.m., in 11½ hrs., fare 9 m. 10 pf.

*** Tubingen** to
Böblingen, 5.25 p.m.. ret. 3 10 a.m., in 4 hrs, fare 1 gl. 6 kr.
Herrenberg, 8.40 a m., 7.0 p.m., ret. 4.40 a.m. 2.40 p.m., in 2½ hours. fare 45 kr.

*** Turkismule** to
Wadern, 5.0 p.m., ret. 9.0 a.m., in 2½ hours, fare 2 m. 30 pf.

Tuttlingen to
Meeskirch, 8.15 a.m., in 3 hrs, fare 54kr.

Ueberlingen to
Pfullendorf. 5.50 p.m., in 3½ hrs. fare 2 m. 50 pf.

Ulm to
Langenau, 5.50 a.m. and 6.45 p.m., in 2½ hours; ret. 6 a.m. and 8.15 p.m., fare 80 kr.

*** Unna** to
Langschede, 7.35 a.m., 2 30 and 8.15 p.m., in 1 hr, fare 80 pf.

Urach to
Münsingen, 9.10, a.m., 1.10, and 7.15 p.m., in 1¾ hr, fare 30kr.

Utznach to
Lachen, 7.50 a.m. &8. 10 p.m., in 1½ hour, fare 2 fr.
Wattwyl, 7.45 a.m., 12.10, 4.20, and 8.5 p.m., in 2½ hours, fare 2 fr. 25 c.

Vevey to
Chexbres, 4.15, 7.30, 12.0 a.m., and 6.0 p.m., in 1½ hr., fare 1fr.

*** Vohwinkel** to
Solingen, 8.0 p.m., in 1 hour, fare 80 pf.

Vorsfelde to
Brunswick, 6 a.m., in 4 hours, fare 3 m. 60 pf.
Helmstedt. 6 0 a.m., in 3¾ hrs, fare 3 m. 20 pf.

*** Waldshut** to
St. Blasien, 2 20 p.m., in 4½-3¾ hrs. ret 3.50 a.m., fare 2 m 20 pf.

*** Waltershausen** to
Gotha, 9.40 a.m., in 1¾ hour, fare 1 m. 40 pf.

*** Warburg** to
Arolsen, 7.30 a.m. and 3.50 p.m . in 2¾ hours, fare 2 m. 40 pf.

*** Wariubien** to
Graudenz, 7.30, 12.35, 3.50, 8.15, and 10.35 p.m., in 2 hours, fare 1 m. 50.

*** Weimar** to
Rudolstadt, 4.45 p.m., in 4¾ hrs., and 6.30 a.m., in 3¾ hours, fare 3 m. 80 pf; 4 m 60 pf.

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FRANCE.

(WITH MAP IN SPECIAL EDITION.)

France—extends from the foot of the Eastern Pyrenees, lat. 42° 25′, in almost a perpendicular line to Dunkirk, in department Du Nord, 51° 5′ N.; and from long. 7° E. to 4° 55′ W. The circumference is 4700 kilomètres. The surface is now reduced to 529,000 square kilomètres, against 543,000 before the German war; or 129 million acres; of which two-thirds are cultivated, and one-half is arable. About 5 million acres are vineyards, and about as many are orchards and gardens. France could boast of an unbroken dynasty down to the close of the eighteenth century; at which period the social grievances endured by the people, produced that sanguinary convulsion, called the "French Revolution;" the effects of which are felt to this day. See the articles Metz, Paris, Sedan, Strasburg, &c., below, for the leading events of the Franco-German war of 1870-1; which ended with the transfer to Germany of Alsace, and E. Lorraine; and the payment of an indemnity of 200 millions sterling. M. Adolphe Thiers, author of the *Consulate and the Empire*, was elected President of the new French Republic, August 31st, 1871; and succeeded by Marshal MacMahon, 24th May, 1873, appointed for seven years. The National Assembly, elected 1871, consist of 738 members, including the representatives of Algeria and the Colonies.

Population—(Census of 1872.)—About 36½ millions, exclusive of 1½ million now transferred to Germany, and 3 millions in Algeria. Of these, 98 per cent. are Catholic, and French-born. The following towns have more than 100,000 pop. (1872); viz:—Paris, 1,857,792; Lyons, 323,417; Marseilles, 312,864; Bordeaux, 194,055; Lille, 158,117; Toulouse, 124,852; Nantes, 118,517; Rouen, 102,470.

Departments—Eighty-six, of which Corsica is one; besides three in Algeria. This number includes Alpes Maritimes (round Nice,) Savoie, and Haute Savoie, all ceded by Italy, 1860; Meurthe-et-Moselle, a union of the remnants of two, now annexed to Germany, 1871; and Haut Rhin, a remnant of another one annexed to Germany. The Departments ceded to Germany, 1871, on the Rhine frontier, in the old provinces of Alsace and Lorraine, are the whole of Bas Rhin (Strasburg, &c.;) the greater part of Haut Rhin (Colmar, Mulhouse, &c.;) a small part of Vosges; part of Meurthe (Château-Salins, Sarrebourg;) and great part of Moselle (Metz, &c.) making a total area of 5,800 square miles, with a population of 1,600,000, (census of 1866,) now lost to France. About 2-10ths of these are German-speaking, (mostly in Alsace,) and 1-6th are Protestant.

Expenditure—96½ millions sterling. In 1871 it was 110 millions, being an annual increase of 50 millions since 1851! Of this heavy increase, 23 millions were occasioned by the War Indemnity payable to Germany, under treaty. But the elasticity and resources of France are so great, that early in 1872, 80 millions sterling of this Indemnity were paid off, some time before the period agreed on by a Convention signed at Frankfort 12th October, 1871; the result of which operation was to hasten the departure of the German troops from several of the Departments.

Army—Fixed at 450,000, (with a reserve of 450,000) in 22 divisions, and 86 subdivisions (departmental;) exclusive of Algeria. The army of Versailles consists of 6 corps under Marshal MacMahon. There are now 6 Marshals of France, Count Vaillant (1851,) being the oldest; Bazaine (1864,) before his dismissal was the youngest.—**Navy**: About 450 vessels, of which 3-4ths are steamers, and about 60 are iron-clads. The home Stations are Cherbourg, Brest, Lorient, Rochefort, Toulon, and Algiers, under Maritime Prefects.

—Colonies—In Asia—Pondicherry (India); and Cochin China. In Africa—Sénégal, the Gold Coast, Madagascar, Réunion, and Mayotte, (Comoro Islands.) In America—Martinique, Guadeloupe, St. Pierre, Miquelon, and Guiana. In the Pacific—Marquesas, Tahiti, New Caledonia, and the Loyalty Islands. Total population about 2½ millions.

Produce and Manufactures—The *Silk* manufactures of France began in the luxury of the court of Francis I.; and in 1866 above 5,200,000 lbs. of raw silk were imported, against 136,800 in 1792. These large importations furnish the raw material for by far the largest silk manufacture in the world. In the reign of Louis XIV., under Colbert, new markets were thrown open for foreign commerce and productive industry bid fair to attain the highest pinnacle of success; but in 1685 these brilliant prospects were destroyed by the death of Colbert and the revocation of the edict of Nantes. The revolution of 1789 gave industry another strong impulse, which, since 1814, has been steady and sure, and to-day France as a manufacturing country stands second only to England in the amount of her productions and the value of her exports.

France has rapidly improved in her *Agricultural System* of late years; the beet-root crop produces annually 45,484 tons of raw sugar. In her cotton, the importation amounted in 1851 to 130,000,000 lbs., and in 1866, 134,000,000 lbs. of raw cotton, besides cotton yarn and wove cotton. The woollen and linen manufactures are carried on with great success; the importation of wool amounted in 1851 to 101,201,000 lbs., and in 1866 to above 120,000,000 lbs. In 1851, her importation of coal and coke reached to 2,841,900 tons, and in 1866 to 59,000,000 metrical quintals. She imported in 1866, 456,276,704 metrical quintals of iron ore alone. She possesses only one privileged Bank, that of France; it is under the direction of a governor, nominated by the Government, at a salary of £4,000 per annum.

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Commerce —The commerce with England, measured by the value of the exports and imports is 74 millions sterling; which is 1-14th of the total with all countries, and is equal to the total of the three next in importance, viz: Belgium, Italy, and the Zollverein, (N. Germany.)—*Exports*, (valued at 154 million sterling in 1873,) are haberdashery, silk, woollen, silk and cotton goods, clothing, jewellery, raw silk, skins, wine, metal goods, fruit, spirits, &c.—*Imports* (valued at 160½ million sterling in 1873,) are raw cotton, silk, raw wool, timber, coal, coffee, grain, cattle, &c.

Churches.—The most striking are Reims, Amiens, Paris, Rouen, Chartres, Bourges, Coutances, St. Quentin, Laon, Caen, Auxerre, and Tours. There are about fifty other Cathedrals, besides several hundred Churches famous for beauty of style and elegance of proportion, and almost entitled to cathedral rank. The Church Establishment is under 18 archbishops and 67 bishops, in France and Algeria. NOTE.—The churches are with few exceptions open from 5 or 6 a.m. till dusk. In the South of France during summer they are sometimes closed from 12 to 3. Fee for visitors, 1fr., enough for a party.

French Hotels.—The Hotels in France, (those of Paris and several large towns excepted) scarcely merit a designation beyond that of Auberge, or Inn. They are often wanting in cleanliness, and the service is badly conducted. On the other hand, the beds are good and clean, the cooking is excellent, and the prices are moderate. In the chief towns of the Departments, the traveller is badly lodged, and well fed, at 6fr. 50c. to 7fr. per day, besides 1fr. for "Service," (or waiter) the usual charge everywhere. In the smaller towns the daily expenses will average 5fr. 50c. to 6fr., for which you have an ample *déjeûner à la fourchette*, dinner at table d'hôte, and bedroom. Throughout the centre and south of France, as well as in many other localities, the *vin ordinaire* and candles are rarely charged for. NOTE.—Breakfast (*déjeûner à la fourchette*,) and Dinner are the two principal meals. The Dinner hour throughout France is 5 o'clock (sometimes from half an hour to two hours later). The Breakfast hour or 1st Table d'Hôte is at 10 or 11; before which hour Frenchmen usually content themselves with an early cup of coffee. When ordering a private dinner in a small hotel, country town, or wayside inn, ask for a dinner at 3 francs a-head, including wine (unless in the North of France, where wine is one-half franc extra). When stopping at an hotel, lock your room when you go out, and leave the key on the key-board, or in charge of the *concièrge*, by which the landlord becomes responsible, but only then. See that your bill is on a stamped receipt (for which you pay—not the landlord), otherwise you are liable to a fine. Innkeepers in France often advertise that English is spoken; whereas it is generally the reverse. You are told you may dine "à la Carte," which Carte when produced has no prices marked.

Furnished Apartments.—Have a written agreement, together with an inventory of everything, however trifling; also a stipulation that the owner pays the furniture tax. Rent is payable in advance, quarterly.—**Servants** are engaged by the month, but they may be discharged, or they may leave at any time, if paid up to the day. See Introduction, page xlvi.

Money.—The currency is now in paper, there being a heavy premium on gold. Travellers are reminded of the occasional scarcity of silver and small change; they should therefore be careful to economise their resources in this respect. The denominations of money in which accounts are kept are as follows:—100 centimes, (1 franc = 9½d. English.) The *gold* coins are 100fr., 50fr., 25fr., 20fr., 10fr., and 5 fr. Silver coins are 5fr. 2fr., 1fr., 50 centimes, and 20c. Bronze coins are 10c., 5c., 2c., and 1c. The 20 franc pieces are called Napoleons. Prior to 1795 the denominations of money were livres, sous, and deniers (1 livre = 20 sous; 1 sou = 12 deniers). In conversation, the word *livre* is sometimes used as synonymous with *franc*; and *livre sterling* for £1 English Money; *sou* is continually said in Paris instead of 5 centimes, 2 sous for 10 centimes, and so on. When the word écu (crown) is used, it means 3 francs. The English Sovereign realises 25 francs, and a few centimes, according to the current rate of exchange. Travellers to Bordeaux, Bayonne, Pau, the Pyrenees, &c. should change their English money into French gold at Calais, Dieppe, Havre, or Boulogne; otherwise they will have to submit to a loss of from 25 to 50 c. in the £1, at the railway stations, hotels, &c.; no matter in what part of France; and the same applies to Spain or Italy. It is better to have Napoleons than English gold. N.B.—Take care at the railway stations, that your sovereigns (worth 25¼fr.) are not reckoned as Napoleons (worth only 20fr.) The Bank of France issues Notes for 1000 fr., 500 fr., 200 fr., 100 fr., and 50 fr.—See *The Merchants' Handbook*, (Stanford); and Introduction, p. lii.

Weights and Measures.—

A Mètre (on which all the rest are based) equals 39·3708 inches = 3·281 feet = 1·0936 yard.

Mètre	=	3 ft. 3⅜ in.	Hectare	=	2½ acres.
Square Mètre	=	1½ square yard.	Gramme	=	15½ grains, Troy.
Cubic Mètre (or Stère)	=	35½ cubic feet.	Kilogramme	=	2½ lbs. Avoirdupois.
Centimètre	=	2-5ths inch.	10 Kilogrammes	=	22 do.
Kilomètre	=	1093 yards = ⅝ mile	Metrical Quintal	=	220 do.
10 Kilomètres	=	6½ miles.	Tonneau	=	2,200 do.
100 do.	=	62 1-10th miles.	Litre	=	¼ gallon.
Square Kilomètre	=	2-5ths square mile.	Hectolitre	=	22 gallons.

Postage—25 c. for inland letters of 10 grammes = ¼ oz. (15 c. within the municipal boundary.) To England and most parts of Europe the postage is 30 c. *Poste Restante*, see Introduction, page xvii

Telegraphs.—The charge is uniform, 1 franc for 20 words; every word in the address of

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the receiver and sender being reckoned. The telegraph is not, however, worked with the expedition that could be wished. There are 2,500 Telegraph Stations.

Railways (*le Chemin de Fer*).—France is now well supplied with Railway communication, the lines having been laid out on a most rational and comprehensive system. About 12,500 miles are open; all, except about 500 miles held by six great companies, 1st, the Northern, 2nd, Western, 3rd, Orleans, 4th, Eastern, 5th, Lyons and Mediterranean, and 6th, the South. They are conceded for a term; after which the State may take them up. About 400 to 500 miles are opened yearly. The 3rd class are far inferior to our own, and the fare higher; the 1st class fare is on the other hand hardly higher than the average 2nd class fare in England. All trains except the express are 3rd class; and return tickets are also issued to third class travellers. The fares per English mile since the imposition of the heavy railway war tax of October 15, 1871, are 1st class, 1·87d.; 2nd class, 1·4d.; and 3rd class, 1·03d. The best express trains only carry 1st class passengers. Return Tickets are called, *Billets pour aller et rétour*. Children (*enfants*) between 3 and 7 half price; and are allowed 20 kilos. (44 lbs.) of Luggage. See Introduction, pp. xliii—xliv.

Luggage (*le Bagage*).—30 kilogrammes, "kilos.' or 66 lbs., are allowed to all classes. Excess fare is strictly charged at the rate of one fourth of 3rd class fare. Always get a *receipt* for your luggage, whether excess or not. See Introduction, page xliii.

N.B.—Remember that neither horses nor carriages are taken by the 1st Class or Express Trains.

Railway Stations (*la Gare*).—There is a bad practice of keeping passengers outside the waiting-rooms, exposed to the weather; also, of cooping up passengers who have their tickets, in close waiting-rooms (*salles d'attente*). No one is allowed to enter the waiting-room without a ticket, which is rarely issued till within 15, and in some instances only 5 minutes before the departure of the train. Ladies are not allowed to take a kitten or a little puppy inside without paying its *fare*, nor sometimes if they offer to pay it. Moreover the time tables and detention on cross lines are trying; and all Trains having second class carriages are virtually slow trains (*des trains omnibus*).

Again, the privileges appertaining to ladies' waiting-rooms in England, are unfortunately overlooked in France, and most parts of the continent; and the retiring-places at each station, are generally placed at the extreme end of the platform, in the most exposed situations; a female stands at the door to wait on ladies; some stations are furnished with private cabinets for which there is a charge of 10 centimes. The **Buffets** (refreshment rooms) are generally well supplied with excellent refreshments; on most lines, the proprietors are obliged to keep a tariff of the prices of every article hung up in the refreshment room; nevertheless, the traveller will do well, in the bustle of the moment, to be on his guard and ask the price of fruit in particular before he helps himself to it. In many instances he will find the prices rather exorbitant

Diligence or Coaches.—Fares about 8 centimes per kilomètre, or 1½d. a mile. Half-price for children from 3 to 10 years. See Introduction, pp. xliii—xliv.

ROUTES TO PARIS.—1. Calais Route.—LONDON TO PARIS DIRECT, *via* DOVER AND CALAIS, OR FOLKESTONE AND BOULOGNE:—By South Eastern Railway from Cannon Street, and Charing Cross, and Victoria, or Ludgate Hill Stations, for Dover or Folkestone, (See page 697.) Or by London and Chatham Railway, from Victoria Station (See page 700.) The railway station at Calais is close to the quay where the steam-packets land their passengers, and every facility is given them for proceeding onwards by first train. The Passport-office is at the Station, and there is a good refreshment room also. The steam-boats can enter and leave Calais except for about 1½ hour before and after low water. The mail-boats leave Dover at 9.35 a.m. and 10.40 p.m. There are also two departures from Calais for Dover every day. *French and English Money exchanged on board the Boats.* NOTE.—If you intend to stay at an hotel at any of the ports, call out the name on landing, and the Porter belonging to it will step forward and take charge of you. This will save you from the touter. **2. Boulogne Route.**—London to Paris, direct, in about 10¾ hours, by the South Eastern Railway and their Packets from Folkestone. See page 697. **3. London to Paris,** direct by London and Brighton Railway and Steamers from Newhaven to **Dieppe,** and from thence to Paris by Railway. **4. London and Calais.**—By Steam direct from London Bridge Wharf, twice a week, by the General Steam Navigation Co.'s Packets. Voyage performed in about 8 hours—Fares 11s. and 8s.—See Alphabetical list. **5. London and Boulogne.**—By Steam direct from London Bridge Wharf, by the General Steam Navigation Co.'s Packets. Voyages performed in about 8 hours.—Fare 11s. and 8s. See Alphabetical List. **6. By South Western Railway** (*via* Southampton and Havre).—This route is very interesting. The average time crossing the Channel is about six and a-half hours, and about two hours additional in the river. (For hours of departure from Southampton and Havre, see Advt. p. 706.) By an arrangement entered into between the London and South Western, and Western of France Railway Companies, passengers may pay their passage-money throughout to Paris at the Waterloo Station.—First class, 31s.; Second class Railway and 2nd class Cabin, 23s. There is a steam-boat connection with Honfleur and Caen. **7. London and Dunkirk.**—By the General Screw Steam Shipping Co.'s Steamers from Fenning's Wharf, London Bridge, about twice a week. See alphabetical list. Fares, 16s. and 7s.

Passports and Certificates of Identity.—No prudent traveller should be without a Passport, see Introduction, pp. xlviii—li. For **Couriers,** apply to Messrs. Adams and Sons, 59, Fleet Street.

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Custom House (*la Douane*).—Only a bag is allowed to remain with the traveller; the rest of his luggage is taken to be examined. Be sure to name before-hand anything liable to duty. Silks, lace, wearing apparel, not having been worn, may be stopped. A sporting gun or rifle, revolver or pistol, may be carried, if declared as private property. You can go with your luggage to pass it through the Custom House if you like; or you may have it done by a porter (*commissionaire*) from your hotel, recommended by the Landlord: he will also get the *visée* to your passport. Luggage may be registered through to Paris, by paying a small fee, which is returnable after the examination. See Introduction, page xliii.

Language.—See Vocabulary of common French words, at the end of the SPECIAL EDITION. About 18 millions speak the Basque, Catalan, Italian, and Provençal dialects (the last spoken by 10½ millions), all in the South of France; and the Burgundian dialect, in the East of France. The Breton and some others are also noticeable.

Books.—Visitors or Travellers in France desirous of more ample and detailed information of all the chief places of interest and resort, the Scenery, Cities, Cathedrals, Public Buildings, Customs, Manners, and Historical Reminiscences, &c. &c., are referred to BRADSHAW'S ILLUSTRATED HANDBOOK FOR FRANCE, containing Maps of the Country, Plans of the Cities and Towns, &c.—PRICE 5s. Those who travel or Health are referred to BRADSHAW'S INVALIDS COMPANION TO THE CONTINENT with remarks on climate and the influence of travelling, by DR. LEE, author of works on the French and German Baths, the South of France, Nice, Spain, &c. Price 10s. BRADSHAW'S ANGLO-FRENCH PHRASE BOOK.—For Travellers and Students will be found very useful. Pocket Edition One Shilling. BRADSHAW'S DIARY AND TRAVELLERS' COMPANION.—Price 2s. 6d. See Introduction.

DESCRIPTIONS OF TOWNS, WATERING PLACES, &c.

Abbeville.—*Stat.*—Pop. 20,058.—HOTELS:—TÊTE DE BŒUF; ST. JACQUES; DE FRANCE; DU LION NOIR; DU COMMERCE.

A fortified town and seaport on the Somme, 12 miles from the bathing-place of St. Valery-sur-Somme, from whence William the Conqueror sailed to England 1066. The fine gothic *Church* of St. Vulfran is a historical monument of the 15th and 17th centuries, with façade and portals richly sculptured; interesting details in the interior. La Chapelle, tower of 1620. Hotel de Ville, belfry of the 13th century. Hospice des Enfans Trouvés, a handsome modern building. House of Francis I.; staircase carved. Public library of 16,000 vols., Museum. At the hotel of M. Boucher de Perthes, is a fine collection of curiosities of the Age of Stone, and other objects discovered in the valley of the Somme. It was occupied by the Germans 1870-1.

A fine manufactory of cloth was established here in 1669, by a Dutchman, under the auspices of Colbert. There are also manufactories of cordage, packthread, sail-cloth, carpets, and carriages, the latter of which are much esteemed. A branch railway communicates with the port, and vessels of from 200 to 300 tons come up to the town.

The alluvia at *St. Achuel*, on the banks of the Somme, have produced not only remains of primeval animals, but abundant evidences of early art and industry, especially flint hatchets of a great antiquity. Similar ones have been found at Hoxne, &c., in England.

Six miles distant is the old town of *St. Ricquier*, possessing a fine and much admired Cathedral.

Public carriages corresponding with the trains convey passengers to Tréport, Ancey-le-Château, Hesdin, and **Crecy**. The last is 10 miles from Abbeville; a cross indicates where on the 26th August, 1346, Edward III. gained a victory over Philippe de Valois. **Agincourt**, where Henry V. obtained another victory 1415, is 16 m. from *Crecy*. CONVEYANCES.—Railway, see page 18.

Agen.—*Stat.*—Pop. 17,300.—HOTELS:—BARON; DE FRANCE; ST JEAN; BUFFET at the station.

The Roman Aginnum, on the Garonne, about 85 miles above Bordeaux, on the road from Toulouse; with three bridges, and a statue of Jasmin the poet on the GRAVIOR promenade. Noted for its plums. View of the river from L'Ermitage rock, very fine.

CONVEYANCES.—Railway, see pp. 40, 43, and 46.

Aix.—*Stat.*—Pop. 27,700.—HOTELS:—

DES PRINCES; DU LOUVRE; DE LA MULE NOIRE NEGREOOSTE.

An ancient city, formerly the capital of Provence, but now in the department of the Bouches du Rhône; 530 English miles from Paris, and 18 from Marseilles. It is a well-built town, and the streets are in general well paved, as well as wide and clean. The monastery of Jacobins, or Dominicans, would be one of the finest structures in Provence were it completed. The mineral *springs* were accidentally re-discovered in 1704, when the medals, inscriptions, &c., which were dug up, confirmed the opinions of antiquaries as to their being the springs known to the Romans, as *Aquæ Sextiæ*. Cathedral and curious cloisters; Museum and Library. Ecole de Droit. St. John of Malta. Corn market with design by Puget.

CONVEYANCES.—Railway, see pages 50 and 63.

Aix-les-Bains—*Stat*—Pop. 4,250—HOTELS:

GRAND HOTEL D'AIX; first-rate establishment, situated near the Casino; highly recommended.

GRAND HOTEL DE L'EUROPE ET DU GLOBE; Mr. Bernascon, director. First class hotel; very elegant and comfortable.

GRAND HOTEL DE L'UNIVERS ET DES AMBASSADEURS. Kept by Mr. Renaud. Beautiful garden.

GRAND HOTEL DE LA POSTE, kept by Mr. Heime Guillaud, well situated near the Bath establishment and the Casino.

HOTELS, DARDEL; VENAT.

A much frequented watering-place in French

Savoy, on Lake Bourget, 8 miles from Chambéry; containing hot sulphur springs, called by the Romans, *Aquæ Gratianæ*; Casino and Baths; a Roman arch, temple, and other remains of antiquity; and an English Church, opened May, 1869.

The Railway from Aix through Chambéry to St. Michel traverses a most lovely and fertile valley; and is continued from St. Jean de Maurienne by the great Mont Cenis *Tunnel*, to join the Susa and Turin Railway. Excursions to the source of the Marlioz, steamer 20 minutes; also, to the Abbey de Haute Combe, with tombs of the House of Savoy (7½ miles), and church restored in the florid Gothic style by King Charles Felix, buried there in 1831. 2. The Nivolet, 1200 mètres, fine view. The Lavazet fish from Lake Bourget is a great delicacy. Montmelian wine is good. 3. The Mollard Garden, 10 minutes; to the Cascade of Gresy, and to the other side of the lake. 4. By rail or diligence for Annecy, through a fine mountain valley; past Lechaux, whence an ascent may be made to the *Semnoz Alp*, a fine point of view; and Lovagny, the nearest station for the romantic Gorge de Fier.

English Service held in the New Church at 11.30 a.m. and 3.30 p.m. Chaplain supplied by the Colonial and Continental Church Society.

Physician.—Dr. Charles Macé, Physician to the Baths, speaks English.

Branch rail to Annecy, through the Gorge de Fier, past the Semnoz Alp, which has a large hotel on the top, 4,500 feet above sea, a fine point of view.

Conveyances.—Railway, see pages, 53 and 54.

Ajaccio.—Corsica, see p. 551.

Alais—*Stat.*—Pop. 20,300.—Hotels:—Du Commerce and Lion d'Or.

Is situated in Lower Languedoc, on the Gardon; 31 miles north of Nismes. Trade in grain, olives, oil, wine, and silk; and there are Mineral springs, and mines of iron and coal in the vicinity.

Conveyances.—Railway, see pages 57 and 60.

Albi.—*Stat.*—Population, 15,500.—Hotels:—Des Prats; des Ambassadeurs; de l'Europe.

An ancient city, in the plain of Languedoc at the centre of one of the best corn districts in France; and the chief town of department of Tarn. It was a stronghold of the Protestant Albigenses in the 12th century.

The *Cathedral* of St. Cecile is a fine Gothic building of brick, abounding with splendid frescoes. The tower is 290 feet high, and of curious design. The Gothic tracery of the choir is remarkably beautiful. The only other buildings of any interest are the Préfecture, formerly an Episcopal Palace, and the Church of St. Salvi. Fine bridge. La Pérouse the navigator was born here.

Conveyances.—Railway, see pages 39 and 44.

Alençon.—*Stat.*—Pop. 16,110.—Hotels:—Grand Cerf, good; de la Normandie; de la Poste; de la Gare.

A prosperous town, situated on the Sarthe, and chief town of the department de l'Orne. Celebrated for its lace, called "Point d'Alençon," and for crystals, called "Alençon Diamonds." The *Cathedral* is the only building worthy of notice. Public conveyances to Blire, Chatean Renaud, Montrichard, Loches, and Chenonceaux.

Conveyances.—Railway, see pages 27 and 28.

Algiers.—See Special Edition.

Allevard, 26 miles from Grenoble.—Hotels: Du Louvre; Planta; du Rhin; des Bains; du Nord; des Alpes.

Guides, 2 to 3 fr.; long excursions, 5 to 6 fr. 3180 inhabitants. Height, 475 mètres, on the Breda, in a fine valley. Sulphurous Iodine, gaseous water. Bath Establishment, Douches. Whey cure, &c.

Excursions.—Gorge of Bout du Monde, ¾ mile. Fine cascade. Ascent of Braine Faime, 1214 mètres. Splendid view, two hours up. No guide wanted. Ascent of Cinq Pointes, (1290 mètres) 2 hours, guide not wanted. Ascent of Taillat, (1395 mètres) 2 hours. La Collet, (1924 mètres) 2 hours 30 minutes. Pont du Diable, 666 mètres above sea, 30 mètres above the river. Eleven or twelve hours to the Sept Laux or Sept Lacs. Glacier de Gleyzin, 2886 mètres above the river. Cascade du Plasen or du Fond, 3 hours 20 minutes.

Amboise-sur-Loire.—*Stat.*—Pop. 4,600.

Hotels:—Lion d'Or; Cygne; Faisan.

Charming old town with noble old *Castle*, formerly the residence of the Kings of France; now used as barracks, and commands a fine view. Near the castle are the curious caverns, Greniers de César. Excursion to castle of Chenonceaux, 12 miles; and Loches, 30 miles. Steel goods and fire-arms made.

Conveyances.—Railway, see page 34.

Amelie-les-Bains, in dep. Pyrénées Orientales; 17½ miles from Perpignan, a drive of 3 to 4 hours.

A warm sulphur spring, in a fine spot under Mont Canigou; the only one open during winter, with a climate extremely favourable to invalids at that season. The baths are in a large vaulted building, supposed to have been a Temple of Diana.

English Physician.—C. M. Gibson, Esq., F.R.C.S. Eng.

There is a fine church at *Arles-sur-Tech*, with other attractions in the neighbourhood.

Amiens.—*Stat.*—Pop. (1872) 63,747.—Hotels: Hotel de France et d'Angleterre.—Highly recommended. Omnibuses at the Station convey passengers to the Hotel.

Hotel du Rhin, Place St. Denis, near the Railway, one of the finest in the town, and highly recommended for cleanliness and moderate charges. carriages for the use of travellers.

English Church Service.—Rev. C. Faulkner, of Roubaix.

81½ miles N. of Paris. An ancient city, on the Somme, capital of dep. Somme, having several fine streets, containing some splendid shops. It is divided into the high town, or aristocratic quarter, the central, or commercial quarter, the lower town, or manufacturing quarter. The manufactures consist chiefly of cotton, and Utrecht velvets; cashmeres, merinoes, linen and cottou, moquettes, carpets, sugar, chemical products, &. From the central position of Amiens, between Boulogne, Calais, Brussels, and Paris, it is a most desirable place for travellers to sleep at.

Objects of Attraction.—The picturesque old *Cathedral*; the Palais de Justice, Hotel de Ville

built by Henry IV.; Corn Market; the Seminary of St. Acheul. There is also a good public library, 59,000 vols., 572 MSS., &c. The Musée Napoleon built 1854 to 1864. La Belle Gabrielle d'Estrées, the popular favourite of Henry IV, was born here.

This town is celebrated for the short-lived Treaty of 1802 between France and England. M. Gambetta descended here in the balloon in which he escaped from Paris, 7th October, 1870. It was occupied by the Germans on 28th Nov., after the defeat of the army of the North.

CONVEYANCES.—Railway, see pages 12, 14, 18, 21, 22, 23, 33, and 84.

Amphion (Baths of)—see page 488, Switzerland.

Angers.—*Stat.*—Pop. (1872) 48,464. HOTELS: CHEVAL BLANC; LE ROY; D'ANJOU.

214 English miles south west of Paris, on the river Maine, in the department of the Maine et Loire. Angers is one of the most ancient and most interesting cities in France, and will especially delight the antiquarian or lover of the picturesque. The modern part is very well built. It contains a public library, 40,000 vols., good Cathedral, museum of paintings, cabinet of natural history and medicine, botanical gardens, public baths, and a large gloomy old *Castle*, with some fine old houses and boulevards. The church of St. Trinité is perhaps the finest; and that of St. Serge is remarkable for the beauty of its Gothic mouldings. The modern Gothic churches of St. Joseph and St. Therese are well worth a visit. The former is noticeable for its massive construction, good detail, and rich decorations; the latter contains some superb Gothic furniture. The Museum of Paintings and Antiquities has a complete collection of all the casts made by David d'Angers. There is a rich antiquarian collection. The Hotel de Ville is itself most interesting. The ruins of the abbey of Pons Saints should be visited; also the house of our English Henry III.; the tower of St. Aubin, built by Clovis; and the dungeons and ramparts of the castle. There was a military college here where Chatham and Wellington studied. Principal articles of manufacture are linen, bells, sugar, oil, honey, wax, wine, spirits, vinegar, lime, marble, slate, and silk handkerchiefs.

CONVEYANCES.—Railway, see pages 28 and 30. Steamers leave quay Ligny every day for Nantes.

Angouleme.—*Stat.*—Pop. 25,000.—HOTELS: GRAND HOTEL DES POSTES.—Rue du Palais.

On the Charente, 280 miles from Paris, 83 from Bordeaux. It is a very old town, built on a hill bristling with rocks, and surrounded by an extensive and beautiful terraced promenade which commands fine views. The air though pure and bracing does not agree with delicate constitutions.

Angoulême has a Cathedral, a massive and imposing Gothic edifice, a theatre, a cabinet of natural and physical history, and a library containing 14,000 vols. In the environs are some excellent paper-mills. St. André and St. Pierre are octagonal churches worth visiting; also the church of the village of St. Michel d'Entraignes, about two miles off. The old Castle, now the Hotel de Ville, should be seen. Trade in corn, wine, ardent spirits, hemp, flax, chestnuts saffron, cork, and paper. Balzac and Montalembert were born here.

CONVEYANCES.—Railway, see pages 35, 45, & 47.

Annecy.—*Stat.*—Pop. 10,160. HOTELS:—HOTEL VERDUN; HOTEL DE GENEVA, has w.c.; HOTEL D'ANGLETERRE.

Service at the new French Church. Curious old place in French Savoy, beautifully situated, 450 mètres above the sea, at the north end of Lake Annecy, 22 miles from Geneva. A fine drive (3 fr.) to the romantic Gorge de Fier, near Lovagny Station, a pass 430 yards long; charge, 1 fr.

OBJECTS OF INTEREST:—Church of St. Dominic, fine high altar in sculptured wood; church of the Convent of the Visitation with the tombs of Saint François de Sales, and Saint Jeanne de Chantal. House of J. J. Rousseau in the Grand Seminaire. Museum contains 3000 Roman medals; fine old Castle, now a barrack. At Albigny and Annecy le Vieux, numerous Roman remains. Lake of Annecy 8½ miles long, ½ to 1½ broad, 30 mètres deep. Finest mountain near, is La Tourmette; height, 7760 feet. Steamers twice a day up and down the lake. Good boating and fishing.

CONVEYANCES.—Rail, see page 53. Diligence to Geneva direct, 4 hours; to Chamouny, 11 hours.

Arcachon.—*Stat.*—Pop, 3000.—HOTELS:—GRAND HOTEL, first-rate Establishment. Casino open all the year.

DES EMPEREURS DE FRANCE; LE GALLAIS, on the beach.

Situated on the borders of the Bassin d'Arcachon, on the south-west coast of France, about 35 miles from Bordeaux; and whilst enjoying the sea-breezes, is sheltered by the hills on the opposite side from strong winds. On the west it is protected by an extensive pine forest, the resinous odour of which is so efficacious in diseases of the chest. The walks in the forest are completely sheltered, and the invalid can there enjoy a balmy atmosphere during the coldest day in winter. These forests between the mouth of the rivers Gironde and the Adour are full of game, and the fox-hunt is a great diversion in the locality. Arcachon is chiefly resorted to in summer for sea-bathing, but it is well adapted for a winter residence. Houses like Swiss chalets, to be let on moderate terms, and Villas are being constructed in the forest for the accommodation of invalids. Villa Pereire and the Casino are noted places of resort. The town contains a modern ogival Church with a fine peal of bells. The chapel of Nôtre Dame d'Arcachon is a favourite pilgrimage.

For details, see Dr. Lee's "South of France."

CHURCH SERVICE at the French Protestant Church every Sunday; Rev. S. Radcliff, Chaplain.

ENGLISH RESIDENT PHYSICIAN.—Dr. J. H. Pickering.

Dr. Hameau, Physician.

Robert Modlin, Surgeon, Villa Faust.

ENGLISH CONSULAR AGENT.—A. de Lobel, Esq.

THE ESTATE OF ARCACHON Agency for the hire and letting of furnished villas; moderate prices. Director, Mr. Gaussens, Villa Antonina, who will furnish every information gratuitously.

CONVEYANCES.—Railway, see page 44.

Arles.—*Stat.*—Pop. 25,600.—HOTELS:—DU NORD, good and moderate; HOTEL DU FORUM.

An irregularly-built town, on one of the embouchures of the Rhone; celebrated for the beauty of the women, which is heightened by their picturesque costume; and also for its Roman remains, of which the principal is an *Amphitheatre* in a tolerable state of preservation.

Places worth visiting are—

The remains of the Roman Theatre; the *Museum*, where many Christian tombstones, statues, &c., are preserved; and Les Champs Elysées, converted by the early Christians into a burial-ground, where numbers of their tombs still remain, and where is a chapel dedicated to St. Honoratius. The *Cathedral*, a building of the 7th century, by B. Vigilius, has a splendidly ornamented doorway, and ancient cloisters. Nôtre Dame la Majeure, in the Roman style. The Abbey of St. Cesarius, date 513. The Hotel de Ville with the Tour de l'Horloge and a statue of Mars; the Public Library; a rich cabinet of Natural History, &c.

An excursion should be made to *St. Gilles*, 11 miles by rail, on the new line to Lunel, which crosses the Rhone by a fine bridge. This church, dating from 1118, has a splendid west front and interesting cloisters. The house of Pope Clement IV. deserves a visit. It is an easy drive (2 miles) from Arles to the abbey of Mont Majeure (11th to 12th century) and the chapel of St. Cesarius; thence to Les Baux, 7 miles, a town hewn out of the rock, with many curious limestone caverns all around it. Thence to *St. Remy*, 18 miles, remarkable for its Roman Triumphal Arch, and funeral Monument; and so back to Arles. A good carriage and driver may be had at the Hôtel du Nord, where many English stay.

Arles has a locomotive factory of the Lyons Railway Company. Near it is the great plain of *Carmargue* (73,000 hectares), formed by the alluvial earth of the Rhone; one-fifth is cultivated; the rest is a stony desert, sometimes called the Crau. The canal of St. Louis, 2½ miles long, avoids the bar at the mouth of the Rhone. The rail crosses it, by a viaduct of 769 Metres in length, on 31 arches.

CONVEYANCES.—Railway, see pages 50 and 57.

Armentières, *see* **Lille.**

Arras.—*Stat.*—Pop. 26,000.—HOTELS:—HOTEL DU GRIFFON; L'EUROPE; ST. POL; COMMERCE; DU PETIT PARIS.

134 miles N. of Paris. A place of considerable trade, on the Scarpe, which divides it, and is here joined by the Crinchon. It is built partly on an eminence, and partly on the plain, and consists of four distinct divisions—the City, the Upper Town, the Lower Town, and the CITADEL, besides several suburbs. The Grand Place, in the centre, is a fine promenade. The city is on the site of Nemetocenna, the capital of the Atrebates, which Cæsar took about 50 B.C. This part of Arras is very beautiful, formed of houses of hewn stone. The public squares are surrounded by buildings in the Gothic style. The *Cathedral*, dedicated to Our Lady, is a large Grecian building, finished in 1832, the ancient one having been destroyed in the great Revolution. Other buildings—Abbey of St. Vaast; fine cloisters and peristyle. Chapel of the Saint Sacrement and of the Ursulines. Hotel de Ville, a fine building of the 16th century. House of Robespierre, who was born here.

Industry.—Lace, foundries, chicory, colza and beetroot, sugar manufactures. One of the largest corn markets in France.

CONVEYANCES.—Railway, see pages 12, 14, and 84. Diligence to Cambrai, 22 miles; Béthune, 18 miles; St. Pol, 20½ miles.

Asnières.—*Stat.*—Pop. 6000.

On the left bank of the Seine, about five miles from Paris. The Park, a favourite resort of the Parisians; theatres, concerts, balls, fireworks, &c., on Sundays and fête days. Residents very mixed. It suffered in the Franco-German war.

CONVEYANCES.—Railway, see pages 18 and 32.

Auch.—*Stat.*—Pop. 12,000.—HOTEL: DE FRANCE.

The town, 43 miles from Agen, is built in the form of an amphitheatre on the top of a hill, watered by the river Gers; the streets are narrow and ill-built, with the exception of some in the upper quarter. The traveller will not fail to notice the *Church* of Nôtre Dame, built in the reign of Clovis, with its superb portals, surmounted by two square towers; also the archbishop's palace, the statue of D'Estigny in the Place Royale, and the promenade at the extremity of the place, with its splendid view of the Pyrenees. It was the chief town of the *Ausci*.

CONVEYANCES.—Railway, see pages 40, and 46.

Ault (Bourg d').—A small watering-place in the department of Somme; two hours by diligence from St. Valery (fare 3 frs.) Picturesquely situated; the sands are good, and walks beautiful. Population 1,600

HOTELS:—DE FRANCE; ST. PIERRE.

Auray, in **Brittany**; a *Station*, on the Great Western, near **Carnac** and **Locmariaker.**

HOTEL DU PAVILLON D'EN HAUT.

CONVEYANCES.—Railway, see pages 30 and 40.

Auteuil.—*Stat* —Pop. 6,363.

About three miles from the centre of Paris, near the Bois de Boulogne, St. Cloud, &c. Being within the fortifications, it forms part of the city; and was much cut up in the fight against the Commune, May, 1871. It was the favourite residence of Boileau, Molière, Racine, La Fontaine, Franklin, Helvetius, Count Rumford, and Cabanis. Boileau's house is still shewn.

CONVEYANCES.—Rail and Omnibus to Paris, St. Cloud, Meudon, and Versailles, see page 20.

Autun.—*Stat.*—Pop. 12,000.—HOTELS:—LA POSTE; DE LA CLOCHE.

An ancient town, 26 miles N.W. of Chalons-sur-Saône, and once strongly fortified by the Romans under the name of *Augustodunum*. Portions of the old wall are still standing, and two of the gates are in a pretty good state of preservation. Other *Roman remains* are: Temple of Janus, ruins of a Roman Theatre and Amphitheatre, pieces of aqueducts from Monjeu (Mons Jovis), &c. *Christian*

Antiquities.—Sainte Chapelle, Episcopal Palace, 12th century, in which Talleyrand lived when bishop. Fountain St. Lazare, ½ mile. from Autun; Porte d' Arroux; Porte St. André; Pierre de Couhard, the only ancient pyramid in France, 24 mètres (90 feet) high. There is a fine Cathedral, with a Museum. The neighbourhood is picturesque with Roman remains. Fine promenade. Chablis wine can be procured good here.

CONVEYANCES.—Railway, see page 53. Diligences daily to Beaune, and other towns.

Auvergne, and its Volcanoes.—See CLERMONT-FERRAND.

Auxerre.—*Stat.*—Pop. 15,120.—HOTELS:—HOTEL LEOPARD, on the quay; LA FONTAINE. Omnibuses from the stations to the hotels, diligences to Avallon.

Capital of the department of the Yonne, and an ancient town, on a healthy slope in the Burgundy wine country. The Yonne forms a port for the conveyance of produce. The streets are generally narrow; there are many old houses. Some fine views from the Boulevards. The *Cathedral* is much admired for its regularity, portals, ornaments, columns, figures, &c., but particularly for its richly stained windows. The altar is simple but grand, and has near it statues of the patron saint, Bishop Amyot, the translator of Plutarch, and Bishop Colbert. It was founded 415, rebuilt 1060. The other churches (particularly that of St. Germain) are of great size, and for architectural beauty and elaborate details almost vie with the majestic cathedral. Under St. Germain are crypts of the 9th century. The Préfecture has a fine Roman gallery. The Library contains 50,000 volumes, 200 MSS., and Baron Denon's collection of medals. There are also a large foundry, hospital, college, theatre, baths, and botanical gardens. Musical strings are made.

CONVEYANCES.—Railway, see page 56.

Avignon.—*Stat.*—Pop. (1872) 38,196.

HOTELS:—HOTEL DE L'EUROPE.

HOTEL DU LOUVRE; HOTEL DU LUXEMBOURG. Refreshment room at station; good dinners.

The chief city of the department of the Vaucluse, on the Rhône, 75 miles north of Marseilles. It was the residence of the Popes from 1309 to 1378; and contains numerous interesting buildings, including the picturesque ruined *Bridge* on the Rhône (1177-1188) built by Saint Benezet. The *Cathedral* of Nôtre Dame des Doms is of the 11th century, with tombs of Popes John XXII and Benedict XII, a Virgin by Pradier, an ancient marble altar, a papal chair in marble, and a fresco of Simon Memmi. The immense papal *Palace* (1336-1370) has been used as a barrack and prison since 1815. Saint Agricola (1325 to 1520) has a Virgin in wood by Coyseox, and paintings as well as tomb of Pellignard. Saint Didier was built by King Rèné. Several Roman *arcades* are seen in houses of the Rue de la petite Fusterie. The Musée Calvet has 70,000 volumes, valuable MSS., (2000 medals), most important archæological collections, with one of the finest collections of ancient glass in Europe. The Musée Requien has good collections of different branches of natural history (one of the richest collections of grasses in France). Finest walks are Jardin des Plantes, Doms d'Eté, d'Hiver, &c. Many public fountains. The industry of the place consists in silk stuffs, woollen and cotton factories, a cannon foundry, type foundries, and tanneries. Much madder is grown in the neighbouring country. The Fountain of *Vaucluse* is about 18 miles distant from Avignon, and may be reached by rail to L'Isle-sur-Sorgues, four miles from the Fountain de Vaucluse. Besides the Fountain itself, an object of greater curiosity, the house where Petrarch resided, is shown.

The *Pont du Gard* may be visited very easily from Avignon.

Every one should visit *Villeneuve-des-Popes*, on the opposite side of the Rhone. In the chapel of the Hospital is a splendid tomb of one of Napoleon's prisoners, Pope Innocent VI. The castle and ramparts of St. André; and the tower of Philip the Bel, and the ruins of the Chartreuse, are worth seeing.

CONVEYANCES.—Railway to Lyons, Arles, and Marseilles, pages 50, 59. Rail to L'Isle, whence four miles to Vaucluse, where Omnibus for four can be hired, from 4 to 5 hours, to Vaucluse, and back. The new road from Avignon to Geneva, by the beautiful plains of the Bresse, is now open. Diligence to Pont du Gard, from whence there is another diligence to Nismes.

Avranches.—Pop. 8,600.—HOTELS:—

DE LONDRES, the best; DE BRETAGNE, reasonable; D'ANGLETERRE; DE FRANCE.

A town in Normandy, dep. of Manche, beautifully situated on a considerable eminence, whence a magnificent view of the surrounding country may be had. It contains a college and a convent, and remains of one of the finest Cathedrals along the coast of France. It is a very agreeable town, and is much frequented by the English; the route being by Jersey and St. Malo, or Jersey and Granville. The distance to the latter is about 4 hours by diligence from the Hotel de France. An excursion is often made to MONT ST. MICHEL, distant about five leagues, a granite rock in the sea on which has been erected a church and a little town, with several inns. The church, a masterpiece of Norman architecture; the cloisters, early English. At low tide the rock can be reached on foot or in a carriage. The best way is by Pont d'Orson. The charge for a carriage to Mont St. Michel and back is 12 francs; or 15 francs. If going on to Pont d'Orson. The excursion takes a day. The gulf in which the Channel Islands are situated takes its name from this town.

ENGLISH SERVICE on Sunday.

DILIGENCE to Fougères, on the rail to the South, 4½ hours, 6 fr. Also, to Villedieu, twice a day to meet trains; to St. Lo, 5 hours, 7 fr.; and to Dol, thence to St Malo.

Bagnères de Bigorre 146 miles from Bordeaux. 1st class, 30 fr.; 2nd class, 22 fr. 50c.; 3rd class, 16 fr. 50c. Railway, see page 48.

HOTELS:—DE FRANCE; DE LONDRES; DE FRASCATI; DE LA PROVIDENCE; DU GRAND SOLEIL. CAFÉS:—DES VOYAGEURS; DE PARIS; DE L'UNION; DU COMMERCE; DES PYRENEES.

Carriages and Horses numerous. Guides, a day without horse, 3 fr.; half-a-day to 4 p.m., 2 fr. Population, 9200. Height, 567 mètres, on the Adour. The Church of St. Vincent is of the 14th to the 16th centuries.

There is a Public Library and Cabinet of Natural History. Extensive Marble Works; the largest those of M. Geruzet. Fourteen Baths—the principal are Les Thermes and Villa Theas: waters, 18° to 51° Cent., contain sulphur, magnesium, sodium, and there are above 50 springs. Walks: Avenue des Bains du Salut, Allées de Maintenon, Allées de Metaou, de la Fontaine Carrée.

EXCURSIONS.—Le Monné, 1122 mètres, 1h. 30m., fine view; La Peine de Lhéris, 1593 metres, 2h. 43m., fine view; Vallée de Lesponne and le Lac Bleu, 1598 mètres, 5 hours, carriage road. Mont Aigu, 2341 mètres, 10h., up and back. Guide without horse 5f.

ENGLISH CHURCH SERVICE at the English church—Chaplain, Rev. J. Aldous, appointed by the Colonial and Continental Church Society.

Bagnères de Luchon.—43 miles from Bagneres de Bigorre. Diligences in Summer to Montrejeau, the nearest station, 3,400 inhabitants.

HOTELS:—

GRAND HOTEL DU PARC; GRAND H. SACARON; DE FRANCE; DES BAINS; D'ANGLETERRE; DU PARC: DE LA POSTE; D'ESPAGNE; DE PARIS; MOYNET; POLYDOR; CANTON, &c.

Restaurants.—Supène, Garcia. Apartments, numerous, room, 2 fr. per day. Clubs.—Casino, Pyrenean Museum. Guides, 5 fr. per day, besides food and keep. Post-office, Rue d'Etigny, 24. Telegraph office, Avenue d'Etigny, 64. Height, 626 mètres; in valley of Luchon, a French Protestant Chapel.

BATHS, one of the finest establishments in Europe, with every convenience; waters, 49° to 68° Cent., or cold 17°. There are 54 sources, 48 being sulphurous.

WALKS.—The Quinconces, Allées d'Etigny, Du Piqué, Des Platanes, Des Soupirs, Le Bois, &c.

EXCURSIONS.—Cascade de Montauban. The Cascade de Juret, 2 miles Tour de Castelviel, fine view, 5 miles Garin, a village built on an ancient moraine. Vallée de l'Arboast, 5½ mls. Oo Romanic Church, and 9¾ mls. (carriage road) to the lake of Oo, surrounded by perpendicular rocks; Cascade of 273 mètres, with a magnificent panorama, 21½m. by a very picturesque road to St. Bertrand de Comminges, a Cathedral in many styles, 3 miles from St. Bertrand; fine cavern of Gargas, 18¾ mls. (carriage road) Saint Beatus, Castle of the 13th century; Church of the 11th; Marble quarries; 4½ miles, Pert de Venasque, 1360 mètres. Cascades near; Ascensions of Luchon, the Nethon, (3404 mètres), requiring two days, highest point of the Maladetta and the Pyrenean chain; Superbagneres, (1746 mètres), 4 hours up and back, with a grand panoramic view.

ENGLISH CHURCH SERVICE during the summer months at M. Corneille's chapel; Chaplain supplied by the Colonial and Continental Church Society.

CONVEYANCES.—Railway, see pages 45 and 46.

Bagnoles de l'Orne.—HOTEL DE BAGNOLLES, proprietor, Charles Saling; and HOTEL DE PARIS.

Near Conterne, Orne—a large bathing establishment and village of great local celebrity for its sulphurous and chalybeate waters; in a picturesque valley adjoining the magnificent forest of Andienne—delightful walks and rides. Shooting, fishing, and wild boar-hunting in the forest.

See Itinerary from London, page 8, No 110; and Itinerary from Paris page 384, No. 56*.

Barèges.—HOTELS:—DE FRANCE; L'EUROPE; DE LA PAIX; 1 to 5 or 6 fr. per day for a room. Traiteurs: Dacomte, Veuve Troy, Banqué, de Betus. Cafés de Paris, des Pyrenees, de l'Union, &c.; 6 Guides of the 1st class, 20 of the 2nd class.

Barèges consists of one long street on the Gave de Bostan. Height above the sea 4004 feet. In winter the town is deserted by most of the inhabitants. The bathing establishment has been rebuilt. Hospice Saint Eugenie; Hospital Militaire. The waters are of 31° to 45° Cent, are sulphurous, and proceed from 9 springs. Among the walks and excursions may be noticed the Clairiere de l'Allée Verte, l'Ermitage de Saint Justin, the Promenade Horizontal, &c. Several interesting ascents and trips may be made, including le Pic de Lieux (2286 mètres), up and back 5 hours, the valley of the Glaice and lakes, 3 to 5 hours, the Pic d'Hyré (2418 mètres), offering a grand panorama, 5 hours, the Neouville or Pic d'Auber (3092 mètres), with a panorama of all the Pyrenees, the *Pic du Midi de Bigorre* (2877 mètres), 6 hours on horseback, 7 on foot, the Pic de Bagaret (2700 mètres, 5 hours, Gavarnie 11 hours. Cauterets by Lux and Saint Sauveur, 10 hours there and back.

Diligences daily to Lux, Tarbes, and all the neighbouring towns, from 15th June to 15th September.

Bar-le-Duc.—*Stat.*—Pop. 18,000—HOTELS:—

HOTEL FATALOT; H. DE METZ.

Chief town of department Meuse, beautifully situated on the Ornain; and the ancient seat of the Dukes of Barrois. Here is a fine old Church with the skeleton limb of Prince of Orange. The High Town stands on a hill round a fragment of the old Castle, whence there is a fine view. The Café des Oiseaux is well worth visiting, as it is a perfect curiosity, forming a complete museum of natural history, the ornithological and mineralogical cabinets being very complete. Marshal Oudinot and General Exelmans were born here; and to the former there is a fine statue erected.

Celebrated for its beautiful confitures, of which it exports large quantities.

CONVEYANCES.—Railway, see page 64.

Bayeux.—*Stat.*—Pop. 9,667.—HOTEL DU LUXEMBOURG; LE GRAND HOTEL; DU LION D'OR.

A dull old town in Normandy, between *Caen and St. Lo.* The fine Cathedral in course of restora-

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tion. Old *tapestry* in the Bibliothèque representing the invasion of England by the Normans, the work of the Conqueror's wife Matilda. Distance to Caen 19 miles; to St. Lo 28 miles.

CONVEYANCES.—Railway, see page 26

Bayonne.—*Stat.*—Pop. 25,611.—HOTELS:—

HOTEL COMMERCE; ST. ETIENNE; DES BAINS; DU MIDI; DU GRAND-D'ESPAGNE; DE PROVIDENCE. *Omnibuses* from the station to the town, 25 centimes; 25 centimes for each package.

A fortified, well-built, and commercial town of France, in Gascony, department of Lower Pyrenees, situated at the confluence of the Nive and Adour, now the Spanish border, 486½ English miles from Paris. These rivers here form a commodious harbour, two miles from the Bay of Biscay, and divide the city into three parts. A citadel, constructed by Vauban on an eminence in the suburb, commands both the harbour and the town, which are farther defended by small redoubts. The Cathedral is a venerable structure, and the quay is a much-frequented promenade; but the most beautiful part of the city is the Place de Grammont. The modern Gothic church is an immense edifice of some beauty. A considerable commerce is carried on at Bayonne with Spain, French and foreign goods being exchanged for wood, iron, fruit, gold, and silver. The hams of Bayonne have long been famous, and its wines and chocolate are exported in great quantities to the north of Europe. The military weapon called the *bayonet* takes its name from this city, where it was first made in the seventeenth century. A pleasant excursion may be made to Biarritz, distant only 5 miles, see below. Also to San Sebastian in Spain 3 hours.

The district between Bayonne and the frontier is full of interest, as the scene of the memorable struggle between Soult and Wellington in 1813.

HER MAJESTY'S CONSUL.—Major Andrews.
AMERICAN CONSULAR AGENT.—G. Leon, Esq.
CONVEYANCES.—Railway, see pages 35, 44, 45.

Beauclaire.—*See Route*, 27, Special Edition

Beaune.—*Stat.*—Pop. 11,720.—HOTELS:—

BAUQUIS; DE FRANCE; BRIAN; DE L'ARBRE D'OR; DU CHEVREUIL.

In Côte d'Or, among the hills; and the principal of the wine trade of Burgundy, nearly 90 mercantile houses being engaged in it. Chief objects of interest are Chancellor Rollin's Hospital, in the Gothic style, founded 1443; the Library, containing 25,000 volumes, and Museum; two old Churches, a belfry of the 14th century, the corn market, the fountain of Aigue, and the public gardens and baths. The Cathedral is very interesting. Monge the mathematician was born here, and has a statue. Observe a triumphal arch, and two old round towers, part of the old wall. Omnibuses at the Station.

CONVEYANCES.—Railway, see page 48.

Beauvais.—*Stat.*—Pop. 14,860.—HOTELS:—DU CYGNE, good; and D'ANGLETERRE.

Chief town of department de l'Oise, 65 English miles north of Paris, celebrated for tapestry. Its principal object of attraction is the *Cathedral*, one of the first in France. The roof rests on three rows of flying buttresses, topped by double ranges of pinnacles. It was commenced in 1225, and was intended to have been one of the largest and most magnificent Gothic churches in France, but only the choir and transepts were built. The choir is 153 ft. high.

The church of St. Etienne is of great size and should be seen; the nave is Norman, the lofty choir is in the flamboyant style. The towers of the Hotel de Ville are picturesque. Statue of Jeanne Hachette, a female leader against the English in 1472.

CONVEYANCES—Railway, see page 22.

Behobia.—The frontier village between France and Spain, on the Bidassoa, on the high road to San Sebastian. Passports and baggage are examined at the respective Custom-houses on each side of the Bridge. Luggage should be here *plombé*, 10c. for each package. Irun and Hendaya are the stations where RAILWAY baggage is examined.

Belfort.—*Stat.*—Pop. 7,510.—HOTELS:—L'ANCIENNE POSTE; MESSAGERIES; TONNEAU D'OR.

A thriving town between the Vosges and Jura Mountains; having a fine quay, a curious bridge, and important fortifications; by Vauban, with a vast entrenched camp capable of containing 20,000 men. On the rock above is the Castle (Bel-fort), built 1226, and held by the Austrians until given up to France by the treaty of Munster. It commands the entrance into France from Switzerland. It was taken by the Germans in the war of 1870-1, but restored under the treaty of 1871. Here Von Werder defeated Bourbaki in his attempts to raise the siege, and drove him over the Swiss border. Coming from Switzerland, baggage is searched at Petit Croix.

CONVEYANCES.—Railway, see pages 52, 57, 68, and 74.

Besançon.—*Stat.*—Pop. (1876) 49,461.
HOTELS:—DE PARIS; DU NORD; DE L'EUROPE; NATIONAL.

Is 251½ E. miles S. E. of Paris, and 60 miles from Dijon. The Roman *Vesontio* and a large, ancient, and well-built city, on the river Doubs, which nearly surrounds it dividing it into two parts, joined together by a bridge. It has six gates, and is strong both by nature and art, having been fortified by Louis XIV. and being, besides, protected by a Citadel standing on a lofty rock, by Vauban, on the site of Celtic fortress. Height of the Citadel, 360 mètres, or 1176 feet above the sea. Porte Noire is a Roman construction, restored 1820. Watchmaking the staple manufacture, employs 4500 hands, turning out yearly 300,000 watches. Carpets, jewellery and porcelain also made. Besançon beer noted throughout France. It has an interesting *Cathedral* of peculiar architecture. The library contains some rare manuscripts, a valuable collection of coins, medals, &c., 100,000 vols. and a picture gallery. The house of Cardinal Granvelle, of the time of Charles the Fifth's time, is worth visiting; both

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back and front. Observe a picture of him by Rubens (in the Picture Gallery), and of his father.

CONVEYANCES.—Railway, see pages 52 and 53.

BOULOGNE.—*Stat.*—Pop (1872) 31,408.—HOTEL:—DU NORD; PAUL RIQUET; DES BALANCES; DU COMMERCE.

A finely situated town on a rock 200 to 260 feet above the Orb and the Canal du Midi, in a beautiful country; and one of the most thriving seats of the *brandy* trade. It was a chief town of the Albigenses when Innocent III. proclaimed a crusade against them in the thirteenth century, headed by Simon de Montfort, and 60,000 were slaughtered here. The old castle-like *Cathedral* with its great tower and turrets, has a good nave and choir, and several stained glass windows. The Madeleine and Aphrodise Churches are worth notice. Statue of Riquet, engineer of Canal du Midi. Silk stockings, gloves, eau-de-vie, liqueurs, confitures, glass, soap, &c., are manufactured here, and there is a trade in white, red, and Muscatel wines.

CONVEYANCES.—Railway, see pages 43, 46, & 70.

BIARRITZ.—*Stat.*—Pop. 2,800.—HOTELS:—

HOTEL MAISON GARDÈRES.—See Advt.

HOTEL D' ANGLETERRE, facing the Sea, the best situated. Mr. Champagne, Proprietor. Recommended.

HOTEL DE FRANCE; DES PRINCES; DE L'EUROPE; DE PARIS; DE LONDRES.

Cafés—the Casino and others. Villa Eugenie was the Imperial residence. The favourite Bathing places are the Port Vieux, a rocky cove near Café Atalaya and the Côte du Moulin, a fine sandy strand

Is situated about five miles from Bayonne. The beauty of the scenery, the genial nature of the climate, its suitableness for sea-bathing, together with its seclusion, has rendered it a favourite watering place, much resorted to by Spaniards as well as by French. It was the favourite resort of the Emperor of the French from the bustle of the French capital.

From the cliffs, one can enjoy a splendid view of the Bay of Biscay, which, at all times restless, is rendered turbulent upon the least increase of the wind. The several bays, with their fine sandy bottoms, present admirable convenience to the sea bathers.

ENGLISH CHURCH SERVICE, morning and afternoon; Chaplain, Rev. A. B. Cross, M.A., appointed by the Colonial and Continental Church Society. He also performs service at **Bagnères de Luchon.**

PHYSICIAN.—Dr. Girdlestone.

BANK.—British and International. E. H. Bellairs, Esq., of Villa Emilia.

CONVEYANCES.—Railway, see page 45, (3 miles distant.) Omnibuses every half hour to railway station.

BLOIS.—*Stat.*—Pop. 20,330.—HOTELS:—

D'ANGLETERRE; DE BLOIS; CHATEAU TERS NOIRE.

A good *Buffet* at the Station, close to the town. Blois is a picturesque place, 113 E. miles south of Paris, on the Bordeaux Railway, in the Orleannois department of the Loir and Cher, on the Loire, here crossed by an elegant stone bridge of 11 arches, date 1717. The streets are narrow, and many of the houses low. The Castle stands on a rock overhanging the river. The principal public buildings are the Cathedral, the Jesuits' college, (now a provincial school,) and the Episcopal palace, the terrace of which affords a very pleasing walk. St. Nicholas is the best church. Manufactures of serge, stamin, and other cloths, as well as of hardware and glass. Blois has a superb *Aqueduct*, ascribed to the Romans, cut in the rock, in excellent preservation, conveying water to the town fountains; length, half a mile. It was occupied by the German forces, 13th Dec., 1870. EXCURSIONS in a carriage to the castle of *Chambord*, 12 miles; and to the castle of Chaumont, 12 miles by rail to Onzain station.

CONVEYANCES.—Railway, see page 34.

BORDEAUX.—*Stat.*—In 1872, the Population was 194,058—HOTELS:—

HOTEL DE PARIS.—First Class Hotel, very well situated on the promenade des Quinconces.

HOTEL DE NANTES.—A first-class hotel, splendidly situated. Good *cuisine*.

HOTEL DE FRANCE; DE LONDRES; DE PERIGORD; DES MESSAGERIES; AMERICAINS; COMMERCE; VOYAGEURS; QUATRE SŒURS; DES AMBASSADEURS, in Rue Cours l' Intendence; HOTEL DES SEPT SŒURS, opposite the Post-office.

The second sea-port of France, on the left bank of the Garonne, 363 miles from Paris. Quays, 3 miles long, by the side of the river; which is 720 yards broad, and 18 to 30 ft. deep. Stone Bridge over the Garonne of 17 arches; has a passage in the midst for foot passengers and carriages. The inside of the bridge is curious, and is shown at all hours. Iron Railway Bridge with 7 piers has a passage along by the side of the Railway. Nearly 3000 vessels arrive and clear out annually. Bordeaux exports yearly a million hectolitres of claret, and its other exports include liqueurs, dried fruits, skins, flour, furniture, cattle, &c.

OBJECTS OF ATTRACTION.—The Cathedral church of St. Michel, with a crypt with mummified corpses, and a tower of 364 feet. St. Croix, curious; St. Seurin, Byzantine; Bell Tower of Pey Berland; Grand Hospital; Courts of Justice; Hotel de Ville; Exchange; Custom House; Barracks; New Gaol; Lunatic Asylum; Museum; Wine Cellars of Barton. It possesses also a chamber of commerce, a commercial court, a University, established in 1441; an Academy of sciences, instituted in 1712, which has a library of more than 55,000 volumes; an academy of fine arts, founded in 1670; and a grand *Theatre*, one of the best in France, and memorable as the temporary seat of the French Government when it was obliged to leave Tours in Dec., 1870, at the approach of the German armies: there is a public reading-room beneath it. Bordeaux is the *Burdigala* of the Romans. It belonged to England from 1152 to 1453. The Ruins of the old Roman Amphitheatre are worthy of notice.

The *Museum* open every day to strangers on showing passports, has 461 paintings, including some of Coreggio (Venus), Giorgione, Paolo Veronese (Adoration of the Magi), Rubens (4 pictures), Perugino (Virgin and Saints), Titian, &c.

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Principal *Squares:*—Place de Bourgogne, Richelieu, Dauphine, de la Comédie, de Rohan, d'Aquitaine, Place d'Armes, Cours Napoleon, Saint Eloi, des Carmes, du Chapeau Rouge. *Streets:* Saint Catherine, Segur, du Ha, Esprit des Lois, Quai des Chartrons, du Bacalan, Louis XVIII.

Public walks: Place des Quinconces; Tomb of Montaigne in chapel of the Lycée; Botanic Garden.

Omnibuses 30c. (20c. per trunk); from the station in the town, 20c.; outside, 15c. Voitures de Place. Fiacres, the course, 1 fr. 75c.; the hour, 2 fr.

English Bankers.—Barton and Guestier, 38 Cours Pavé, near the Quai des Chartrons; Natl. Johnston and Sons, Rue Foy, 21.

H. B. M's. Consul.—Thomas Carew Hunt, Esq., 15, Cours Portal. Consular Chaplain.—Rev. E. S. Froisard. Church, at No. 10 Pavé des Chartrons.

American Consul.—B. Gerrish, Esq.

Post-office.—Rue Porte Dijeaux.

Telegraph Office.—Place Tourny, 4.

Orders may be got to visit the large wine cellars; also the Médoc vineyards at Château Lafitte, Chateau Margaux, &c., down the river.

Conveiances.—Railway, see pages 36, 37, 43, 44, 45, 46, 47; for Steamers, see alphabetical list. At station take French gold, as only 24 frs. are given for the sovereign.

Steamers down the river to Pauillac (twice a day), and Royans (four times a week); up the river to Langouan (daily) and Agen (twice a week).

Boulogne-sur-Mer.—*Stat.*—Pop. (1872) 39,700.—Hotels:—

Hotel des Bains et de Belle Vue.—First-class hotel for families and gentlemen. Mr. Munton Houssé, proprietor and manager.

Hotel du Pavillon Imperial des Bains de Mer.—A large and extensive first-rate hotel, admirably situated, facing the sea. M. Bourgois, proprietor.

Grand Hotel Christol.—A large hotel, well situated, and very good.

Brighton and Marine Hotel, very good, and one of the best situated, opposite the bath establishment; kept by Mr. Edouard Lecerf.

Hotel de l'Europe, close to the Steam-packet stations, highly recommended.

Grand Hotel du Nord, capital family hotel, with telegraph station, open day and night, in the hotel.

Hotel Meurice et de l'Univers.—26, 28, and 35, Rue de l'Ecu. Kept by Mr. Vermersch-Duchochois. See Advt.

Packham's Hotel du Louvre.—First-class hotel, the nearest to the Paris Terminus. See advt.

Hotel du Commerce and Family Hotel, kept by A. Priant. See Advt.

Bedford Hotel, facing the landing-place of the London and Folkestone steamers.—See Advt.

De la Gare; De Bourgogne; Dervaux.

The Boarding Establishment of Mr. Howe, is excellent. See advertisement, end of book.

French and English Boarding House, established 1845, 87, Rue Neuve Chaussée, kept by Mme. Boutoille-Bryant.

Buffet with every accommodation at the Station. One of the chief ports of France, in the Channel, 29 miles from Folkestone, 112 miles distant from London, and 170 by rail from Paris. As a watering-place it is much resorted to, chiefly from England. It is situated at the mouth of the Liane, in department Pas de Calais, in view of the English cliffs, two hours distant. Boulogne is divided into Upper and Lower town, connected by a steep street called La Grande Rue. Lower Town is modern and regularly built, extending to the glacis of the Citadel, erected under Louis XIV. by the celebrated Vauban. The Tintelleries, stands at the top of the ascent. The railway station is on the opposite side of the river, near Place Bellevue distant from the landing place of steamers, half a mile. Omnibuses attend the arrival of packets and trains, to convey passengers to and from the pier and station; fares 50 centimes each; those holding through tickets are conveyed free.

The *Museum* in Grande Rue is well worth visiting, and contains some paintings deserving of notice, besides many curiosities. The Baths is a splendid establishment. There are also a public library and a theatre. The *Beffry*, behind the Hotel de Ville, is one of the most ancient buildings in Boulogne; the tower, 140 feet high, should be ascended, as from it a magnificent view of the town and its beautiful environs may be obtained. One chief architectural attraction of Boulogne, however, is the *Monument*, an exceedingly handsome structure, intended to commemorate the invasion of England by Napoleon. His colossal bronze statue is at the top.

The *Jetty* is the favourite walk, extending about 2000 feet from the end of the quay and commanding a fine view of the harbour and coast; and presents, on a fine summer evening, with its numerous visitors, a very gay and lively appearance. The most remarkable building in Boulogne is the superb modern *Cathedral* of Nôtre Dame, in the Greco-Roman style, built by the enduring energy of one man, Mons. Haffringue. It has two towers, with a dome and cupola; in the interior, paintings and statues, a very ornate shrine and lady chapel, the resort of many pilgrims, and a splendid high altar, the gift of Prince Torlonia, of Rome.

Length of Boulogne Quay, along the wooden piers enclosing the harbour, 5015 feet. Depth of water in harbour, 16 feet 9 inches; at springs, 29 feet. Number of fishing boats employed, 184; produce of the herring fishery (1871-2), 16,951,022 kilos.; total amount of fish (1869), 1411 tons fresh; 549 tons salted. Boulogne has several factories, iron foundries, sail-cloth works, and a steel pen manufactory.

Protestant Churches.—British Episcopal Church, 9, Rue de Temple; Chaplain, Rev. R. Blathwayt, M.A. Divine Services at 11 a.m. and 3.30 p.m. British Episcopal Church (now called St. John's Church); matins daily at 10 a.m.; 139 Rue Royale, Rev. H. M. Turton; services at 11 a.m. 4 p.m. and 7 p.m.; holy communion first Sunday in each month after morning service; on other Sundays at 8 a.m. Trinity Church built 1621, as a Capuchin Church, (opened for Protestant

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worship 1874); chaplain, Rev. C. Beauclerk, services at 11 a.m. 4 p.m. and 7.30 p.m.; holy communion on first Sunday in each month, and on the great festivals. The Institute for British Sailors is near it, 13, Boulevard Daunou. Wesleyan Church, Rue del'Ancienne Comédie, Rev. J. Gaskin, services at 11 a.m. and 7½ p.m. (Sunday school 3 p.m.) French Reformed Church, Rue St. Martin 15 (during the reconstruction of the edifice, Rue Basse des Tinteliers), M. Alfred Perrier, B.D. Services 11 a.m. and 7 p.m. in summer (Bible class 3.30 p.m.)

ENGLISH PHYSICIANS.—W. Cory, Esq., B.A., M.D, Thos. Houghton Walker, Esq., M.D., J. J. Harvey, Esq., M.R.C.S., and M.R.C.P., London, and Sidney Chater, Esq., M.R.C.S., 17, Rue de l'Ecu.

H. B. M.'s CONSUL.—W. Stigand, Esq. AMERICAN CONSUL.—L. Trager, Esq.

H. PAY, near the Custom House, changes money.

ENGLISH LIBRARY AND READING ROOMS.—Mr. Merridew, 60, Rue del'Ecu. Depôt for the sale of Bradshaw's *Guides* and *Handbooks*. Pianos on hire.

POST OFFICE in Rue des Viellards (No. 28), leading out of Rue Neuve Chaussée. Mails for London close at 11.30 a.m and 11 p.m. Telegraph Office, 12, Rue du Pot d'Etain, open day and night.

CONVEYANCES.—See pages 17 and 18; steamers, see list.

Bourbon L'Archambault.—A celebrated mineral watering-place, 9 miles west of Moulins. It is a small town, 3300 inhabitants. The Waters which are saline, are supplied by a hot and cold spring, called the Source de Jenas; and in the middle of the town there are Baths for the accommodation of persons desirous of bathing. The picturesque remains of the ruined Castle will attract attention; as also the apex of the chapel. In summer the place is thronged; and diligences run daily from Moulins, passing through *Souvigny*, a little village five miles from Moulins, containing a Gothic church, will repay a visit, it being the most remarkable in the entire province.

Bourges.—*Stat.*—Pop. (1872) 31,312.—HOTELS: DE FRANCE; DE LA POSTE; DU BŒUF; COURONNE; DE LA BOULE D'OR.

A large town, 146¼ English miles south of Paris, in department Cher, on a rising ground between the rivers Evre and Auron, which here unite their streams. It is a very old place, formerly the capital of Berri, and is the site of *Avaricum*, which was taken by Cæsar in his Gallic wars, and the inhabitants killed. Louis XI. was born here, and founded a University. Public buildings of note are the fine gothic Cathedral, which has two towers, one 206 feet high, and 5 aisles, with some good stained glass and a crypt. The Bishop's Palace was burnt 1871, Churches of St. Pierre, and Nôtre Dame, the *Hotel de Ville*, formerly the house of Jacques Cœur, a magnificent private house built by a rich merchant, who was minister of finance to Charles VII., and was disgraced and banished by him for no reason that ever was discovered. It was begun in 1443, and is one of the most curious buildings of the kind in France, worthy of examination in every part. The Gendarmerie, and the Museum of Antiquities. Manufactures of silk, woollen, and cotton stuffs, as well as of stockings, caps, and other articles of clothing. The Military School of Metz is transferred here; and a Central arsenal and strong fortifications are in progress.

CONVEYANCES.—Railway, see pages 40 and 42.

Brest.—*Stat.*—Pop. 66,272 in 1872.—HOTELS: HOTEL DES VOYAGEURS; LAMARQUE, 21, Rue d'Aguillon; GRAND MONARQUE; DE PROVENCE; DE LA TOUR D'ARGENT; DE NANTES. Conveyances from the station to the town (five minutes).

One of the principal seaports and arsenals of France, with two ports, the outer and the inner. The inner, formed by the Penfeld, and lined with quays, landlocked, receiving 50 frigates, &c., is protected by powerful batteries. The outer *Harbour* is one of the best in the world, can hold the largest fleets, and has deep water throughout. The Goulet or channel uniting it with the Atlantic, has only a width of 1805 feet, and is strengthened by batteries. The great buildings are connected with the Marine, including the Bagne or Convict Prison, a noble arsenal, excellent docks, ship yards, magazines, naval, hydrographical and medical schools, observatory and botanical gardens. Howe's victory of the glorious 1st of June was gained off Brest. All the trade consists in imports, chiefly for the supply of the navy.

READING-ROOM, and Promenades. No English banker, physician or clergyman. FRENCH PROTESTANT SERVICE, twice on Sunday.

BANKERS.—H. Guilhem; Sh. Bosile.

H. B. M's. CONSUL.—H. Raynals, Esq. AMERICAN CONSULAR AGENT, J. Kerros, Esq.

CONVEYANCES.—Railway to Paris, see page 29. Steamers daily to De Launay and Chateaulin.

Briançon.—HOTEL DE L'OURS. 4,500 inhab. Fortified town of the first class, (with three enceintes, seven forts, and several redoubts.) 1321 mètres above sea. This is a good place for a centre from which to explore the *Alps of Dauphiné*. To the N. le Pouet, 1973 mètres; near it, Le Saint Chaffrey, 2570 mètres. Briançon has a pretty church. An interesting excursion of 2 days can be made hence through the Vallonise to Mont Pelvoux, 3953 mètres. Road passes Monestier; mule path in 4 hours brings you to Claux, with a little Inn, chez Borneoud; ascent to summit, 12 hours, descent, 6. First night must be passed under a rock at the height of 2000 mètres. The higher slopes must be free from snow to go up. Guides to be had at Claux, 20 fr.

Brioude.—*Stat.*—Pop, 4000—HOTEL DU NORD.

A town of Auvergne, surrounded by a beautiful fertile and mountainous country. The Cathedral though in bad repair is well worth seeing, its detail and extreme antiquity will render it an object of much interest to the architectural student.

CONVEYANCES.—Railway, see page 60.

Brive.—See Route 39, Special Edition.

Caen.—*Stat.*—Pop. (1872) 41,210—HOTELS:—HUMBY'S HOTEL; H. D'ESPAGNE; H. D'ANGLETERRE; H. DE LA PLACE ROYALE, H. ST. PIERRE, and H. ST. BARBE, are commercial houses. Buffet at the Stat.

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Omnibuses from the Railway Station, 25 centimes. Voitures de Place, 1 fr. 25 : the course; 2 fr. the hour; within the octroi or township, 20 c. per package.

Post-office, Place Royale.—Telegraph office, Rue St. Jean. 135.

Vice Consul.—P. Schibsby, Esq.

Chaplain.

139½ English miles west of Paris. A large, and well-built town, 9 miles from the Channel, in department Calvador. *Caen*, formerly the capital of Normandy. It contains 12 parish churches, several hospitals, a public library containing 25,000 volumes, public garden, cabinet of natural history, &c. It has a University, founded by Henry VI, when Caen was held by the English, 1417-50. Caen is rich in ancient gothic architecture, the most remarkable specimens of which are the Churches of St. Pierre and the Holy Trinity. In the Castle is the ancient Exchequer of Normandy, a building perfectly unique. In the grand old *Cathedral* of St. Stephen, a magnificent specimen of Norman and early English, rest the remains of William the Conqueror. His queen, Matilda, is buried in the church of the Holy Trinity, which has an interesting crypt. Several private houses deserve to be visited, such as the Hotel des Quatrains, the Hotel de Valois, the houses of Malherbe and Charlotte Corday. Caen has a Faculty of Law and Medicine, several preparatory schools, statues of Malherbe, La Place, &c., and a *Picture Gallery* in the Hotel de Ville, open Sundays and Thursdays, with 4000 paintings, including the Marriage of the Virgin by Perugino, Judith, the Flight into Egypt, &c., by Paolo Veronese, paintings of Andrea del Sarto, Poussin, Rubens, and some sculptures. No. 82 is the portrait of James I. of England. Among the walks, are Jardin des Plantes, and the Cours. Many interesting remains surround Caen. The air is very salubrious, and living cheap, two circumstances which attracted a large number of English residents, till the Franco-German war drove them away. It is situated at the influx of the small river Odon into the larger stream of the Orne. An active trade is carried on in gloves, lace, stockings, caps, cider, dye-stuffs, skins, &c.

Conveyances.—Railway, see pp. 23, 26, 27, and 28. Steamers to Havre and Southampton, see Alphabetical List. As the boat to Havre often sails in the morning, passengers will do well to pass the night at Caen.

Diligence to Coutances, Granville, Avranches, Vire, and St. Malo from St. Lo.

Calais.—*Stat.*—Pop. 14,000 in 1866.—Hotels: Hôtel Dessein. First class good Hotel.

Hôtel Meurice, Rue de Guise, open for night trains and boats; moderate charges.

Paris Hotel.—Kept by A. Louis. The nearest hotel to the steam packets and railway station.

De Flandre; Du Sauvage; De Londres; Quillacy; Marine. At the Buffet Hotel at the station, there are a few clean bed-rooms with good cookery; which may be useful to persons in a hurry, and save going to the town.

Calais is in the department Pas de Calais, 23 miles from Dover. It is surrounded by a moat and wall, and defended by a large Citadel. The streets are wide and regular. Its form is that of an oblong square, with the longer side parallel to the sea; and it has two gates, one toward the sea the other towards the land. Most of the houses are built of brick. The Grand Place or Market Square is extremely picturesque. Principal buildings: Nôtre Lame, 11th century, with fine stained glass windows, paintings of Rubens and Vandyck. The Church du St. Sepulchre, fine spire. Arsenal, one of the finest in France. In 1565 there were 9000 operatives producing cotton and silk lace, valued at £1,080,000. There are ten manufactories of engines. About 50 million eggs are annually exported; the people are engaged in the herring and cod fishery, and carry on a trade in Dutch spirits. About a quarter of a million tourists, &c. pass through the town. It enjoys a well-deserved reputation for salubrity, partly attributable to the light, dry soil, and partly to the surrounding country being flat—thus allowing a free current of air to pass through the town. The harbour is defended by several small forts, and consists of a large quay, terminated by two long wooden piers, which stretch into the sea. Calais was taken by Edward III., 1347, and re-taken 1558, in Q. Mary's time, by the Duke of Guise.

H. B. M.'s Consul.—Captain Hotham, Rue Courten Vent; American Consular Agent—J. Vandroux, Esq.

English Service.—In the town there is an English church, St. George's, Rue des Prêtres, built by the English some years since. Service every Sunday at 11 and 3 by the British Consular Chaplain, Rev. T. St. Hill, M.A. A handsome gothic church dedicated to the Holy Trinity, has been opened in Rue du Gaz, in the adjoining suburb of St. Pierre les Calais, or *Basse Ville*, as it is called; where there are 2000 English factory hands. (the population exceeds that of Calais itself). Chaplain, Rev. H. Shackell, appointed by the Col. & Cont. Church Soc. Wesleyan Chapel, Rue du Temple, St. Pierre; Minister, Rev. ——— French Protestant Chapel, Rue Pont Lottin, St. Pierre; Rev. C. H. Nimmin. Hours of Service, at all (except the first), at 11 and 6.

Post Office.—At Calais, Rue Neuve; at St. Pierre, Rue de la Tannerie.

English Bookseller.—Mr. Collier, 44, Grand Rue, St. Pierre.

Travellers proceeding to Belgium or Germany will avoid much trouble by informing the authorities of their place of destination and by what train they intend to proceed; their luggage will then be duly marked for transit, and they will avoid the annoyance of a Custom-house search in France. Passengers proceeding direct to Brussels must have their luggage visited at Blandain (frontiers of France) and those to Paris can have their luggage registered by paying from 7 to 10 sous each package, exclusive of the landing charges.

Conveyances.—Railway to Lille, and from thence to Paris, Brussels, and all parts of Belgium. See

pp. 13, 78 and 80; to Boulogne and Paris (the mail route), see page 18. Mail and other Steamers to Dover and London, see alphabetical list. Diligence to Gravelines and Dunkirk. Omnibus to Gules.

Cambrai.—*Stat.*—Pop. (1873) 18,510 HOTELS: HOTEL DE FRANCE, good.

An industrious and flourishing town on the Scheldt or Escaut, in the old province of Flanders; and the seat of a bishopric. It was the episcopal see of *Fenelon*, whose monument, by David, was with difficulty preserved when the cathedral was a second time destroyed by fire in 1859. Principal objects of interest are the Hôtel de Ville, opposite the Place d'Armes, which is of considerable extent, as also the Esplanade; the Military Hospital; the College, and the public Library, which contains 30,000 volumes.

Here the League against Venice was formed 1508. Trade in fine linen, lace, thread, and *cambric*, which takes its name from this place.

CONVEYANCES.—Railway, see pages 14 and 16.

Cannes.—*Stat.*—Pop. 10,000.—HOTELS:—

HOTEL SQUARE BROUGHAM AND PENSION.—Well situated; moderate charges.

HOTEL DES ANGLAIS.—Well situated near the English Church. See Advertisement.

HOTEL BEAU SITE, charming situation on the west side of Cannes. Well recommended. Proprietor, G. Gougoltz.

HOTEL GRAY ET D'ALBION.—First-class establishment, situated in the finest quarter of the town—large garden. Recommended.

PAVILLON HOTEL.—Well situated hotel, comfortable and good; recommended.

HOTEL DE BELLE VUE, well situated.

HOTEL DES PRINCES; GRAND HOTEL; SPLENDID HOTEL; HOTEL QUATRE SAISONS.

GRAND HOTEL GONNET; HOTEL VICTORIA; L'EUROPE; DE LA PAIX; D'ANGLETERRE; DES ETRANGERS; DE L'ESTEREL; BEAU SITE; DE PROVENCE; and numerous Pensions.

PENSION BEL AIR.

CAFES.—De l'Univers, Grand Cercle.

BATHS at the hotels. Boats in the port, 6 to 12 fr. a-day, with two sailors.

About 21 miles south-west of Nice, beautifully situated on a bay of the same name, in the Mediterranean, on an undercliff between the sea and the hills, which shelter it on the north. The climate is pure, mild, and uniform, with a temperature of 55° to 60° in the coldest months. Sunny days are the rule; there is no fog. The old town is at Mont Chevalier, a good point of view. The present Lord Brougham has a chateau, and several English residents have villas, at Cannes The number of visitors has greatly increased within the last few years, and many new edifices have been constructed. Here are gardens of heliotropes and other sweet plants, with orange and lemon groves at Croisette, &c. Neroly and other essences used in eau de Cologne are made here. In front of it are the Isles de Lerins, viz.,—St. Marguerite, noted for the Masque de Fer, and for the escape of ex-Marshal Bazaine, and Saint Honorat, having a very old monastery, and a church of the 7th century. The environs abound with delightful *Excursions*, especially to the Esterel hills behind, 1800 feet to 4000 feet high, where every variety of prospect is found. Napoleon landed near this, from Elba, 1815; at a spot marked by a pillar, half-way to ANTIBES, where there is an excellent Hotel.

For detailed account, see Dr. Lee's "South of France:" and Dr. De Valcourt's "Cannes and its Climate"

ENGLISH VICE-CONSUL.—M. Barbe, Esq.

MEDICAL—Dr. Whiteley, Dr. De Valcourt, Dr W. Marcet, Dr. Frank. G. Bright, Esq., B A and M.B, Oxon, M.R C.P. London; Villa du Prado.

ENGLISH CHURCH SERVICE, twice on Sundays, and daily prayers at Holy Trinity; Chaplain—Rev. W. Brookes.

FREE CHURCH OF SCOTLAND.—Divine service each Sabbath from November till the end of April; West Cannes.

CONVEYANCES.—Railway, see pages 55 and 57; Steamer to and from Marseilles weekly.

Carcassonne.—*Stat.*—Pop. 20,700. HOTELS ST. JEAN BAPTISTE; BERNARD; BONNET.

Chief town of dep. Aude and seat of a diocese, college, tribunal, &c., situated in a fertile spot, near the Canal du Midi, on the Aude. The modern part is well built and watered by streams and fountains; one, of Neptune and his horses, in the Grande Place is very fine. Among the buildings worth notice are the ancient Cathedral; the Hôtel de Ville; the Préfecture with its large gardens; the Library of 6,000 volumes, and the Museum; the 19-arch bridge, whence there is a view of the Pyrenees; the Barracks, Theatre, Hospitals, Fountains, &c.; the fortifications of the Upper Town; the Porte de Narbonne, the church, and ruins of the Castle; and St. Nazaire, containing the grave of Simon de Montfort. The Upper Town, or Cité, is one of the most *interesting places* in France, being an old mediæval fortified town on the top of a hill, with its ramparts, towers, and gates in a state of preservation rarely to be met with.

There are some large woollen factories, and from 5000 to 7000 hands are engaged in the manufacture of cloth, which is celebrated for its brilliant colours. Within an easy drive or walk of Carcassonne is the little town of *Cosques*, with a superb gothic Church, renowned for its antiquity and elegant proportions; no architect should pass it by.

CONVEYANCES.—Railway, see page 42.

Carnac, or Karnak, in dep. Morbihan, Brittany.—The most remarkable Druid, or stone, monument in France. Best reached from Auray, or Vannes, on the Western line. (See Bradshaw's *Hand Book to France.*

Cassel.—*Stat.*—Pop 2,204.—HOTELS:—

HOTEL DU SAUVAGE; DE BELLEVUE.

A neat little town on the line of railway from Dunkirk to Lille. It stands on a hill of 308 feet in the midst of a vast plain, and commands a fine *view of* Flanders and Belgium with an horizon of immense extent. Distance from Dunkirk 19 English miles. Flemish spoken.

CONVEYANCES.—Railway, see page 12.

Caudebec.—A very interesting town and port in Normandy, within a short distance of Yvetot, in the Pays de Caux, on the line of railway connecting Rouen and Havre. It is beautifully situated on the river Seine. Caudebec is famed for its Cathedral, which is remarkable for its rich tracery and picturesque effect. The streets are peculiar, some of the houses being noticeable for the quaintness of their architecture. Pop. 2200.

Conveyances to Yvetot (7 miles), 4 times daily in each direction: coupé 70 c.; interior 50 c.

Cauterets.—Pop. 1,500—Hotels:—De France; Du Lion d'Or, Paix; Paris; Ambassadeurs, &c. Déjeûner, 2 fr. 50 c.; table d'hôte, 3 fr. Maisons meublées, 2 fr. 50 c. to 5 fr. a-day for a room with two beds. Café Larranian, Place Saint Martin. Guides of two classes. The first class only care to take to distant excursions. As the tariff is a dead letter, bargains must be struck. Carriages, 25 fr. a-day; horses, 3 to 5 fr.

A celebrated bathing town in the High Pyrenees, very picturesque and lively, with numerous bathing establishments and well-supplied shops. It is the head quarters for some of the finest excursions in the Pyrenees, and one of the best for artists or sportsmen. There is a constant interchange of people of various countries, and much picturesque mountain costume. Height above sea, 3250 feet; surrounded by high mountains; to the east, Peyrante and the Pic des Basses; to the south, Peguare; to the N.E., Peyrenere; to the N., Cabaliros *Nine Baths*—the largest are the Grands Bains. 21 sources (39° to 55° cent.); works lately created by M. François have increased the supply. Excursions, Pont d'Espagne, 2½ hours; Lac de Gaube, 3½ hours (1788 metres); Lacs d'Estom and d'Estom Soubiran, 10 hours there and back; ascent of the Monné, 7 hours up and back.

Conveyances.—Diligences daily to Tarbes and all the neighbouring towns.

Chalons-sur-Marne.—*Stat.*—Pop. 16,700

Hotel de la Cloche d'Or.—Very good hotel, kept by E. Jannaux, proprietor.

Hotel De la Haute Mere Dieu.

107½ English miles from Paris, and 25 from Rheims, on the Paris and Strasburg line of Railway. A town in Champagne, on the Marne, which divides it into three parts, and is crossed by several bridges, one of which, erected in 1787 is admired for its boldness and elegance. There are a handsome town-house, a small gothic *Cathedral*, built in the thirteenth century, eleven parish churches, three secularized abbeys, several convents, and a fine public walk. The church of Nôtre Dame has been splendidly restored and adorned with stained glass. Visit the beautiful Abbey Church of *L'Epine* five miles distant, built by the English in the 13th century, and well worth seeing. Jacqueson's wonderful wine cellars are here. The Camp of Chalons was permanently established in 1857, and occupies a large extent of country to the South and East of *Petit Mourmelon* and *Grand Mourmelon*, two small villages 16 miles from Chalons. It is the site of two historical Battles in A.D. 272, and 451, when Tetricus and Attila were defeated. For an extensive camp the situation could not be finer. There are permanent barracks for a large number of troops.

Omnibuses from the railway station at Mourmelon to the hotels, for the camp. On 20th August, 1870, Marshal MacMahon broke up his camp here, and began his march towards the N.E., with a view of relieving Bazaine at Metz; a movement ending with his defeat & surrender at Sedan.

Conveyances.—Railway, see pages 62, 64, 67, and 70.

Chalons-sur-Saone.—*Stat.*—Pop. 20,000—

Hotel des Trois Faisans.

A neat town, 239 English miles south-east of Paris, pleasantly situated on the banks of the Saône, with a broad quay, which is used as a promenade. Principal church, St Etienne, 1386. The banks of the river are, for the most part flat, but well cultivated. Beyond Mâcon, celebrated for its wine, the scenery is extremely pleasing, and increases in interest on approaching Lyons. The road, which runs a great part parallel with the river, passes over *Mont d'Or*, so called from the rich colour of its vineyards in autumn, and from the summit of which a charming and extensive prospect may be enjoyed of the rich plains of Burgundy on the one side, of the Lyonnois on the other, and of the snow-clad Alps of Dauphiné in the distance. The descent to Lyons is through a succession of meadow-lands, orchards, and vineyards. At about 25 English miles from the town (by railway), are the extensive iron works, called *Le Creusot*, the glass bottle works of Blanzy and of Epinac, Collieries, &c. The town has large beet-root-sugar factories, breweries, flour and seed-crushing mills, iron steam-ship building-yards, &c.

French Protestant Church.—Ministers supplied by the Evangelical Society of Geneva.

Conveyances.—Railway, see pages 48, 54, and 61.

Steamers for Macôn and Lyons, on Tuesday, Thursday, and Saturday, at 7 a.m.; fares 5 and 4fr.

Chambéry (Savoy).—*Stat.*—Pop. 16,000.—

Hotel de l'Europe.—This hotel was opened on the 14th June, 1873.

Hotel de France.—Kept by Mr. Chiron, close to the Railway Station—very clean and moderate.

Grand Hotel de la Paix, near the Station.

Grand Hotel-des-Princes.

Distant from Geneva about 28½ leagues, and from Lyons 29 leagues. Capital of dep. Savoie, 800 feet above sea. It contains a large market place, and some ancient ruins, which, with the Place des Elephants in the centre of the town, and the Tir de l'Arquebuse, or "shooting place," are worth visiting. The noticeable public edifices are the Sainte Chapelle; the Castle, founded in 1290 by the Count of Maurienne, the staircase of which is well worth observation; the Town-house, the Academy, the Poor-house and Hospital, the Theatre, and the Barracks. Many of these buildings were founded or endowed and enlarged by a patriotic native, M. de Boigne, who passed an adventurous life in military and civil service of

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various Indian governments, and returned to Savoy with a large fortune. His statue is here.

M. Dieu, former préfet of the department, did much to improve the roads, bridges, and monuments since the annexation to France, 1860; but there remains a party which looks back with regret to the time when the House of Savoy, which arose at St. Jean de Maurienne, possessed this territory.

RED WINES: Arbin, Cruet, Lourdin, Montermenod, Montmellian, St. Jean-la-porte. WHITE WINES: Chignin, Seyssel

CONVEYANCES.—Railway, see pages 51, 53, 54, 248, and 250.

Chamounix.—See Switzerland, page 499.

Chantilly (Oise).—*Stat.*—Pop. 2,930.—HOTELS: DU CERF; DU CYGNE; DES BAINS; DU LION D'OR.

50 minutes from Paris, on the Great Northern Main Line. 16 up and 20 down trains stop here daily. The population includes 400 English.

The beautiful domain of Chantilly, one of the most remarkable ornaments of France, was enriched and adorned under a long succession of wealthy and noble proprietors; but owes most of its splendour to the Princes of Condé. Belongs now to the Duc d'Aumale, has fine paintings of Watteau, stained glass by Bernard Palissy; stables for 240 horses; park and gardens; in the church tombs of the Condés. Hunting in the Forest; races of the French Jockey Club. Viaduct of Chantilly, 1466 feet long, and 68 high.

ST. PETER'S ENGLISH CHURCH, service at 11 and 3 every Sunday, Rev. Dr. Pinnock, Chaplain.

CONVEYANCE.—Railway, see pages 16, and 23.

Chartres.—*Stat.*—Pop. 19,600.—HOTELS:—DU GRAND MONARQUE; DU DUC DE CHARTRES; RESTAURANT DE L'OUEST.

54 English miles west of Paris (Chemin de fer de l'Ouest), an ancient town in the Eure and Loir, on the Eure, across which are several bridges. It was taken from the English by Dunois, 1432. In the Place des Epars is a fine statue in bronze of General Marceau. The noble *Cathedral*, with two spires, is one of the largest in France. Here, St. Bernard preached the Crusade, 1145. It has some fine old painted glass, a great number of statues inside and out, 135 windows, paintings, relics, and a crypt; the church of St. Pierre also has some painted glass and fine enamels. There are several other churches and ancient buildings of the 13th century; a public library, a museum of natural history, an archæological and horticultural society.

A French Protestant service is held every Sunday by the Rev. Samuel Boot. From Chartres there is easy access to Maintenon, Rambouillet, and Dreux, by coaches and railway.

CONVEYANCES.—Railway, see pages 28 and 31.

Chartreuse (La Grande).—6¼ miles from St. Laurent du Pont. It is wise to go by rail to Voiron and thence by carriage through the gorges of Crossey to St. Laurent; and to return by Voireppe, whence rail to Grenoble. Diligence from Grenoble and back every day. An interesting walk (7 hours) by the Sappey to Grenoble, 27½ miles. Hospitality given to all male visitors in this remarkable Carthusian convent. Women lodged in a building called the Infirmary. Convent can be viewed three times a-day, 9 a.m. to 9.30, at 1 and 4 p.m. to 4.30; built 11th century, by St. Bruno; height, 977 mètres. Situation surrounded by the wildest scenery of rocks and forests. Church simple and elegant. Chapter-room, with portraits of 50 generals of the order. Grand Cloister forms an oblong square, lighted up by 130 windows; oldest part of the 13th century; has 60 cells opening on two corridors, 220 mètres long; chapelle des morts of 1382. The manufacture of the liquor called Chartreuse brings in a revenue of 500,000 francs. Fir forests around. Ascent of Grand Som 2033 mètres. Guide wanted.

Château Thierry.—*Stat.*—Pop. 5930.

HOTEL D'ANGLETERRE—Buffet at the Station.

On Strasburg line, and the river Marne, where a bridge crosses. Birthplace of La Fontaine.

CONVEYANCES.—Railway, see pages 64 and 67.

Châteaudun.—*Stat.*—HOTELS:—GRAND MONARQUE; HOTEL PLACE IMPERIAL.

A dull town on the new railway connecting Paris and Tours (page 37). The *Castle* is a magnificent pile, and is certainly one of the finest in Europe. It was taken by the German army, 18th Oct., 1870. Pop. 6,720.

Châtellerault.—*Stat.*—Pop. 14,210. HOTELS:—DE L'ESPERANCE; DE LA TETE NOIRE.

A sous-préfecture in the department of Vienne, and one of the principal seats of the cutlery and sword trade in France; situated on the Vienne, which is crossed by a good Bridge with an old four-turreted gate at one end. It stands among pleasant hills and gardens, and has the Gothic churches of St. Jean and St. Jaques, a salle-de-spectacle, &c. The duchy of Châtellerault was given to the Earl of Arran in 1548 by Henry II., as a bribe to induce him to consent to the marriage of his ward, the infant Queen of Scotland, with the Dauphin. The title is still held by his descendant the Duke of Hamilton.

CONVEYANCES.—Railway, see page 35.

Steamers in summer to Tours, Saumur, Angers, and Nantes.

Cherbourg.—*Stat.*—Pop. (1872) 35,580.—HOTELS:—

GRAND HOTEL DES BAINS; HOTEL DE L'UNIVERS; HOTEL DE L'AIGLE; HOTEL DE L'AMIRAUTE, on the Quay, with a view of the Breakwater.

A strong naval station and fortress, and chief town of a maritime préfecture, situated in the department of the Manche, at the mouth of the Divette, which spreads out into a wide road or bay with the great breakwater or *Digue* in front. The breakwater was completed under many difficulties, and, after repeated failures, at a cost of nearly £2,000,000; it is two and-a-half times the length, two and-a-half times the width, and twice the depth of Plymouth breakwater. Cherbourg itself is insignificant, having nothing of interest apart from its naval works, except the Hôtel de Ville and its Picture Gallery. A bronze statue of Napoleon I, faces the sea.

There are two entrances to Cherbourg, one at the east and the other at the west end of the strongly

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fortified Digue. The channel is narrowed at the eastern end by the island of Pelée, upon which is erected a large fort, called Fort Impérial, which with the corresponding fort at the eastern side of the mole, completely commands the passage. The western channel is protected by an immense fort called Fort de Querqueville, on the mainland. At the entrance of the Napoleon Dock there is a gigantic fort called Fort des Flamands, which is constructed on a rock dry at low water, and is supported by a redoubt called Tour la Ville. There are in all twenty-four regular forts and redoubts in addition to the six batteries on the mole.

The *Docks* are formed of a large basin communicating with one to the north, and there are also three other docks at the southern part of the excavation, into which an entrance is obtained through the central opening and basin. There are nine basins in all, besides arsenals, magazines, and naval stores. In the neighbourhood are several fine points of view.

H. B. M's. Consul.—H. Hamond, Esq. American Consular Agent, R. Le Jolis, Esq.

Conveyances.—Railway, see page 27. Steamers see Alphabetical List.

Clermont-Ferrand.—*Stat.*—Pop. (1872) 37,357. Hotels:—

De la Paix; De l'Europe

Capital town of dep. Puyde Dôme, in the volcanic district of **Auvergne.** The only buildings of any interest are the very fine though unfinished Cathedral, (in which Pope Urban, and Peter the Hermit preached the first Crusade, 1095,) and the old Byzantine church of Nôtre Dame du Port. The newly completed Gothic church of St. Cœur-de-Marie is well worth seeing. Here are also a cabinet of natural history, a public library, museum of antiquities, a botanic garden, a neat theatre, and several hospitals. There are four public squares. In one of them is a statue erected by the town to the memory of General Desaix, said to have been a Savoyard by birth. It is 78 miles west of Lyons. The geologist, or the admirer of mountain scenery, will be amply repaid the trouble of ascending the mountain called the *Puy de Dôme*, 4800 ft. above the sea. There is a curious petrifying spring in the outskirts of the town, at St. Alyre, Rue du Chat, 42, (with a natural bridge): and at Peron, not far from the Post. Warm baths of Royat, 1½ mile. The neighbourhood is most remarkable, from the number of extinct *Volcanoes* of unknown date, a long chain of which, comprising a multitude of craters and lava streams, extends for many miles in a N. and S. direction a little W. of the town. The celebrated French watering-place of **Mont-Dore,** (Grand Hotel) in the midst of extraordinary volcanic scenery, is approached from Clermont, and there are regular public conveyances during the summer. Excursions to Puy de Dôme, Gergovia, Mont Rognon.

Conveyance.—Railway, see pages 51 and 66.

Cognac.—*Stat.*—Pop. 8200.—Hotels:—

D'Orleans; de France; Grand Hotel de Londres, a new house.

The entrepôt of the Cognac brandy trade, on Chemin de fer de Charentes, in dep. Charente, on the river Charente, 32 miles from Angoulême. It stands on the site of the *Constacum*, and has an old Castle, with many distilleries and brandy stores.

H. M's. Consul.—Hon. H. Vereker.

American Consular Agent.—E. Dodart, Esq.

Conveyances.—Railway, see page 47.

Compiegne.—*Stat.*—Pop. 12,140.—Hotels:—

De la Cloche; de France; du Soleil d'Or.

A quiet town, with narrow ill-built streets, situated on the Oise. It has for ages been a favourite residence of French monarchs in order to enjoy the sport of hunting in the *Forest* adjacent, which is 29,600 acres in extent. The Château, as rebuilt by Louis XV. and enlarged by Napoleon, has a magnificent façade next the forest, 624 feet wide; and contains a Museum of antiquities in the great hall. One of the best buildings is the picturesque gothic Hôtel de Ville. There is a public library of 6000 volumes, with a fine gothic Church of great antiquity.

Compiègne is historically remarkable as being the spot where Joan of Arc, the maid of Orleans, was taken prisoner, and delivered up to a cruel death in 1430. The exact spot on which she was captured was close to the old gateway of Vieux Pont. Compiègne was the head-quarters of the German army of occupation, under General Manteuffel, till their removal to Nancy.

St. Andrew's Church in the Boulevard des Avenues; Rev. W. L. Mason, M.A. (Chaplain retired list), Chaplain.

Conveyances.—Railway, see page 16. Coaches to Soissons and Pierrefonds; Steamer daily to Soissons.

Contrexéville.—Pop. —— Hotels:—

De l'Etablissement, De Providence.

A watering place, in Dep. Vosges, in the valley of the Naire, much frequented (especially by Americans) for its waters, which resemble those of Vichy and are good for gout and liver complaints. There are two springs; one, the Pavillon, for drinking; the other, for bathing. Season, June to Sept. It is approached from the W. and E. by way of Neufchâteau, (16 miles. in 3 hrs', Charmes (29½ miles.); between which two a rail is in contemplation. The environs are picturesque.

Diligences.—From Neufchâteau at 7 and 10 a.m., in 3 hours; return at 5.0, 2.30, and 8. From Charmes at 7.0 and 11.0, in 5 hours; return at 9.0 and 12.30, in 5½ hours.

Neufchateau, the most convenient starting point, has two Hotels—De Paris and De Providence, and is within 7½ miles. of Domrémy, the birthplace of Joan of Arc, (see p. 366). Carriage with with 2 horses to Contrexéville, 35 fr.

Corps—40 miles from Grenoble.

Hotel de la Paix and du Palais.

Height 900 mètres. Population 1385. Near a miserable district called Devolny, 2 hours 40 minutes from Corps is *La Salette* a noted place of Pilgrimage, 1804 mètres high. The Church is in the wildest and most solitary position.

Coutances.—Pop. 8,960. Hotels:—

De France; D'Angleterre.

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A town in Normandy very beautifully situated on an eminence whence a fine view is to be had of the surrounding country, 3 miles from the sea. The *Cathedral* is one of the finest in France. Distance to St. Lo 17 miles, to Granville 18 miles. Diligences to St. Lo and Carentan, and to Granville, Avranches, &c.

Croix.—See Roubaix.

Deauville.—See Trouville.

Dieppe.—*Stat.*—Pop. 20,200.—HOTELS:—

HOTEL ROYAL, facing the sea, is a first-rate hotel, in an admirable situation.

GRAND HOTEL DES BAINS, exceedingly good in every respect.

HOTEL DE LA PLAGE, facing the sea, and close to the Baths.

HOTEL DES ETRANGERS, kept by Javault Tailleux.

HOTEL DE LA PAIX.

A watering-place of France, easy of access from London, Brighton, and Paris, at the mouth of the Arques. Has two suburbs, Pollet and de la Barre. Church of St. Jacques has two rich chapels of the Holy Sepulchre and the Virgin (13th to 14th century,) gateway remarkable.

Port very safe but difficult to make; it has 9 fathoms water at spring tides; with two basins receiving ships of 1200 tons. Imports principally grain, iron, coal, timber, from Norway, &c. Exports silk, cotton, woollen goods, porcelain, &c., and oysters. The *oyster fishery* is a most important industry. Oyster pares now established can store 250,000 cwt. per annum. Paris alone consumes 100,000,000 per annum. The handsome Bathing Establishment founded 1822 renewed 1857, in the Crystal Palace style. Ivory articles made in great perfection. Dieppe has a theatre, a school of navigation, an aqueduct excavated in the rock for 3 miles, to carry water to the town. The baths here, as at the other sea and mineral bathing-places in France, are under the superintendence of a physician inspector. This is the nearest seabathing establishment to Paris—distant about 125 miles. It was temporarily occupied by the Germans, who first entered it 9th Dec., 1870.

ENGLISH VICE CONSUL.—H. W. Lee-Jortin, Esq.

AMERICAN CONSULAR AGENT.—J. Levert, Esq.

CHURCH OF ENGLAND, Rue Desmarest, Service on Sundays at 11 a.m.; 3.30 and 7.30 p.m.: on Holidays and Thursdays at noon. Chaplain to the British residents, and to the British seamen at the port of Dieppe, on the nomination of the Colonial and Continental Church, Rev. E. Robinson, M.A.

ALL SAINTS CHURCH.—Built over the old Carmelite chapel, in Rue de la Barre, and consecrated by the Bishop of London, 1st Sept., 1873. Services are: Sundays, Holy Communion at 9 a.m.: Morning prayer at 11.30 a.m.; Evening, at 7.30 p.m. Week days, daily at 9 a.m.; later in winter; holy days, 11.30 a.m. Chaplain by appointment, Rev. Geo. Gould Rose, M.A., B.C.L.

MEDICAL.—Belton G. Carney, Esq., M.R.C.S., 42, Rue Aguado.

Dr. J. H. Pickering, English Physican, at Arrondon, (in the winter months), practices here during the summer; 28, Rue de la Halle au Blé.

CHEMIST.—Clavier, 180, Grand' Rue.

BANKERS.—Fredk. Chapman; Legri et Fils; Osmont, Dufour, & Co.

MONEY CHANGER.—Lefebvre, quai Henry IV.

CONVEYANCES.—Railways, see pages 22, 24, & 25. Steamers to Newhaven, see alphabetical list.

Dijon.—*Stat.*—Pop (1872) 42,573.—HOTELS:—

HOTEL DE LA CLOCHE.—Moderate charges; very clean and well ordered. Near the Protestant church. Wine merchant.

HOTEL DU JURA, near the Railway Station—economical, well-ordered, and scrupulously clean.

HOTEL DE BOURGOGNE. Benoit, proprietor. Well situated. View on the Botanical Gardens.

HOTEL ET PENSION DU PARC.

At the Buffet at the Station, one of the best in France, there is a table d'hôte for passengers.

Omnibuses to the hotels 30 c., with 10 kil. baggage; with from 11 to 30 kil. of baggage, 50 c.

POST-OFFICE in Place des Ducs de Bourgogne.

FRENCH PROTESTANT CHURCH.—Service at 10 a.m. on Sunday, by M. le Pasteur Vesson, in the ancient Chapel of the Dukes of Burgundy, which has some good sculpture.

196 E. miles S. of Paris. An ancient and well-built city, the chief town of Côte d'Or, and formerly the capital of Burgundy; between the rivers Ouche and Suzon and on the canal of Bourgogne. The principal square, called Place d'Armes, or Place Royale, is in the form of a horse shoe, and in front of the ancient palace of the Dukes of Burgundy, once used as the house of the parliament of Burgundy. It has four churches, remarkable for the richness of their architectural decorations, and also a celebrated university. At the gates of the town is the old Chartreuse, where some of the members of the ducal family are interred. It is now converted into a lunatic asylum for the Department. Notice the Puits de Moïse (Well of Moses), with its fine specimen of Mediæval carving. Dijon was captured by the Germans, 30th October, 1870, after one day's bombardment. Near this, on 21st January, 1871, Garibaldi's son, Menotti, surprised a German post in a fog, and captured a regimental flag—the only flag lost by the Germans all through the war.

The Museum in the ducal palace, should not be omitted to be visited. It contains two splendid marble tombs of Philippe le Hardi, and Jean his son, Duke of Burgundy, which are reckoned quite *chefs d'œuvres*; also a gallery of paintings, and especially a variety of curious and beautiful ecclesiastical relics. The *Cathedral*, which has a wooden spire, is also worth a visit. Observe, also, the statue of St. Bernard born at Fontaine, (1½ mile from this); and the house where Bossuet was born. Other natives are Charles the Bold, Crébillon, Piron, Vauban, and the Duc de Bassano.

The town has a botanic garden, a fine theatre, and a public park designed by Le Nôtre, under Louis XIV. The renowned wines of Chambertin, Vougeot, Romanée, and Beaune, are grown in the immediate neighbourhood.

PRINCIPAL BANKERS.—Messrs. Dunoyer and Co.; Marion & Co.

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CONVEYANCES.—Rail, see pp. 48, 52, 54, 61.

Dinan.—Pop. 8,100.—HOTELS:—DE LA POSTE; DU COMMERCE, in Place Duguesclin, with an obliging landlord, attentive to the English, (Omnibus to the River, 50 c.)

Hobb's English Boarding House.

A fine old town of Brittany most picturesquely seated on a steep granite rock, 126 feet above the River Rance which is crossed by a good viaduct. The old parts of the town are rich in picturesque domestic architecture, overhanging gables, old arcades, &c. The Cathedral of St. Sauveur contains some *bas-reliefs* of the Loves of Psyche, and *monument* to Du Guesclin. The neighbourhood is delightful, and abounds in charming walks and views. Living is still very cheap, though prices have risen during the last year or two.

There are a great number of English residents here. ENGLISH CHURCH SERVICE is performed daily; with a weekly Communion. Chaplain—Rev. J. G. Orger. The pretty English Church is particularly recommended to the notice of visitors, who may wish to contribute a mite towards extricating it from considerable debt.

Dinard.—Situated at the mouth of the Rance, in the department of Ille et Vilain, opposite to the towns of St. Malo, and St. Servan.

HOTELS:—HOTEL DE DINARD; HOTEL DES BAINS; HOTEL DE FRANCE; HOTEL FRANKLIN.

A beautiful sea-bathing place, much resorted to during the summer months. There is a communication hourly by Steam-boat, with the opposite towns. The Duke Audiffret-Pasquier, and other French noblemen, with several American gentlemen, have built houses at the place, which owes its prosperity to Mr. Coppinger.

ENGLISH CHURCH SERVICE, at the Church on Sundays and Saints days throughout the year. Chaplain—Rev. W. Snook.

Dol.—*Stat.*—HOTELS—NOTRE DAME, good, DE FRANCE, comfortable.

A small town of Brittany, 14 miles from St. Malo. The admirer of architecture will be delighted with the *Cathedral*, a most beautiful gothic edifice. About a mile from the town on the road to Rennes are some Druidical remains.

CONVEYANCES.—Railway, see page 30.

Carriage to Mont St. Michel, 15 fr. a day.

Dôle (Jura).—*Stat.*—Pop. 16,610.—HOTEL DE GENEVE, kept by M. Flutsch, well situated, comfortable and clean. Remains of a Roman amphitheatre and aqueduct. Coal and iron works.

CONVEYANCES:—Railway, see pages 52 and 61.

Domremy la Pucelle.—25 miles from Commercy, on the Strasburg railway, interesting as the birth-place of Jeanne d'Arc, 1412. The village contains a *statue* of the heroine by the Princess Marie d'Orleans, and a museum of relics at the house in which she was born, close to an orphanage founded by Louis XVIII.

Douai.—*Stat.*—Pop. 24,500.—HOTELS:—HOTEL DE FLANDRE and DU COMMERCE.

Of very remote origin; conveniently situated for its extensive trade on the river Scarpe, which communicates with the canal of Sensée. An Arsenal and picturesque Beffroi. Conveyance hence to Cambrai, Bouchon, and Hénin-Liétaud. The Northern railway, at this point, divides into two branches, the one proceeding to join the Belgian railways by Lille and Mouscron, the other by Valenciennes and Quievrain to Brussels and Cologne.

CONVEYANCES.—Railway, see pages 14 and 84.

Dunkirk or DUNKERQUE.—*Stat.*—Pop. (1872) 34,350.—HOTELS:—

CHAPEAU ROUGE; FLANDRE; DES BAINS; all fair, about 10s. a day.

OMNIBUSES attend the arrival of the trains.

A seaport in French Flanders, 25 miles N. E. from Calais, accessible in all weathers to vessels drawing from 15 to 16 feet of water; and has a long pier. At the bottom of the entrance canal is a sluice 164 feet in length, with two wet *Docks*, communicating with one another. This old town is clean and has been a favourite residence for English families. Lodgings are cheap; but living is dear; meat, poultry, bread, butter, etc. are as dear as in England. Good Flemish servants. Sea bathing is full 2 miles from the town, but omnibuses run at low fares. A new Hotel is building close to the bathing place. Here are a fine cathedral, a Gothic Beffroi; with a statue of Jean Bart, the French naval hero, in the Grande Place. After being held by the English, Charles II. sold it to France in 1664.

H. B. M.'s CONSUL—Col. Hon. B. Wodehouse, C.B.

AMERICAN CONSULAR AGENT.—A. Lemaitre, Esq.

CHURCH SERVICE, in the Church, Rue des Vieux Rampart, near the port; at 11.0 and 3.30 (winter) or 6.30 (summer). Chaplain Rev. E. Hicks. French Protestant Church, Quai au Bois; 11 and 4.

CONVEYANCES.—See pages 12, 78, 80, 96, and 100. Steamers to Hamburg, Havre, London. Lubeck, St. Petersburg, Rotterdam, Copenhagen, &c. The Steamers to London (12 to 20 hours), three or four times a week, are small cargo boats, irregular and slow, with scant accomodation for passengers.

Diligence, to Calais, 7.0 a.m.; returning 3.30 p.m.; fare 3½fr. Omnibus to Gravelines 4.0 p.m.

Eaux Bonnes.—HOTELS:—DE FRANCE, the best; DES PRINCES; DE L'EUROPE; D'ORIENT; DE RICHELIEU; DE LA PAIX; TAVERNE JEUNE POMME; BONNECASE; LABARTHE; TOURNE. Almost all houses have furnished rooms. No tariff for guide, you must bargain. Half a day 2fr. 50c., a day 5 fr., good horses, 4fr. a day. Le Major, Lanusse, Mont-Blanc, have good horses 120fr. the month. Omnibus to Eaux Chauds 3fr. 10c. Carriages, Ches Lahore, Mancar, Courtade, Fourcade.

A very pretty watering-place, in the High Pyrences, about 26 miles from Pau, whence a carriage may be had for 20 francs. Beautiful neighbourhood. Height above the sea 708 mètres. Stands at entrance of Gorge of Sourde, or Soude. Has 6 mineral springs of 31° Cent sulphurous sodic calcareous.

Eaux Bonnes has charming excursions. Ascend Pic de Ger 10 to 12 hours, guide 20fr., height 2613 mètres. Fine view, cascade of Valentin, Lake Artouste, 6 hours Gouzy (1839 mètres) fine view.

Diligences to Pau daily, and to Eaux Chaudes and Gabas several times a day during the season, 15th June to September 15th.

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English Church Service here, and at Eaux Chaudes, in summer. Supplied by the Colonial and Continental Church Society.

Eaux Chaudes.—Hotel de France, Londres, Bandas; charges moderate. Prices of rooms vary; Sonques la Place, Bussy, &c., have the best.

Best Guides are: Grange, Bertrand, Camy, Laroque, &c. Prices, 5 fr. a day, without food. Horses, 3 fr. a day. Carriages, 12 to 15 fr.

Height of village, 675 mètres, in a savage gorge.

Baths built 1848, in Pyrenean marble; Waters, 31°5 to 36°4 Centigrade, sulphurous and sodic.

Excursions.—Pic du Midi d'Ossau, 2885 mètres. Good guide and food wanted. Grotte des Eaux Chaudes, 45 min. Goust, a curious hamlet, &c.

A fine walk from Gabas up the Col de Pertal towards Salent in Spain. Traces of graphite.

Elbeuf.—*Stat.* — Pop. 25,700. — Hotel:—Grand Hotel, a fine house. A seat of the cloth trade, on the Seine, 12 miles from Rouen. The factory of M. Legrix is shown. The Church of St. John has good stained glass.

Conveyances:—Railway, see pages 24, 26, & 30.

Emilion (Saint).—*Stat.*—Pop. 3014.—An interesting old town, in a ravine of the Dordogne, containing immense quarries, extending under the vineyards, producing the noted St. Emilion *Wine*. It has a picturesque ruined castle; with the chapel and hermitage of St. Emilion; and a fine *Church* of the 14th century. Distance from Bordeaux 15¾ miles.

Conveyances:—Railway, see page 37.

Enghien.—*Stat.*—Hotel:—Hotel de Quatre Pavillons.

A village 7 miles north of Paris, situated in the valley of Montmorency, with an establishment of baths. The large *Lake* is surrounded by plantations and picturesque villas. The town of Montmorency, will be found of great interest. The Château de Luxembourg, built in the reign of Louis XIV., presents some magnificent prospects. The *Hermitage*, in which J. J. Rousseau lived, and the house called Mont-Louis, to which he afterwards removed, are much visited.

Conveyances:—Railway, see pages 12, 18, 22, and 32.

Epernay.—*Stat.*—Pop. 10,600.—Hotels:—De l'Europe; Strene. Buffet at the Station.

A town in Champagne, noted for its wines, 88¾ Eng. miles E. of Paris and 14 from Reims. It is on the river Marne, on the site of *Aquæ Perennes*. One of the curiosities of the town are the really interesting wine cellars to be seen here, especially those of Messrs. J. Roussillon Co.

Conveyances.—Railway see page 64.

Étampes.—*Stat.*—Pop. 6250.—Hotel:—Hotel Grande Couriers.

An interesting town, halfway between Paris and Orleans, having a Cathedral and Churches worth notice, with an Hotel de Ville and old castle.

Conveyances.—Railway, see page 34.

Étaples.—See Route 24, in Special Edition.

Etretat.—Hotel Blanquet. Pop. 1,500.

A picturesque bathing place, with fine cliffs, 1½ hour from Havre, not far from Fécamp. The neighbourhood is studded with villas and chalets, suggested by the novels of Alphonse Karr, and the pain tings of Le Poittevin, who made known this charming spot. It is noted for its oysters.

Eu.—Pop. 4420—Hotel Du Commerce.

A small town near the charming watering place of Tréport. There is a fine church of considerable size. At the *Château d' Eu* a fine seat in a large forest, belonging to the Orleans family, Q. Victoria was received by Louis Phillippe in 1843 and '45.

Conveyances:—Railway, see pages 21 and 22.

Evian.—Pop. 2240.—27½ miles from Geneva, on the Savoy side of the Lake.

Hotels du Nord; De France; Des Alpes; Des Bains.

Height above sea, 1200 feet. The vicinity is rich in fine views.

Excursions.—To Dent d'Oche, 7 hours up, 8484 mètres; splendid panoramic view of Lake Geneva.

Evreux.—*Stat.*—Pop. 12,800.—Hotels:—Du Grand Cerf.

Capital of dep. of the Eure, and seat of a diocese, in a hollow among orchards and gardens, on an island formed by the Iton. The buildings worthy of notice are the Cathedral, St. Taurin's Church, which is a very ancient specim of the Byzantine style, and the Bishop's Palace the 15th century. It was anciently called *Ebrovices*, and gives name to the family of D'Evreux, or Devereux.

Conveyances.—Railways, see pages 26 and 28. Diligences to Breteuil, Dreux, Chartres, &c.

Falaise.—*Stat.*—Pop. 8,600.—Hotel de Normandie, small but good; Hotel de France.

A town dep. Calvados, on the right bank of the Anté, 22 miles S.S.E. Caen.

Sights:—Tower and Castle where William the Conqueror was born, 1024; two elegant churches; statue of William the Conqueror; and the Falaises or rocks. At Guibray, a two weeks' Fair of some note is held in August.

Conveyances:—Railway, see page 27.

Fécamp.—*Stat.*—Pop. 12,500.—Hotels:—Hotel des Bains and Hotel du Nord, on the beach; Hotel du Chariot d' Or, in the Market

Fecamp, a bathing place, 25 miles from Havre, is much frequented in the season; living is moderate; it is noted for its oysters. The Abbey *Church* is all that remains of a celebrated Benedictine Priory. Thousands of Pilgrims resort here on 15th June to obtain water at a spring where a certain relic was discovered, which at a penny a bottle, yields a good income to the owner. At a short distance are Yport, and Etretât: the former 4 miles west, along the cliffs. For Etretât, see above.

English Vice Consul.—J. Brandon, Esq.

English Church Service in summer, supplied by the Colonial and Continental Church Society.

Conveyances:—Railway, see page 27.

Fontainebleau.—*Stat.*—Pop. 10,669.—Hotels: De France et l'Angleterre; De Londres; Ville de Paris; all in the same hands.

Situated in the hollow of an extensive Forest surrounding the Château, where Pius VII. was a

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prisoner, and Napoleon signed his Abdication, 1814. It was a favourite seat of Josephine's. In it there are fourteen pictures in fresco, the work of Rosa, (Maître Roux), a Florentine, and his scholars. The paintings have allegorical reference to the life of Francis. For full description of the Palace see *Bradshaw's Handbook to France*, and also *Bradshaw's Guide through Paris* and its environs. A military band plays in the Gardens.

Church Service in Rue de la Paroisse.

Conveyances:—Railway, see pages 48 and 58.

Fougères.—*Stat.*—Pop. 9,500.—Hotel:—

Hotel St. Jacques, in the town, near the Diligence Office; reasonable. Omnibus to the train.

A well built old town, on the Nançon, with two churches, and a ruined castle. Good views, and some Druid remains in the neighbouring forest.

Conveyances.—Railway to Vitré, through a beautiful country, see pages 28 & 29. Diligence to Avranches.

Gédre, in the Pyrenees, 6 miles from St. Sauveur. Inn Palazet; good quarters for artists and botanists.

It stands in a basin 3460 feet above sea; within a short distance of the following—the Cirque (or Oule) d'Héas, a natural amphitheatre, 3 m. round; the peak of Marboré, 9930 feet high; the Cirque of Gavarnie (small *Inn* here) 4623 feet high, with its waterfall of 1370 feet down; the Brèche de Roland; and Mont Perdu (11270 feet), the second peak in the Pyrenees.

Givet.—*Stat.*-Pop. 6,400.-Hotel du Mont d'Or.

A fortified town, dep. Ardennes, on the Meuse, near the Belgian frontier. It has extensive barracks, a military hospital, and a citadel on the neighbouring height of Charlemont; with a port, and manufactories of white lead, glue, tobacco-pipes, and sealing-wax.

Conveyances:-Railway, see pages 15, 94 & 102.

Granville.—*Stat.*—Pop. 17,200.—Hotels:—

Du Nord; Des Trois Couronnes.

A small seaport, facing the Channel Islands, with a fine stone pier, under a projecting cliff. Sea-bathing, and a trade in eggs.

Conveyances.—Railway to Paris, page 30. Steamer to Jersey in 3 hours, see Alphabetical List. Diligences:-to St. Lo (38 miles); to Dol (41½ miles).

Grenoble—*Stat*—Pop. (1872) 42,660 Hotels:

Hotel Monnet, 14, Place Grenette, kept by Mr. Trillat, son-in-law and successor to Mr. Monnet; excellent accommodation.

Grand Hotel de l'Europe—First class hotel, entirely refurnished. Hotel des Trois Dauphins.

Grand Hotel de l'Europe, Place Grenette.

Capital of dep. of the Isère, having fine quays, and several bridges, both in iron and stone. The Isère divides it into two parts, and near it are the new promenades of L'Ile Verte, and the Cours Random, the gardens of the Hotel Lesdiguières, and the esplanade. It is strongly fortified, and the view from the citadel, called the Bastille, is very fine. A permission must be obtained from the Capitaine-de-Place. The *Cathedral* has a Roman tower, and an elegant "ciborium." The church of St. André, the tomb of *Bayard*, and his statue, is in the adjoining square. The crypt of St. Laurent is of the fifth century. There are interesting rooms in the gothic Palace of Justice, on the Place St. André. The new prefecture, telegraph office, library, and museum, with a bronze statue of Napoleon I. on horseback, are on the Place d'Armes, near the Zoological Garden. It was the first large place which received Napoleon on his return from Elba in 1815. In the Botanical Garden is the museum of Natural History, especially rich in fossils. The library contains 80,000 volumes, many early editions, and 1200 manuscripts. There is also a picture gallery and a cabinet of antiquities in the same building. Grenoble has a University, and a school of artillery. Manufactures are gloves, cotton articles, and liqueurs. Post-Office, on the Place St. Claire.

Excursions.—To Bourg d'Oisans, the Grande Chartreuse, Le Pont de Claix, St. Macellin, Pont-en-Royans, and the Grands Goulets, Romans. Also—1. The Grand Aiguille (1095 mètres), and the Convent of Chalais (940 mètres), one day. Splendid panorama. 2. Moncherotte (1906 mètres), a fine mountain, rising above Val Gratsivaudan. 10 to 12 hours' walking. 3. St. Eynard, 7 to 8 hours; or to la Galerie (1200 mètres), fine view. 4. Mont Rachais, 5 to 6 hours on foot, fine view.

Conveyances.—Railway, see pp. 51, 53, 59.

Ham.—*Stat.*—Pop. 2900.—Hotels:—

Hotel de France; Cornet d'Or.

A town situated on the Somme, and having a Citadel, which is used as a State prison. It was erected in 1470, by the Comte de St Pol, who was afterwards put to death by Louis XI. Its donjon keep is 100 feet high and 100 feet wide, and its walls are thirty-six feet thick. Here Napoleon III. was confined, after his attempt on Boulogne. He remained a prisoner six years, and only escaped in 1846, in the disguise of a labourer.

The church has carvings of Scriptural subjects.

Conveyances:—Railway, see page 21.

Havre, or **Havre-de-Grace.**—*Stat.*—Pop. (1872) 86,825.—Hotels:—

Grand Hotel de Normandie, 106, Rue de Paris, and 71, Rue de l'hôpital. Mr. Ducios, proprietor.

Hotel de l'Europe, Rue de Paris; highly recommended; good rooms, excellent cuisine. Mr. Genon, proprietor.

Grand Hotel et Bains Frascati.—Good situation, close to the harbour's mouth; large garden, where band plays; hydropathic establishment. Mr. J. Descleves, manager.

De Bordeaux, Rue de Paris; de l'Amirauté, Grand Quai; Angleterre; Richelieu; Rouen; Dieppe; Espagne; Albion.

Restaurants.—Guichard, Place de l'Hôtel de Ville; Café Felix, Place de l'Hôtel de Ville; Tortoni, Place Louis XVI.

Omnibuses between steamer and railway. A tramway runs from the pier right through the town, every ten minutes; 30 centimes. Packages 20 centimes. Large boxes, 40 centimes. Charge for clearing baggage at *Custom-house*, and delivering the same, 12 sous each package. Commissioner for clearing luggage, 2 francs.

Le Havre, (i.e. the Harbour), is built on a low alluvial tract of land in the mouth of the Seine,

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nd consists of two unequal parts, divided by its outer Port and Basins. Besides the outer harbour, the eight docks of the port are capable of accommodating nearly 2000 vessels. The largest of these docks, the Bassin de l'Eure (built 1845-56) covers 50 acres. Contiguous to it are the immense warehouses of the Bassin Dock. Very large works are in progress for improving the entrance of the Harbour, and increasing the dock and quay accomodation. Two Lighthouses, 50 feet high, with electric lights which can be seen at a distance of 20 miles, stand on Cap de la Hève, two miles from Havre. There are two roadsteads, separated by the sandbank l'Eclat. It has more trade than any other French port, except Marseilles. It receives seven-tenths of the cotton imported into France. In 1871, 2,571 vessels (exclusive of the coasting trade) of 1,193,050 register tons, entered the Port, of which 1,050, of 458,637 tons, were British vessels.

This large, important, thriving commercial city contains two theatres, an Exchange, Chamber of Commerce, and these Clubs—viz., Cercle du Commerce, Cercle de l'Harmonie, and Cercle de l'Union, where strangers are admitted for 1 month, on presentation by a member. The new *Hotel de Ville*, centrally situated in Place Hotel de Ville, the spacious gardens of which are beautifully arranged, is a large and handsome edifice, resembling the Tuileries in its style of architecture. Notice, also, the new Palais de Justice, the large Aquarium on the Boulevard de Strasbourg; the Museum, with its extensive library; fruit, fish, flower, and meat markets; Government tobacco factory; docks; a fine barrack; and the splendid view from the Côte at the back of the town, which is studded with handsome villas.

The charming commune of STE. ADRESSE, joins Havre, where many of the English residents, and numbers of summer visitors live. The Dowager ex-Queen of Spain has a large villa on the seashore. (HOTEL—Des Phares; small, but comfortable.) Excursions to Honfleur, Montivilliers, and the Roman Amphitheatre at Lillebonne.

H. B. M.'s. CONSUL: Fred. Bernal, Esq.—AMERICAN CONSUL: Col. Bridgland.

ENGLISH PHYSICIAN.—Dr. Tarral.

ENGLISH CHURCH SERVICE.—In the handsome new Church of Holy Trinity, opened 1875, in Rue Mexico, near the Palais de Justice; Licensed Chaplain, Rev. G. Washington, M.A.; 14 Rue des Neiges. Service, on Sunday at 11 a.m. and 7.30 p.m. (or 4 0 in Winter); and 8 a.m. on Fridays and Saints' days; Holy Communion, 1st and 3rd Sundays.

AMERICAN CHURCH, Rue de la Paix; service on Sundays by the Rev. M. Rogers an English Baptist Minister.

CONVEYANCES.—Railway, see page 24.
Steamers daily to Honfleur, Treuville, and Caen.

Honfleur.—*Stat.*—Pop. 9,060.—HOTELS:—CHEVAL BLANC; DES ARMES DE FRANCE; PAIX. A seaport town, on the Channel at the mouth of the Seine. The river is seven miles wide; steam-boats keep up a daily communication with the opposite coast, including Havre; thence to Southampton. Port has two piers and three basins; principal Church, Sainte Catherine. Great trade in eggs and poultry to England. *La Côte de Grace*, abounds with beautiful picturesque walks all along its wooded heights, and commands a fine view of the sea, is much frequented on Sundays and fete days

ENGLISH CONSUL and AMERICAN C. AGENT.—J. Wagner, Esq.

ENGLISH CHURCH SERVICE twice every Sunday at the English Church; Chaplain, appointed by Colonial and Continental Church Society.

CONVEYANCES.—Railway, see page 27.

Hyères.—(Dep. Var).—*Stat.*—Pop. 5,430.

GRAND HOTEL D'ORIENT.—First class establishment, beautifully situated. The proprietor, Mr. Cauvin, has resided in England.

HESPERIDES HOTEL AND PENSION; very good English house. W. Martin, Proprietor.

HOTEL DES ILES D'OR; DU PARC; HOTEL AND PENSION DES ETRANGERS; DES AMBASSADEURS; D'EUROPE; DES ILES D'HYERES; MARITIMES. Many furnished apartments.

Hyères is the most accessible, as well as the warmest, and most sheltered of the winter stations, in the south of France; being only 36 hours from London, *par* rail *viâ* Marseilles.

It is not situated on an island, as many suppose, but on the mainland, 10 miles from Toulon, and 3 miles from the Mediterranean. There is, however, an excellent carriage road leading to the shore, and the view over the sea and islands from the town—which is beautifully situated on south slope of a hill, 650 feet high—is very extensive and charming. The east end is perfectly sheltered from the mistral. The upper town is badly built. The Faubourg is preferred by strangers. Every accommodation required by invalids during the winter months is now to be found here: excellent hotels and boarding houses, apartments, and detached villas, furnished with elegance and comfort; mostly surrounded by pleasant gardens planted with orange, olive, vine, and palm trees. Carriages and saddle horses by the day or single drive. Capital donkeys hired at 2*f.* per day. The Circulating Library and Reading-room contains a gentleman's club, news-room, splendid salons for re-unions, balls, &c. There are also shops for the sale of English comforts. Provisions and living are in general cheap and abundant.

Principal buildings: Church of St. Louis, Hotel de Ville. Principal squares: Place des Palmiers, with a fine view, Place Royal. Public garden, Boulevard des Isles d'Or, and terraces with laurels and palms, &c. Climate protected and warm, but subject to great oscillations, so that invalids must take more precautions than at Cannes and Nice. Nevertheless, being less exciting, the climate of Hyères is preferred by many to Mentone and other places on the coast, including Cannes.

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WALKS.—Ruins of the Roman city Pomponia, Roman fountains of San Salvador, Mountain des Oiseaux (299 metres), fine view.

Roadstead and *Islands of Hyères* deserve a visit. L'Ile de Titan, with lighthouse, the largest; L'Ile de Porteros, 2½ miles long, is the most hilly. They are the ancient *Stœchades*.

The vast forests of pine which surround Hyères rival those of Arcachon, and have lately drawn great attention to this place. Numbers of beautiful villas have been built among these pine forests at Costabelle and Sylvabelle for the use of invalids. Some of the palms reach a height of 100 feet.

ENGLISH CHURCH SERVICE, at Christ Church; with a resident winter chaplain, Rev. P. Singer.

RESIDENT ENGLISH PHYSICIANS.—Dr. Griffiths and Dr. W. D. Adams. A medical council of celebrated French Physicians may also be consulted gratuitously.

CONVEYANCES.—Railway, see page 55, OMNIBUSES to the town, a distance of 5 miles. A branch rail is in progress.

Issoire.—*Stat.*—Pop. 6,160.—HOTEL DE LA POSTE. A small town of Auvergne, possessing a fine Byzantine church; with richly sculptured capitals (perhaps unequalled), massive towers, apsed chapels, and ancient crypt.

CONVEYANCES.—Railway, see page 60.

Langres.—*Stat.*—Pop. 7,940.—HOTELS:—DE L'EUROPE; DE PARIS; DE LA POSTE.

An ancient town, sous-préfecture, bishopric, and fortress, on the side of a hill at the foot of which flows the Marne. Height above the sea, 437 metres. Langres, as the principal seat of the fine cutlery trade, may be called the Sheffield of France. Objects of interest are the Cathedral of the 12th cent.; the Hotel de Ville, containing a library of 30,000 volumes; and the Museum.

Laon.—*Stat.*—Pop. 10,090.—HOTELS:—LA HURE; DE L'ECU; DE LA BANNIERE.

A fortified town on a lofty hill in the midst of a fertile wine country. The old walls and ramparts command a series of views on all sides. The *Cathedral* of Nôtre Dame, rising above the town, is an excellent and interesting specimen of the early pointed style. It has five towers, deep portals, and several ornamental side chapels. The church of St. Martin has two fine towers. Laon has a very rich Art Museum and collection of antiquities, Napoleon was defeated under the walls by Blucher and the Prussians, in 1814. On 9th Sept., 1870, it capitulated to the Germans. After they had entered the citadel, the powder magazine exploded killing 300 French troops, and 50 Germans.

Stockings, hats, &c., are manufactured here.

CONVEYANCES—Railway, see pages 12, 15, & 66.

La Rochelle.—*Stat.*—Pop. 19,000 HOTELS: DE FRANCE; DU COMMERCE.

Capital of dep. Charente Inférieure, bishop's see and port, situated on an inlet of the Bay of Biscay. Vessels of 500 tons can enter the harbour, which consists of two docks surrounded by houses and quays, planted with trees. The fortifications were planned by Vauban. The streets are well built, and most of the houses have covered porticos. The only buildings worthy of notice are the Hotel de Ville, a fine building in the renaissance style; the cathedral; the bishop's palace; the tower of the Church of St. Sauveur; the library, which contains 20,000 volumes; and gothic Porte de l'Horloge. Trade in wine, salt, cheese, fish, &c., but the principal article of commerce is brandy.

HER MAJESTY'S CONSUL.—Major Sadler.

AMERICAN CONSUL.—T. P. Smith, Esq.

CONVEYANCES.—Railway, see pages 38 and 47.

Laval.—*Stat.*—Pop. 28,150—HOTELS:—DE PARIS; DE LA TETE NOIRE; DE LA COUR ROYAL; DE FRANCE; DE L'OUEST.

A very fine town in dep. Mayenne, in Brittany. It has several public buildings, including the churches, Nôtre Dame des Cordeliers and de la Trinité, and a Museum of Celtic and Roman antiquities. The old *Castle* is worth seeing. Seven miles distant is the Port du Salut, and the convent of the Trappistes. The Mayenne is crossed by a viaduct 178 mètres long, having nine arches.

CONVEYANCES.—Railway, see pages 23 and 28.

Le Mans.—*Stat.*—Pop. 37,220—HOTELS:—LE DAUPHIN; DE LA BOULE D'OR; DE L'EUROPE; DE L'OUEST; DU MAINE.

There is a buffet at the station, a short distance from the town.

A very fine town in the Department of the Sarthe, and well worthy of a visit. The most important buildings are the Cathedral, containing the tomb of Cœur de Lion's queen; Nôtre Dame de la Couture; Nôtre Dame du Pré, and Saint Pavin, all of the 11th century. The Museum contains various historical monuments. In the town may be seen the house of Scarron, the satirist. At *Alonne*, 2½ miles, are the ruins of *Cenomania*.

CONVEYANCES.-Railway, see pages 25, 30, 38, & 62.

Libourne.—HOTEL DE FRANCE, DES PRINCES.

A town on the right bank of the Dordogne, with a population of 13,600. The town is pretty and well built, and is one of the free towns founded by Edward I.

An interesting excursion can be made to **St. Emilion,** up the valley of the Dordogne—noted for its claret, and one of the oldest towns in France. Rail open from Libourne to St. Emilion. **Castillon** lies twelve miles S.E. of St. Emilion; and three miles from the former place is the Château of Michel de Montaigne, the birthplace of *Montaigne*, the essayist and philosopher. His house still exists there; and the room in which his library was is yet preserved, and has inscribed upon the roof several Greek and Latin sentences.

CONVEYANCES.—Railway, see pp. 35, 37, 47.

Lille.—*Stat.*—Pop. (1872) 158,117.—HOTELS:—HOTEL DE L'EUROPE—the best in the town.

PARIS; NOUVEAU MONDE; FLANDRE; FRANCE; CHEMIN DE FER DU NORD; HOTEL DE LA GARE.

NOTICE.—Passengers are particularly recommended to see that their luggage accompanies them from this and the station at Mouscron, as mistakes are of frequent occurrence. In all cases of doubt and uncertainty at Lille, Mr. Noblée, the interpre-

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ter, may be appealed to with confidence; he is well informed, civil, and obliging.

Capital of dep. Nord, and one of the most considerable commercial towns in France. It communicates by canal with the sea; and the river Deûle, which runs through it, is navigable. The fortifications, which are reckoned Vauban's *chef d'œuvre*, were captured by Marlborough 1708. Part were pulled down, the town enlarged, a new quarter built, and the fortifications completed again. The streets are wide, and well formed; the houses mostly in the modern taste and well built, except in the quarter of the cotton-spinners, of whom there are 7000 to 8000. Annual produce of the mills, £1,000,000; other manufactures, tobacco, beet-root sugar, oil, lace, linen, &c.

OBJECTS OF ATTRACTION.—The Bourse, the Theatre, the Palace of Richebourg, built in 1430, now the Hotel de Ville, the church of St. Maurice, the Hospital, founded in 1739, the Museum, the Bridge, the Concert Hall, the Gaol, the Botanical Garden, the Triumphal Arch, erected in 1782 in honour of Louis XIV., and the Column raised in memory of the siege sustained by the city in 1792.

ENGLISH CHURCH SERVICE, every Sunday, at Christ Church; Rev. C. P. Incledon, M.A., Chaplain; for this Church and **Armentières**

ENGLISH VICE-CONSUL.—W. Wilson, Esq.

AMERICAN C. AGENT.—C. Grégoire, Esq.

CONVEYANCES.—Rail. see pp. 13, 14, 17, 78, 80, 100.

Limoges.—*Stat.*—Pop. (1872) 55,734.—HOTELS: DE LA BOULE D'OR; RICHELIEU; DU PERIGORD; AIGLE D'ARGENT; CITE.

An old town on site of a Celtic and Roman city, almost burnt down in 1864. Limoges furnishes most porcelain earth used in France. It is 256 miles from Paris, and 66 from Poitiers, by rail; situated on the Vienne, in the department of Upper Vienne, of which it is the capital. Here are several fine squares and fountains, also a cathedral, said to have been built by the English. Museum of antiquities and natural history. Statue of Marshal Jourdain, St. Pierre, St. Michel. New public garden. The town carries on a brisk trade.

CONVEYANCES.—Railway, see page 40.

Lisieux.—*Stat.*—Pop. 12,903.—HOTELS:—DE FRANCE; D'ESPAGNE.

A town in Normandy, very prettily situated between Bernay and Caen. Distance to Pont Audemer, 23 miles; to Cormeilles, 12 miles. The walk is very charming all the way to Pont Audemer. Lisieux possesses two magnificent churches, the most remarkable of which is the *Cathedral*, a Gothic edifice of great beauty, famous for its noble façade and elegant proportions. St. Jacques is the other church. 3 miles off is the chateau of Mesnil Guillaume, a quaint edifice of the 16th century.

CONVEYANCES.—Railway, see page 26.

Louviers.—*Stat.*—Pop. 11,000.—H. DU MOTON.

A large, interesting, and prettily situated town, at a short distance from Rouen. The *Cathedral* is one of the richest specimens of the flamboyant style, and is well worth seeing. Woollens are made. It was taken by Ed. III and Hen. V.

CONVEYANCES.—Railway, see pages 24, 28, and 31;

Luchon. see **Bagnères de Luchon.**

Luz.—HOTELS:—DE LONDRES; DES PYRENEES; DU MIDI; DE L'UNIVERS. Pop. 1640.

In the valley of the Gave de Pau, at the mouth of the valleys of Bastan and of the Lize, about 11 miles from Cauterets, and half a mile from the baths of St. Sauveur. The museum contains Pyrenean curiosities; fee, 5c. Luz is a pretty village in Hautes Pyrenees, with a curious *Church*, which served also as a fortress in the hands of the Knights Templars, and where may be seen a "Porte des Cagots," one of the relics of that most interesting race, whose degradation was such that they were obliged to enter the church by a separate door, and to occupy distinct seats during service. The excursion to the Grande Chaos and *Gavarnie* on horseback, ten hours, should on no account be omitted, being unattended with danger, and embracing the finest scenery in France. Crêpe de Barège manufactured here.

ENGLISH CHURCH SERVICE. Chaplain appointed by the Colonial and Continental Church Society.

CONVEYANCES.—Diligence daily to Tarbes &c.

Lyons or Lyon.—*Stat.*—Pop. (1872) 323,417 —(*with Map in Special Edition.*)—HOTELS:—

GRAND HOTEL DE LYON, a first class hotel for families and gentlemen, and charges not out of proportion to the comfort.

HOTEL DE L'EUROPE, particularly good, and commanding a delightful view of the most picturesque scenery, including the Fourviers hill and the Saône.

GRAND HOTEL COLLET near la Place Bellecour, newly restored and greatly enlarged.

HOTEL DE L'UNIVERS, at the side of the Railway Station of Perrache. Proprietor, Mr. Dufour.

GRAND HOTEL D'ANGLETERRE ET DES DEUX MONDES, Place Napoleon. Mr. C. Paturel, propr.

HOTEL DE BORDEAUX ET DU PARC, the nearest to the Station of Perrache. Excellent Restaurant.

GRAND HOTEL BELLE COUR, Place Belle Cour, Well situated; comfortable and good.

DE FRANCE, Rue de l'Arbre Sec; HOTEL BEAUQUIS, Place Bellecour; DU NORD, Rue Lafont, &c.

HOTEL DES NEGOCIANTS; BAYARD; DU LUXEMBOURG; and ST. MICHEL.

Restaurants.—Maison Dorée, Place Bellecour; Des deux Mondes, Rue Imperiale Victor, &c, 1 fr. 25c. to 2 fr. Cafes.—Neuf, Richelieu, Du Nord.

Hotel charges—Rooms, 2 frs. 50 centimes; candles, 50 centimes and 1 fr.; dinner without wine, 4 frs.; service, 1 fr. Omnibuses from the Stations to the town, 30 c., with baggage, 50 c.; *Voiture a quatre places*, 1 fr. 50 c. the course, 2 frs. per hour, and 1 fr. 50 c. per hour beyond that time. Coupés or cabriolets, 1 fr. 25 c. the course, or 1 fr. 30 c. for the first hour, and for subsequent hours 1 fr. 25 c.

Lyons, the chief manufacturing city of France, is well situated at the junction of the two great rivers the Saône and the Rhône, 326 miles S.E. of Paris, and 224 N.W. of Marseilles. The Rhône is crossed by 8 bridges, and the Saône by 9. Lyons contains many public squares, among which is that of Louis le Grand, or Bellecour, one of the most magnificent in France, adorned with beautiful lime-trees and an equestrian statue of Louis XIV. The fine library consists of nearly 150,000 volumes [obtain

from 10 to 2), and 2400 manuscripts. Scientific and benevolent institutions are numerous, especially the school of St. Pierre, where instruction in different branches of art is given gratis to 200 students. The "cours" lasts five years. The students must be natives of France. Lyons gives 20,000 fr., and the government 20,000. A botanical garden, museum, hall of sculpture, &c., are attached. Within the walls are upwards of 10,000 establishments for the manufacture of silk, employing nearly 70,000 looms, supporting 140,000 persons, and producing goods valued at 300,000,000 fr. Considerably more than one-half of the silk exports of France are manufactured in the district of Lyons. Its factories consume yearly 2,000,000 lbs. weight of raw silk. No traveller should omit ascending the height of Fourvières, on account of the view to be obtained from the Observatory. For climate, &c., see Bradshaw's Companion to the Continent, price 10s.

OTHER OBJECTS OF ATTRACTION.—The Cathedral; the Church of St. Jean (12th century), with ancient stained glass, a bell weighing 20,000 lbs., and an astronomical clock of 1598; the Church d'Ainay, in the Byzantine style, has old granite pilasters and fine paintings of Flandrin; the Hotel de Ville; the Museum, one of the richest in France, containing a magnificent collection of paintings, including Perugino, Guercino, Carracci, Andrea del Sarto, Ruysdael, Teniers, &c. This collection is in the Palace des Beaux Arts, which contains archæological and other collections. Church of St Irenée, with its crypt, and bones of the martyrs; St. Nizier; statues of Suchet and S. Bonaventure; Parc de la Tête d'Or, with Zoological garden.

ENGLISH CHURCH SERVICE, at the Holy Trinity, church, Quai de l'Est, on the Rhône. Divine Service, 11 a.m. and 3.30 p.m. on Sundays; Chaplain, Rev. David Simpson, M.A. 45, Rue Malesherbes.

ENGLISH CHEMIST, M. Barnend, 5, Rue de Lyon.

ENGLISH VICE CONSUL.—C. Haden, Esq., No. 1, Quai St. Clair.—AMERICAN CONSUL.—Gen. Osterhaus.

Head POST-OFFICE, Place de la Charité, corner of Place Louis le Grand or Bellecour; Bureau Annexe, 2, Palais St. Pierre. There are 39 branch post-offices. Poste Restante, open from 7 a.m. to 8 p.m. Shut Sundays and Fête-days at 4 p.m.

The descent of the Saône from Chalons to Lyons, and of the Rhône from the latter town, in many respects resemble that of the Rhine. The cities on the Rhône are, generally speaking, of very remote antiquity, much more so than those on the Rhine. The steamer on the Rhône leaves Lyons for Avignon on Saturdays, at 6 a.m.; fares, 1st class, 12 francs; 2nd class, 8 francs. From Lyons to Avignon the voyage takes 12 hours, but on going from Avignon to Lyons it takes 2 days, as the boat remains all night at Valence, which is half way. The boat returns from Avignon to Lyons at 5 a.m. on Sundays. From Lyons there is a steamer at 8½ a.m. on Tuesdays and Thursdays, but it goes no farther than Valence, returning for Lyons on Mondays, Wednesdays, and Fridays, at 5 a.m.

CONVEYANCES.—Railway, see pages 48, 50, 53, 58, 58, and 59.

Macon.—*Stat.*—Pop. 19,000.—HOTELS:—

HOTEL DE L'EUROPE, good.—See advertisement.

HOTEL DES CHAMPS ELYSEES, close by the Railway Station; kept by Buchalet.—See advt.

HOTEL DES ETRANGERS, opposite the Station. Good Buffet at the Station, distant quarter of a mile from the town.

Mâcon is 275 English miles south of Paris; on the river Saône across which the railway to Culoz is carried; and is the birthplace of Lamartine. Mâcon has a fine promenade, and a trade in wine; new Cathedral; old Towers of St. Vincent; Wine Vaults of M. Guillard, fête (red wine); Thorigny, Moulin-à-Vent, Fleury Brouilly (white wine), Pouilly. View of Mont Blanc from the bridge.

Passengers from Paris to Geneva, or Chambery and the Mont Cenis, proceed by this line to Amberieu (where the main line from Lyons is joined).

CONVEYANCES.—Railway, see pages 48, 54, 61. Steamers between Chalons and Lyons, call at Mâcon

Mantes.—*Stat.*—Pop. 5,460.—HOTELS:—

GRAND CERF; DE LA CHASSE ROYAL.

Beautifully situated on the banks of the Seine and called La Jolie, or pretty. It was burnt by William the Conqueror in 1096, and it was here that he received the hurt which caused his death a few days after. Buildings worthy of notice are the Cathedral of Nôtre Dame, with its triple portal, tall square towers, and delicate choir; the beautiful tower of St. Maclou, which is all that remains of the church; and the Hotel de Ville.

CONVEYANCES.—Railways, see page 24 and 26.

Marseilles or **Marseille.**—*Stat.*—Pop. (1872) 312,864—(*with Map in Special Edition*)

GRAND HOTEL DU LOUVRE ET DE LA PAIX.—A very fine hotel affording extensive accommodation.

HOTEL VICTORIA ET DES BAINS DE MER AU PRADO, good house; very recommendable in every respect, its situation is one of the most salubrious and picturesque.

GRAND HOTEL NOAILLES (Rue Noailles) Cannebière Prolongée.—A large and first-rate Hotel, combining superior accommodation with a beautiful *Lift*, in communication with each floor. Strongly recommended. List of Prices in every Apartment. See advt.

GRAND HOTEL DE MARSEILLE.—Good and well-situated, having a view of the celebrated allées of Mulham, the Port, and Cannebière.

HOTEL DE PARIS, well situated near the Station. Good accommodation. Moderate charges.

GRAND HOTEL DE L'UNIVERS ET DE CASTILLE. Luxembourg, 25, Rue St. Ferreol; Du Prince, 19, Place Royale; Du Nord, 8, Rue Thubaneau; Orleans, 19, Rue Vacon; Italie, 7, Quai Napoleon.

GENERAL POST-OFFICE, 39, Rue Grignan.

CAFES:—De France, De Marseilles, Mille Colonnes, Maison Dorée, Café Pure, Café Glacier, Café Allemand, Brasserie Alsacienne.

CAFES CHANTANTS:—The Alcazar, the Cours Belzunel, the Caisne, and the Allée de Meilhan.

There is a good *buffet* at the Station.

Chief port of the Mediterranean, and Steam Packet Station for Italy, Spain, and the East, with a wonderful natural and artificial harbour, which affords accommodation to nearly 2,000 vessels of all classes. The city was founded 600 years before

the Christian era, by a colony of Phocæans. Marseilles is considered by many as the finest city of France, and the various approaches to it are lined with trees and well-built houses. The city itself is composed of the old and new towns—the old town on the site of the Greek city, on rising ground north of the harbour, with narrow ill-ventilated streets; the new town, with handsome houses and regular streets, south and east of the port and separated from the old town by a magnificent street, which extends from the Porte d'Aix to the Porte de Rome. Favourite promenade is the Rue Cannebière, at right angles to the former. Many of the narrow streets in the centre of the town have been pulled down, and wide thoroughfares are now opening in all directions, parallel to, and of the same breadth as the Cannebière. A new street, *Rue Impériale*, intersects the oldest parts of the city, and sweeps away its worst and most insalubrious sections. The cost was 18 millions, towards which Napoleon III.'s government contributed six millions.

One of the most splendid range of warehouses is that situated east of the Bassin du Lazaret, equal in extent to the Temple of Luxor, they are built of iron and stone, cost £500,000, and can easily store 50,000 tons of goods at once.

The great Breakwater has been finished to the length of 2400 mètres. Another is being constructed to the north, to enclose a new port, with a vast graving dock. It should be added that all these changes have naturally led to a very high rate of living, and rents almost rival those of Paris.

Marseilles has also been embellished by the construction of several public buildings. The new Exchange is allowed to be a very large and handsome edifice. The new Cathedral, a magnificent structure, is rapidly progressing towards completion. The Palace, which the municipality built for Napoleon III. in 1864, on an eminence overlooking the old harbour, commands a most beautiful prospect. The new Zoological Gardens, and the Museum at the Château Borelly, are recent improvements, and well worthy of the traveller's notice. Open Sunday and Thursday. Public Library, Picture Gallery, large Theatre, Theatre du Gymnase. An abundant supply of water from the river Durance, which is brought from a distance of sixty miles to Marseilles, adds to the fertility of the surrounding country, and the salubrity of the city. Worthy of notice are the Square and Fountain of the Obelisk, the Prado, which is three miles long, and one or two Churches—also the remarkable *Chateau d' If*, at the entrance of the Port; boats there, 2 to 3 francs the hour. There are 52 soap manufactories at Marseilles, 28 oil mills, turning out 60,000 tons of soap and 40,000 tons of oil a year; also large engineering works, employing 7000 men, for the construction and repair of steam-engines. Caps (Fez fashion), to about 48,000 or 60,000 are made here every year, 6000 tons of lead are smelted, and there are a good many sugar refineries. Marseilles is surrounded by a number of brand new staring villas, along burning, dusty roads.

H. B. M's Consul.—E. W. Mark, Esq., Rue Dragon, 92. American Consul.—F. Potter, Esq.

English Church, 100, Rue Silvabelle. Consular Chaplain, Rev. Gordon Thompson, B.A. Service—Sunday Morning, 10.30; afternoon 3.0. Evening Service at 7.0 p.m., held at the Sailors' Club, No. 8, Rue de la Republique. The Holy Communion is administered every Sunday. Morning prayer on Saint Days and Holy Days at 10.30.

Sailors' Club, No. 8, Rue de la Republique, and Reading-room, supported by voluntary subscription.

Conveyances.—Railways, see pages 49, 50, 55, 56, 57, 58, and 61. For sailings of Steamers from this port to all parts of the world see alphabetical list. London by way of Paris may be reached in 34 hours. The journey from Marseilles to Nice occupies about 6 to 9 hours. Omnibuses and cabs attend the Station, and convey passengers to the hotels; 50 c. each person the former, and and 75 c. the latter. Neither omnibus nor cabs are allowed to remain at the door of the Station; they are kept at a distance under the supervision of a waterman until the baggage is cleared at the passengers' luggage office.

Meaux.—*Stat.*—Pop. 10,800.—Hotels:—Geneves. A well-built town, sous-préfecture, and episcopric, situated in the midst of a beautiful country on the canal de l'Ourcq, and the Marne, which divides it into two, the part to the south being called the Marché, and connected with the other part by a bridge. The buildings worthy of notice are the Cathedral of St. Etienne, which is a splendid gothic structure, 332 feet long, with a high tower from which there is a most extensive view; the Hotel de Ville; St. Nicholas Church; and a fine general Hospital. The cathedral contains a monument to Bossuet, the "Eagle of Meaux." The famous *Fromage de Brie* is made here.

Conveyances:—Railway, see page 67.

Menton (Italian **Mentone**.)—*Stat*—Pop. 6000.—Hotels:—

Clericy's Hotel des Anglais, beautifully situated and favourably known.

Hotel Westminster.—Newly built. Kept by Mallea Calletti.

Hotel du Pavillon; Victoria; Turin; d'Angleterre; d'Italie, (very good); Beau Sejour.

A small town on the Corniche road, 24 miles from Nice, at the base and on the slope of a projecting rock, between two small bays, now reckoned as one of the best winter residences on the shores of the Mediterranean. It has greatly improved during the last few years; is well sheltered, and the scenery is very beautiful. The Gorge of St. Louis, on the border line of Italy, is a favourite resort.

English Consul.—F. Palmar, Esq.

American Consular Agent.—N. Viale, Esq.

Physicians.—Dr. Henry Bennet, of 60, Grosvenor Street. See his "Winter and Spring on the Shores of the Mediterranean: or the Genoese Rivieras, Italy, Spain, Corfu, Greece, the Archipelago, Constantinople, Corsica, Sicily, Sardinia, Malta, Algeria, Tunis, Smyrna, Asia Minor, with Biarritz and Arcachon as winter climates," 5th

edition, 1874 (with 8 panoramic maps, &c.); and "On the Treatment of Pulmonary Consumption by Hygiene, Climate, and Medicine. 8vo, 2nd Edition, 1874" See also Dr. Lee's "Notices of Mentone and San Remo."

Dr. Slordet. Dr. Marriott.

ENGLISH CHEMIST, Joseph Gras 27, Rue St Michel.

ENGLISH CHURCH.—In Eastern Bay, Christ Church; Chaplain, Rev. Morant Brock, M.A.,; in the Western Bay, Church of St. John, Chaplain, Rev. W. Barber, M.A.

FREE CHURCH OF SCOTLAND.—Divine service, each Sabbath forenoon and afternoon, from November till April, in the French Protestant Church, Rue Pieth. Prayer meeting every Tuesday.

About 9 miles nearer Nice by rail is **Monaco**, the capital of an independent Principality, (now reduced to a few square miles) in a lovely spot; having an old castle at the Palace, a Cathedral where miracle plays are acted on Good Friday, and a public gaming table which attracts many summer visitors. Pop. 1890.

GRAND HOTEL DES BAINS.—First-class hotel; well situated.

CONVEYANCES:—Railway, see page 55.

Modane.—*Stat.*—Pop. .—HOTELS:—

INTERNATIONALE, opposite the Station; DU LION D'OR, near the Tunnel, buffet here.

A small but growing place in Dep. Haute Savoie, near the mouth of Mont Cenis Tunnel, at the bottom of the Pass, 4 hrs. from Chambéry. Here passengers and baggage are searched.

CONVEYANCES:-Railway, see pages 54, 248, & 250.

Moissac.—*Stat.*—Pop. 11,000.—HOTELS:—

GRAND SOLEIL; and DU NORD.

An ancient town with a remarkable church. Railway, to Bordeaux and Cette, see page 43.

Mont Blanc.—See Route 20, Special Edition.

Mont Cenis.—See Special Edition.

Montauban.—*Stat.*—Pop. 27,000—HOTELS: DE L'EUROPE; DE FRANCE; DU GRAND SOLEIL. There is a Buffet at the Station.

Chief town of the department of the Tarn et Garonne, situated on the right bank of the Tarn, on a plateau, 50 or 60 feet above the river. The principal objects are the cathedral; the Hôtel de Ville; the Prefecture, with its four turrets; the bishop's palace; and the Protestant theological college. From the Promenade des Terrasses there is a most extensive view commanding the whole of the magnificent plain extending to the Pyrenees and the sea, a distance of 50 leagues.

Montauban is a manufacturing town with a good trade in woollen serges (*Cadis de Montauban.*)

CONVEYANCES:—Railway, see pages 41 and 43.

Mont St. Michel, 12 miles from Avranches; a beautiful little spot situated near the foot of a granite rock and Castle, like St. Michael's Mount, in Cornwall.—HOTEL ST. MICHEL, very good.

CONVEYANCES:-Railway & Steamer, see page 29.

Mont Dor-les-Bains, near Clermont-Ferrand (Puy-du-Dôme), well known for its waters, ruins, and geological phenomena. See page 364.

Montereau.—See Route 27, Special Edition.

Montpellier.—*Stat.*—Pop. (1872) 57,727.—HOTELS:—NEVET; DU MIDI.

Post Office—Boulevard, St. Guillem; Telegraph Office—Boulev. du Jeude Paume and Rue Castillon.

A very ancient city, the capital of the department of the Herault, 520 miles distant from Paris, and 115 miles west of Marseilles by rail. It is highly celebrated for the salubrity of its air, and for its prospects, which embrace the Pyrenees, and the Alps, and was once much visited by invalids from foreign countries, though the north east wind (Bise) in the spring is very trying to delicate lungs. Montpellier is the seat of a celebrated *University*, famous for its school of medicine; the anatomical theatre alone is capable of accommodating about 2000 persons. The Musée Fabre contains a good collection of paintings. In the Faculté des Sciences are some fine collections. A magnificent aqueduct brings the water of the fountain Saint Clement to Montpellier.

CONVEYANCES:—Railway, see page 46, 57, & 58.

Moulins-sur-Allier—*Stat.*—Pop. 17,600. HOTELS DE PARIS and LION D'OR.

A cheerful town—chief place of dep. d'Allier.

The *Cathedral* of Nôtre Dame is a building in the style of the 11th century, with a high choir, and vault roof, exquisitely groined. Its only objects worth notice are an old painting of the Virgin, and the two detached shutters, with the portraits of Pierre II., the Duc de Bourbon, and his wife. In the chapel of the Lycée, is the monument of the Duc de Montmorency, executed at Toulouse in 1632, for conspiracy against Louis XIII. and his Prime Minister Richelieu. His wife had his remains interred in the chapel, and got the monument erected. She became the lady abbess of the nunnery connected with the church.

Moulins is also remarkable as being the spot where Lord Clarendon, during his exile, wrote the history of the great rebellion. It is also the birthplace of Marshal Villars and the Duke of Berwick, the latter a natural son of James II.

An excursion can be made from Moulins up the valley of the Allier, through the Limagne, Clermont, and the volcanic district of Auvergne.

CONVEYANCES:—Railway to Clermont and Montpellier, and also to Vichy. See pages 42, 53, 55, and 61.

Nancy.—*Stat.*—Pop. (1872) 52,978.—HOTELS: EUROPE; FRANCE; D'ANGLETERRE,

Distant 220 E. miles from Paris, and 93 from Strasburg by rail. Capital of dep. Meurthe, on the river of that name; divided into old and new towns; the latter by far the larger as well as more handsome of the two. The *Gates* of Nancy are particularly fine, and are more like triumphal arches than the mere entrances to a city. The royal *Square*, built by Stanislaus, is surrounded by an iron railing, and by some of the finest buildings in the town. The streets of the old town are narrow and crooked; but it contains two well built suburbs. Of its public edifices the chief are the elegant Town-hall; the Cathedral, a large modern edifice; the church of St. Sebastian; the church of Nôtre Dame; and the Theatre, all situated in

the new town; besides the palais de justice. Extensive and beautiful promenade. Nancy is celebrated for preserved fruits and champagne.

It was occupied 12th August, 1870, by the Crown Prince's army, preceded by the entry of "four Uhlans"; and was the head-quarters of the army of occupation under Manteuffel, after his removal from Compiègne.

CONVEYANCES.—Railway, see pages 61, 63, 64, 66, 70, 72, and 77.

Nantes.—*Stat.*—Pop. (1872) 118,517. HOTELS: DE FRANCE; DU COMMERCE; DES COLONIES; DE NANTES; DE PARIS; DE L'EUROPE.

Restaurants:—Grand Restaurant Rocher de Cancale, Martin; good cookery. Baths at the Hotel de France à la petite Hollande.

Omnibuses from the Station to the hotels, 60 centimes, within the town, 15 c. Voiture, four wheels, during the day time, 1 fr. 50 c. the course. Two-wheeled voitures, 1 fr. the course; past 10 o'clock, 2 frs. and 3 frs.

One of the largest and richest commercial cities in France, capital of the department of Lower Loire, seated on the Loire, 269 miles W. of Paris by rail, and 58 from Rennes. It was formerly the residence of the Dukes of Bretagne, who built a strong *Castle* on the side of the river, which still exists. The *Cathedral* contains the tombs of the ancient dukes, besides which there are a collegiate church and 15 parish churches. The splendid new church of St. Nicholas, and the fine Jardin des Plantes, should be noticed; with the statue of Cambronne in the E. of the town. The bridges over the Loire, in which are some islands, are almost a league in length. The city contains 20 squares; a handsome Palais de Justice; and a *Museum* (open Tuesday, Thursday, and Saturday, to strangers from 12 to 4.—catalogue, 1 fr. 25c.) at which are more than 1000 paintings and 300 works in sculpture. The suburbs exceed the city in extent. Much salt is made in the territory of Nantes, both at the bay of Bourgneuf and in the salt marshes of Guerande and Croisic; and a great manufacture of preserved provisions is carried on here, the principal of which are sardines. Large vessels can come no higher than PAIMBOEUF, which is 30 miles from Nantes; but its fine quays are crowded with those of less burden than 100 tons. It is the great point of export of brandy. It has some building yards for Steam vessels, and also large naval store-houses. Principally engaged in fishing, and in the manufacture of cotton goods, glass, &c. It was here that Henry IV. promulgated the famous edict, in 1598, in favour of the Protestants, which was revoked by Louis XIV. in 1685.

H. B. M.'s. CONSUL, Captain Clipperton, Rue de l'Herronière, No. 6.

AMERICAN CONSUL.—F. Olcott, Esq.

DIVINE SERVICE is held every Sunday at 11-30 a.m., by the chaplain the Rev. Wm. James, B.D., at H.M.'s consulate, Rue de l'Herronière, No. 6.

CONVEYANCES.—Railway, see pages 39, 40 & 47.

Nevers.—*Stat.*—Pop. 21,000. HOTELS: HOTEL DE FRANCE, in a good situation; HOTEL DE L'EUROPE, moderate.

Chief town of department Nièvre, a bishop's see, and the seat of very old established pottery and china manufactures. There is a government iron foundry, besides many private ones; and it is a busy, thriving place, on the Loire, which is here crossed by the railway bridge of the Paris and Lyons (Bourbonnais) line. The river Nièvre joins the Loire here. Nevers is a very ancient town. The objects deserving most attention are the old Church of St Etienne, of the 11th century, in the Romano-Byzantine style; Chateau Ducal, now the Hotel de Ville, and Palais de Justice, of the 15th century, in the flamboyant style. Cathedral of St Cyr, of the 13th to 15th centuries, standing on the top of the hill, is of the Romanesque style, with a beautiful doorway in the inside, leading to a curious spiral staircase. An old gateway in the town wall (Porte du Croux) is very ancient, and still bears a bas-relief of 1593. Another gate, the Porte de Paris, was erected 1746, as a triumphal arch for Maréchal Saxe, grandfather of Mad. Georges Sand. About twelve miles from Nevers, half an hour by railroad on the line to Paris, is **Pougues les Eaux**, a thermal establishment, the waters of which are cold, and said to resemble those of Spa, Selters, &c. There is an establishment, and two hotels.

CONVEYANCES.—Railway, see pages 53 and 58.

Nice (*Italian*, Nizza.)—Pop. (1872) 52,377.—KRAFT'S HOTEL DE NICE, kept by M.M. Kraft (Bernerhof Suisse,) very good situation, excellent accommodation.

HOTEL DE LA GRANDE BRETAGNE (Limited Co.)—First-class Establishment, combining comfort with moderate charges. Mr. J. Lavit, manager.

CHAUVAIN'S GREAT HOTEL is open all the year. Highly recommended, in every respect, to English families and single gentlemen.

HOTEL DES ANGLAIS, first-class hotel, facing the sea. Address the Secretary, Mediterranean Hotel Company, 80, Coleman Street, London, E.C., or the Hotel, Nice.

GRAND HOTEL DE LA PAIX. Kept by Messrs. Gavotto & Co. First-class hotel; comfortable & clean.

WINDSOR HOTEL (Quartier Carabacel), surrounded with a beautiful garden.

HOTEL ET PENSION SUISSE.

Prices of hotels, pensions, and provisions are increasing at this attractive resort. At first-class hotels—bedrooms are 8 to 10 francs a day; Sitting-rooms, 10 to 30 francs; table d'hôte, 5 francs, Pensions, 7 to 12 francs. Apartments let for six months only.

This town, formerly belonging to Piedmont, but now ceded to France, is situated at the foot of Mont Albano, with a fortified castle, and a population engaged in the preparation of silk, thread, perfumery, &c. The old town has few attractions, being dark and dirty; but the new portion is finely built, and has broad streets and high houses, much in the Parisian style. There are many private hotels with a grille in front. Fine statue of King Carlo Felice on the sea shore. A noble walk has been made by the seaside, 80 feet wide, called *Promenade des Anglais*, in a line with the Quai du Midi, with which it is connected by a

handsome new iron bridge, called 'Pont Napoleon;' it is more than a mile long, with borders of flowering plants, palms, and shrubs on either side, in front of numerous fine villas, Pensions, and hotels. The town and environs are highly celebrated for a pure and healthy air, which is accounted for by the situation of the neighbouring mountains, offshoots from the Maritime Alps. It is the equability of its temperature which attracts residents. There are no fogs at Nice. See Dr. Edwin Lee's "NICE AND ITS CLIMATE."

Donkeys are few and dear. There are a great many single and two horse carriages to be had at moderate charges. Two-horse street calashes per hour, 2 frs. 60 cents.; for every succeeding half-hour, 1 fr. 10 cents; for one course in the town or its vicinity, 1 fr. One-horse cittadine, 2 places the course, 60 cents.; by the hour, 1 fr. 60 cents. Carriage and pair, 800 to 1000 frs. a month.

Strangers will do well to consult a resident medical man before taking apartments for invalids, as the climate varies much in different parts of Nice and neighbourhood. The environs of Carabacel and Cimiés are generally preferred. Fish and fruit are cheap; excellent figs, grapes, and peaches. Villa Gastaud, near Nice, is noted for roses. The Château has public gardens full of exotics. View from top very fine.

There is an Anglo-American College in Rue de France.

H. B. M's. CONSUL.—F. Warwick, Esq.

AMERICAN CONSUL.—W. Vesey, Esq.

ENGLISH PHYSICIANS.—Dr. Gurney. Dr. H. E. Crosby. Dr. H. Bennett, late Professor of Medicine, University of Edinburgh; consulting.

ENGLISH CHEMISTS.—Mr. Leoncini, Place St. Etienne, and Mr. Daniel, Quai Massena.

DISTILLERY OF FLOWERS AND PERFUMERY.—Visitors may inspect Messrs. Warrick's model manufactory, on the Avenue du Prince Imperial, not far from the railway station.

ENGLISH CHURCH, Rue de France—Chaplain, Rev. Charles Childers, M. A. Service at 11 a.m. and 3 p.m. on Sundays, and at 11 a.m. on Wednesdays. There is also a chapel of ease at Carabacel. Service at 11 a.m. and 3 p.m.

SCOTCH PRESBYTERIAN CHURCH. — (Eglise Ecossaise,) [au coin de Boulevard du Bouchage, et ce la Rue St. Etienne.] Hours of Service (October to May)—Sundays, 11 a.m.; 8 p.m. Thursdays, 11 a.m. Rev. Alexander Burn Murdoch, B.A., Minister. (Residence at the Church).

HOUSE AND GENERAL AGENT, and Depôt for Bradshaw's Guides, Mr. Charles Jongla, House Agent, who has published good maps of Nice and its environs; he publishes also the "List of Strangers."

WINE MERCHANT.—John Hodgson, No. 1, Rue du Pont Neuf a L'Entresol. Wines and spirits kept in bond for the convenience of families at Cannes, Mentone, &c.

Steamers come alongside the pier. There is hardly any boating at Nice, but boats may be hired on the harbour or from the beach, 2 frs. the first hour, and 75 cents. every succeeding hour. Excellent fast day-boats run three times a week between Nice and Genoa, in about 8 hours; also to Corsica, with the mail, weekly, in 10 to 11 hours. At *Villefranca*, is a Russian anchorage, where the body of the Czarewitch, who died at Villa Bermont, Nice, was embarked, 1865, for transmission to Russia.

Furnished apartments are generally taken for the season, from 1st November to 1st May, and vary much in price according to size and situation. Single apartments may be had from 400 to 600 frs.; for a small family, from 1000 to 1500 frs. Apartments should be secured early. In Pension, board and lodging ranges from 7 to 15 frs. per day.

CONVEYANCES:—Railway, see page 55.

Nismes.—*Stat.*—Pop. (1872) 62,294. HOTELS: GRAND HOTEL DU LUXEMBOURG.—An excellent first class Hotel for families and gentlemen.

Capital of dep. Gard, (the Roman *Nemausus*,) and a Bishop's see; 79 miles N. of Marseilles. Here are numerous monuments of antiquity, of which the *Amphitheatre*, built by the Romans, is the principal. There are likewise the ruins of a temple of Diana, and a grand tower. The *Maison Carrée*, or the Square House, is one of the finest relics of Roman architecture (of the Corinthian order) in France, and is used as a Museum. Here are manufactures of silk, stockings, cloth, leather, &c., and a considerable trade in silk, corn, dried fruits, oil, and wine. Mosquitoes are troublesome in the season.

Besides the antiquities mentioned, the public gardens, in which the remains of the temple of Diana are situated, and from which the Tour Magne is reached are worthy of notice for their extent and arrangement. A band plays here on Sunday afternoons. The view from the Tour Magne is very extensive. In the "Grande Place" there is a magnificent marble *Fountain* by the sculptor Pradier, which cost 250,000 francs. When viewed by moonlight the effect is admirable. No traveller should omit visiting the famous *Pont du Gard*, a day's excursion from here. 15 m.s. distant; 12 frs. for a cab. It is part of a Roman aqueduct.

CONVEYANCES:—Railway, see pages 55, 57, & 60.

Diligence from Nismes to Pont du Gard, where there is another diligence to Avignon.

Noyon.—*Stat.*—Pop. 6,272.—HOTELS:—DU NORD, DES CHEVALETS.

77¼ English miles from Paris, and 28¼ from St. Quentin. It has manufactures of linen, leather, hats, and stockings.

The *Cathedral* is a very striking and imposing mass, justly admired for its deeply recessed portals, massive buttresses, and noble façade; few gothic edifices of the 12th century equal this magnificent structure. The town hall has a fine exterior. *Ourscamp*, 4 miles distant, possesses a Gothic edifice, with an immense hall of remarkable beauty.

Olsans (Le Bourg d')—HOTELS:—DE FRANCE; DE MILAN.

Population, 2800. In the midst of the district called Romanche, of 391 sq. miles. 37½ miles long, 7½ to 9½ wide. This is a grand valley watered by the Romanche, presenting rich pastures, sublime mountains, forests, lakes, torrents, mines, crystals.

&c. Cascade de la Pisse, 200 mètres; many other waterfalls. The visitor may occasionally enjoy a dish of bear here, where it is reckoned quite a delicacy. Excursion to St. Christophe and La Besarde, on foot, exceedingly fine.

Orange.—*Stat.*—Pop. 10,000.—HOTELS:—DES PRINCES; DE L'EVECHE; POSTE; LUXEMBOURG.

A very ancient town on the main line from Lyons to Marseilles, once held by the family of William III. to whom it gave the title of Prince of Orange. Its chief objects of interest are the Roman remains, the triumphal Arch, and the Roman *Theatre*, height, 35 mètres, length, 103, built of stone without cement. It has a collection of antiquities. The triumphal Arch is 22 mètres high, and 21 broad, and covered with fine bas-reliefs. almost every house incorporates some remnant of antiquity. The Cathedral is of the 6th century.

Orange is situated on the Meyne, a tributary of the Rhone, 12 miles N. of Avignon. It is an industrious town, with numerous silk mills, manufactures of coloured linens, called toiles d'Orange, and potteries, &c.

CONVEYANCES.—Railway, see page 56.

Orleans—*Stat.*—Pop. (1872) 48,976. HOTELS: D'ORLEANS; ST. AIGNAN; DE LA BOULE D'OR.

Capital of the department of Loiret, situated on the right bank of the Loire, 76 miles S.W. of Paris and 71 N.W. of Tours,—a Bishop's see. Many of the houses are built of wood, and the streets are very irregular. Under the sons of Clovis it was the head of a kingdom. In 1428 it stood a memorable siege against the English, which was raised by the celebrated Joan of Arc, called the *Maid of Orleans*, to whom there is a bronze statue.

Principal Buildings:—The fine Cathedral, with its two lofty towers, upwards of 250 feet high; Church of St. Aignan; Belfry Tower; the Hotel de Ville; public Library and Botanical garden; court of Justice, mint, and theatre. The Museum, in the old Hotel de Ville, open Sundays and Thursdays from 1 till 4; (every day for foreigners,) has 323 paintings, 586 statues and curiosities. Houses of Joan d'Arc; Agnes Sorel, Francis I., and Diana of Poitiers. Trade in stockings, sheep-skins, wine, brandy, corn, grocery, and particularly sugar, which is brought raw from Nantes and Rochelle. The faubourg Bourgogne is of a prodigious length, and that of St. Marceau, on the left side of the Loire, has a communication with the city by a bridge of nine arches. The railway now crosses the Loire by a magnificent bridge of fifteen arches. Near the city is a *Forest* containing 94,000 acres, planted with oak and other valuable trees. Here, 11th October, the army of the Loire was driven out by General Von der Tann; who, in his turn, was attacked 9th November, at *Coulmiers*, by General D'Anrelle de Paladines, and obliged to evacuate the city. It was again taken 5th December, by Prince Frederick Charles, with the loss of 10,000 men, 77 guns, &c., on the French side.

CONVEYANCES.—Railway, see pp. 31, 34, 35, 40, & 41.

PARIS.—(*With Map in Special Edition.*)

See BRADSHAW'S illustrated *Guide through Paris and its Environs*; exhibiting in a novel and comprehensive form all that can be seen, and how to see it, with New Map of Paris and its Environs, shewing all the latest improvements, 2s. 6d., cloth, with numerous Engravings illustrative of the French Metropolis.

BRADSHAW'S British and Continental *Guides, Handbooks*, &c., are always on sale at Martinet and Co.'s, Boulevard des Capucines, 12, L. Nicaud Bellenger, Rue de Rivoli, 212, and at A. W. Galignani and Co.'s, Rue de Rivoli, 224.

Population of the City of Paris (1872) 1,851,792.

Hotel accommodation in Paris.—The first object of a stranger arriving in Paris is to install himself in one of the good Hotels which combines the advantages of situation, comfort, cheerful rooms, great cleanliness, and as many of the luxuries as an English traveller is accustomed to find in good Family and Commercial Hotels in England.

For many years the Hotels in the Rue de Rivoli, the Place Vendôme, and the Rue de la Paix, were principally frequented by English and American travellers, not only on account of their being the best, but also because they were situated in the gayest and most cheerful part of Paris, close to the Tuileries, the Champs Elysées, and the Boulevards. Paris, however, has been so improved and embellished, so many great arteries of thoroughfares have been opened in all directions, increasing the beauty and salubrity of all quarters of the capital, and so many new Hotels have been established, that the choice of an Hotel must be a matter of consideration with the visitor. The large Hotels du Louvre, the Grand Hotel, and the newly-opened and first-rate Hotel de l'Athenée, afford extensive accommodations suited to persons who do not object to reside in such large Hotels; but for families who prefer quieter houses, or commercial gentlemen who wish to reside in other parts of the city, we give the following list of Hotels:—

HOTEL DES DEUX MONDES ET D'ANGLETERRE, 8, Rue d'Anjou, first rate, cannot be too highly recommended for its comfort, cleanliness, and moderate charges. Excellent Table d'hôte. Hot, cold, and shower baths.

GRAND HOTEL DU LOUVRE.—Reduced Tariff.

GRAND HOTEL, Boulevard des Capucines, 12, reopened. New Managers have reduced the Tariffs.

GRAND HOTEL MIRABEAU, 8, Rue de la Paix, the finest part of Paris; table d'hôte at 6 fr.

HOTEL MEURICE, 228, Rue de Rivoli; fine situation; conducted by H. Scheurish.

ST. JAMES'S HOTEL, 211 Rue Saint Honoré; excellent. The HOTEL BERGERE, Rue Bergere, belong to the same proprietor.

HOTEL DE LILLE ET D'ALBION, 223, Rue St. Honoré, a well conducted good house.

HOTEL DE WAGRAM, 208, Rue de Rivoli, overlooking the Tuileries Gardens. J Boeck, proprietor.

GRAND HOTEL DE CASTILE, beautiful establishment, superintended by the proprietor himself. Two great entrances: Rue de Richelieu, 101, and Boulevard des Italiens, 5.—Recommended.

GRAND HOTEL DU PARLEMENT, Boulevard de la Madeleine, and 18, Place de la Madeleine; well situated, comfort, moderate charges.

SPLENDIDE HOTEL, Place de l'Opera, Rue de la Paix, and Avenue Napoleon; magnificent establishment, with all the apartments in front.

GRAND HOTEL DE LA PLACE DU PALAIS ROYAL, 170, Rue de Rivoli, deservedly recommended for its comfort and good Table d'Hôte.

GRAND HOTEL DE L'ATHENEE, 15, Rue Scribe. Conducted with great care by Mr Vantier, manager. Lift. 2 Bath Rooms on each floor.

HOTEL DE LA GRANDE BRETAGNE, 14, Rue Caumartin. very quiet, recommended.

GRAND HOTEL DE LONDRES, 5, Rue Castiglione, Well situated and well frequented.

GRAND HOTEL DE NORMANDIE, 356, Rue St. Honoré, good and moderate.

HOTEL VOUILLEMONT, 15, Rue Boissy d'Anglas, near the Madeleine; good situation, and quiet.

HOTEL DE RIVOLI, 202, Rue de Rivoli, J. Stolle, proprietor; very good, opposite the Tuileries; charges moderate.

HOTEL BEDFORD, 17 and 19, Rue de l'Arcade, near the Madeleine, excellent in every respect.

HOTEL DU DANUBE, 11, Rue Richepance; the finest situation in Paris. See advertisement.

HOTEL D' ALBE, 71 and 73 Avenue de l' Alma, Champs Elysées. Kept by Messrs. Henry de la Blanchetais and Co.

GRAND HOTEL DE BADE, 30 and 32. Boulevard des Italiens, and 6 Rue du Helder. Good accommodation. Moderate charges.

HOTEL DES ETRANGERS, 3, Rue Vivienne, good situation and comfortable. N. Lepany, Proprietor.

HOTEL BUCKINGHAM, 32, Rue Pasquier (ex Rue de la Madeleine). The proprietor speaks English.

GRAND HOTEL DE PROVENCE ET DE CHAMPAGNE, Rue de Provence, 104. Mr. Baillot, proprietor.

FAMILY HOTEL, 6, Rue Castiglione, near the Tuileries Gardens.

LONDON AND NEW YORK HOTEL, conveniently situated, near the Madeleine and Champs Elysées.

HOTEL DE CALAIS, 5, Rue Neuve des Capucines, a comfortable and reasonable house.

HOTEL FOLKESTONE, 9, Rue Castellane, very comfortable, and charges moderate.

HOTEL DU PRINCE ALBERT, 5, Rue St. Hyacinthe, St. Honoré, near the Tuileries; recommended. See advertisement.

HOTEL DE LONDRES, 8, Rue St. Hyacinthe, St. Honoré, near the Palais Royal and the Tuileries.

MULLER'S ROYAL BRITISH & AMERICAN HOTEL, 39, Rue Pasquier, close to the Havre and Dieppe Stations.

GRAND HOTEL JULES CESAR, Avenue Lacuée, and 20, Rue de Lyon. Kept by Mr. Callais. Moderate charges. See advertisement.

STERN'S HOTEL, Rue de Provence, very good English Establishment, moderate charges.

HOTEL DU PALAIS (Family Hotel), 28, Avenue cours la Reine. See advertisement.

HOTEL LIVERPOOL, 11, Rue Castiglione.—Well situated between the Tuileries Gardens and the Rue de la Paix.

DINER EUROPEEN, formerly Palais Royal; now 14, Boulevard des Italiens. Entrance, Rue Lepeletier, 2.

GRAND HOTEL SUISSE (Schweizerhof), 5, Rue Lafayette.

HOTEL DE ST. PETERSBOURG, 35, Rue Caumartin. Entirely refitted up by the new proprietor, M. Motte.

ENGLISH FAMILY BOARDING HOUSE, 3, Cité Retiro. Entrance Rue Boissy d'Anglas, and 30, Faubourg St. Honoré. See advertisement.

BOARDING HOUSE, or Private Hotel, 9, Rue Castiglione. Dominici, proprietor.

HOTEL DE ROME, 15, Rue de Rome, near the "St. Lazare" and the "Havre" Station.

HOTEL VIOLET, Passage Violet, very quiet; recommended.

GRAND HOTEL DE L'UNIVERS, 46, Rue de Châlons, opposite the Railway Station of Lyons.—Kept by Mr. Joos.

HOTEL CASTIGLIONE, Rue Castiglione, kept by Mrs. and Mr. Mercier.—See advertisement.

HOTEL DU CHEMIN DE FER DU NORD, Place du Chemin de fer du Nord, very good hotel for families and gentlemen. Piet, proprietor.

HOTEL DE BRUXELLES, 33, Rue du Mail, near the Boulevards.

HOTEL DU CONSEIL D'ETAT.—Well furnished and known for its moderate charges.

MAISON MEYERBEER, at the Rond point of the Champs Elysées, 2, rue Montaigne, and 1, Avenue Matignon.

HOTEL DU PRINTEMPS, 89, rue de la Victoire, Mme. Garangé, proprietress.

HOTEL BURGUNDY, 8, Rue Duphot. Mr. A. Becard, propr.

GRAND HOTEL DES DEUX AMERIQUES, Rue Richer (entrée, 15, Rue Jeoffroy-Maire). See Advt.

HOTEL DE GIBRALTAR, 10, Rue St. Hyacinthe, Kept by Mr. Avenet, Proprietor. See Advt.

HOTEL DU GLOBE, 4, Rue Croix des Petits Champs.

SPRENT—SPRENT & PHIPPS, HOUSE, ESTATE, AND COMMISSION AGENTS, 240, Rue de Rivoli. Furnished Apartments of the best description and lowest possible prices. Information given gratis. See advertisement.

DINING ROOMS.—Those to whom expence is a consideration, and who are yet desirous of being well served, are recommended to try Duval's Etablissement de Bouillon. These Restaurants (painted chocolate and gold) are found in every part of Paris; but mostly on the Boulevards and chief thoroughfares. The Bill of fare is tolerably comprehensive and the food is excellent.

CAFE DES MILLES COLONNES, Palais Royal; recommended. The Dining-rooms and Restaurants in the Palais Royal are generally good and moderate. "At Tissot Frères, and the Restaurant du Palais, a good dinner, with wine, may be got for 2fr. 50c. to 2fr. 75c."—W. D.

DINER DU ROCHER, Passage Jouffroy, Rue Montmartre. Dinner of full number of courses, with wine and ices, 3 fr.

CREMERIES.—Cheap Cafés, where a good breakfast can be had for half a franc. These establishments, although clean and well conducted, are of course only recommended to those travellers and residents whose resources are limited.

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MESSRS. GALIGNANI & Co.'s extensive Literary Establishment, 224, Rue de Rivoli, (recently removed from the Rue Vivienne), French and English Circulating Libraries. A handsome reading-room supplied with the most important papers of the English and Continental press, English publications and periodicals. An Address Book of English and American Residents and Arrivals is kept for the inspection of all visitors. The Daily English Newspaper, *Galignani's Messenger*, is distinguished by great impartiality, giving full extracts and the leading articles of all the London Papers; also the latest news from Great Britain, the Continent, and all parts of the world. Under the head of "STRANGERS' DIARY" are found every day the hours of admission to all places worthy of attention in Paris. It is forwarded with great regularity to subscribers in France and abroad. Cheap Reprints of popular authors, and all English Editions at London prices.

PARIS is situated on the Seine, in the same manner as London on the Thames, the river running from east to west; the circumference of the city is 15 English miles. Viewed from an eminence, the form of the city is nearly circular. It contains about 1,350 streets, 204 covered avenues, 30 boulevards, 99 public establishments, 58 barriers, 28 bridges, and 38 quays. The city is divided into 20 parishes, each containing its church, and two or three chapels of ease. There are two islands formed in the Seine—Ile de la Cité and Ile St. Louis; and its sides are lined by thirty-three quays. Houses on the right-hand of the streets are numbered even, on the left-hand odd; beginning with reference to the direction of the river.

The most lively streets are the Boulevards, the Rue de la Paix, Rue St. Honoré, Vivienne, Richelieu, Neuve-des-Petits-Champs, Rivoli. The city is fortified with a strong wall, taking in all the town, as far as St. Denis and Mont Valerian. On passing the barrier, the luggage is examined. Commissioners (or porters) at every railway station or coach-office, convey the traveller and his luggage to any of the hotels, at a charge of 1 franc. Having arrived at the hotel, it is necessary to arrange the charge for lodging from one mid-day to another.

EVENTS OF 1870–1.—The principal events in this dark period of Paris history are, the flight of the Empress in Sept. 1870, after the surrender of the Emperor at Sedan; the appointment of the government of National Defence under General Trochu; the complete investment of the capital on 19th Sept. by the Germans; the repeated attempts of the Parisians to break out, during a siege of four months, till the starving condition of the population led to a capitulation on 28th Jan. 1871, and the surrender of the forts to the new German Emperor, whose head-quarters were at Versailles. An armistice was agreed on, and the National Assembly was summoned by M. Thiers, when the party of the Reds rose against his government, 18th March, occupied the Hotel de Ville, killed Generals Lecomte and Clement Thomas, and proclaimed the Commune, which lasted till 22-6 May, when Paris was recaptured by the French army under Marshal MacMahon, the National Assembly having in the meantime fixed itself at Versailles. The disastrous rule of the fanatical Commune was finally marked by the destruction of the *Vendome Column*, burning the Tuileries, Palais Royal, and Hotel de Ville, much injury done to the Louvre, Luxemburg, and other public buildings, and the murder of the archbishop of Paris, President Bonjean, and other persons seized as hostages, who were put to death in the Roquette Prison, and in Rue Haxo. The mischief done to property has been calculated at 25 millions sterling.

POST-OFFICE.—The General Post-office is situated in the Rues Jean-Jacques Rousseau and Coq-Heron There are also 1 Gauxiliary Bureaux, called Bureaux d'Arrondissement, and 268 smaller offices, called Boites aux Lettres. Postage stamp are 25 centimes, or 2½d., for the provinces, and 15 centimes within the fortifications. Letters for England (3d), foreign countries, and the departments, are in time at the boites till 3.30; at the bureaux d'arrondissement, till 5 45, and by additional payment up to 6.15; and at the General Post-office till 5, except on Sundays and holidays, when the Exchange is shut—the general post-office then closes at 3. Letters may be directed to a traveller, *Poste Restante*, Paris, or any other town where he intends to go. The *Poste Restante* is open daily from 8 a.m. to 7 p.m., Sundays excepted, when it closes at 5 p.m.

OMNIBUSES.—Fares are 30c. (3d.) inside, and 15c. (1½d.) outside, for any distance however great. Inside passengers can get a ticket of correspondence to use any other omnibus crossing the line of route, without extra charge. They are marked by letters of the alphabet, and differences of colour.

HACKNEY CARRIAGE, CAB, & CABRIOLET FARES.—These are regulated by the *course*, or by time, at the option of the traveller. A Course is any distance within the limits of Paris, whether long or short, and *without* stoppage. A Voiture de Place is a common cab, with railing for luggage.

TARIFF FOR VOITURES DE PLACE, OR VOITURES DE REMISE, when plying in the streets, within the city, as follows:—[N.B. The tariff here mentioned may possibly differ according to the Company to which the cab belongs. The traveller should observe that every driver is bound to give his Fare a *printed tarif*, before starting.]

From 6 o'clock a.m. in Summer, and 7 a.m. in Winter, until 12 30 at night. Carriages with two places, the course, 1fr. 50c.; the hour, 2fr. Carriages with 4 places, the course, 1fr. 70c.; the hour, 2fr. 25c.

From 12.30 midnight, until 6 a.m. in Summer, and 7 a.m. in Winter. Carriages with 2 places, the course 2fr. 25c.; the hour, 2fr. 50c. Carriages with 4 places, the course, 2fr. 50c.; the hour, 2fr. 75c

TARIFF FOR VOITURES DE REMISE when hired at the stables. (*Remisage.*)

From 6 a.m. in Summer, and 7 a.m. in Winter, until 12.30 at night. Carriages with 2 places, the course, 1fr 80c.; the hour, 2fr. 25c. Carriages with 4 places, the course, 2fr.; the hour, 2fr. 50c.

From 12.30 midnight, until 6 a.m. in Summer, and 7 a.m. in Winter. Carriages with 2 or 4 places, the course, 3fr.; the hour, 3fr.

Each sort of carriage takes an extra person, without extra charge; thus the 2-place carriage will take 3 persons, and the 4-place carriage will take 5 persons. Portmanteaus and packages carried outside are charged 25 centimes each package, but not more than 3 are paid for. Going to a theatre or concert hall, you pay in advance.

In *hiring by Time*, the whole first hour is paid for; then you may pay 20 to 25c. for 5 minutes, 35 to 50c for 10 minutes, 50 to 75c. for 15 minutes, and so on, according to the printed scale.

Tram Rail.—From Rue du Louvre, to Passy, Auteuil, to Pont de St. Cloud; with a branch from Auteuil, to Billancourt and Versailles.

Omnibuses carrying from 6 to 8 persons and any quantity of Baggage to any part of Paris, 5 frs. and 6 frs.; the latter price applies also to omnibuses from the Northern Railway Station to that of Lyons or Strasburg.

THEATRES.—New Opera House, a splendid pile, opened Jan. 1875; Théâtre Italien; Français; Opéra Comique; Athénée (Lyrique); Odéon; Gymnase; Palais-Royal; Variétés; Vaudeville; Gaieté; Renaissance: Porte St. Martin; Ambigu-Comique; Château-D'Eau. Prices of admission range from 1 franc (*Amphithéâtre*) to 9 francs (*Fauteuils*). Seats booked at the Theatres are considerably cheaper than if booked at the "*Bureaux de location*" on the Boulevards. The booking offices at the theatres are usually open at 11 a.m., and to secure the best seats it is necessary to go early.

PLACES OF WORSHIP.—ENGLISH EPISCOPAL CHURCH, 10, Avenue Marbeuf; minister, the Rev. ————; at 11 a.m. and 3.30 p.m., and on Wednesday at 11. ENGLISH EPISCOPAL CHURCH, Rue d'Aguesseau, Rev. Dr. Forbes, chaplain, at 11.30 a.m. 3.30 and 8.0 p.m. Revs. T. Keane, and J. Laycock, assistant chaplains.

WESLEYAN METHODIST CHURCH, 4, Rue Roquépine, adjoining 41, Boulevard Malesherbes, near the Madeleine; Sundays, at 11.30 a.m. and 7.30 p.m. Wednesdays, at 7.30 p.m. Rev. James Nicholson, minister.

ENGLISH SERVICES.—Congregational Chapel, 23 Rue Royale, near the Madeleine, Sunday, 11.30 a.m. and 7.30 p.m. Thursdays, 7.30 p.m.

CHAPELLE EVANGELIQUE DE L'ETOILE, 45, Avenue de la Grande Armée, Sunday, 10 a.m. Friday, 7.30 p.m. Rev. T. Baron Hart, Minister.

SERVICES at the French Baptist Chapel, 48, Rue de Lille; on Sunday at 12 a.m. and 8 p.m. Wednesday at 8 p.m.

AMERICAN CHAPEL, 21, Rue de Berri, (Champs Elysées). Sunday School, 10.0 a.m. Service, 11.30 a.m. and 3.30 p.m.; Rev. Charles S. Robinson, D.D., No. 9, Avenue de la Reine-Hortense.

AMERICAN EPISCOPAL CHURCH, Rue Bayard, Avenue Montaigne. Service at 11½ a.m. & 4 p.m.

CHURCH OF SCOTLAND, 162, Rue de Rivoli, entrance by the garden opposite the gate of the Louvre. Service at 11 and 3. The Rev. W. H. Edie, Consular chaplain.

The principal church of the French Protestants—the Reformed Church of Paris—is at the corner of Rue St. Honoré and Rue de l'Oratoire St. Honoré; at the library door in the latter street a list gratis may be obtained of the services of all the Protestant churches for the month.

The British Charitable Fund gives assistance to distressed British subjects. The committee meets at 235, Rue Faubourg St. Honoré, every Monday and Thursday, at 2 p.m. Miss Low's Home for young Englishwomen, is at 77, Avenue Wagram.

CHURCHES.—The Cathedral of *Notre Dame* is a very noble pile of building, erected in the 12th century. Its destruction was attempted by the Commune in May, 1871. It has two majestic towers. The three principal entrances are finely carved, from subjects out of the New Testament. The colossal bell in the north tower, called Le Bourdon, weighs 322 cwt. It is only rung on state occasions, requiring the labour of eight men. There are some most beautiful paintings and magnificent carvings in the choir, which is supported by 120 massive pillars, and the gallery by 297 pillars. The floor is of marble. The altar is most magnificently carved, and here are placed the statues of Louis XIII. and XIV. In a niche there is a beautiful marble group, representing the Descent from the Cross. The charge for ascending the tower, from which there is a delightful prospect, is 20 cents.—The New Church of the *Madeleine*, situated on the place of the same name, opposite the Rue Royal. The first stone was laid in 1764, and it was finished by Louis Philippe. It is surrounded by 52 Corinthian pillars, ornamented by a splendid façade. This building was intended by Napoleon to represent the Temple of Fame. The bas-relief over the portico is worthy of particular attention. The interior is most magnificently ornamented with rich gilding, paintings and statuary, and is lighted by its three domes, which are most beautifully painted.—The Church Nôtre Dame de Lorette, at the end of the Rue Lafitte, was completed in 1823, and is fitted up in the most costly manner with paintings by the best French artists.—The Church St. Etienne du Mont, in the square of the same name, near the Pantheon, celebrated for its choir, pulpit, and the grave of the holy Genovefa.—The Church *St. Eustache*, in the Rue Trainée, is one of the largest and most handsome in Paris.—The Church of St. Germain des Près, in the square of the same name, is the oldest in Paris, containing the monument to King Casimir of Poland, and the remains of Descartes and Boileau.—The Church of St. Germain l'Auxerrois, in the place of the same name, opposite the colonnade of the Louvre, is remarkable for its antique architecture.—Also the Gothic Church of St. Merry, in the Rue St. Martin, and the Church of St. Roch, in the Rue St. Honoré, containing monuments of Crequi, Corneille and Le Nôtre, and a splendid pulpit.—The Church of St. Sulpice, in the place of the same name, has a beautiful portico, baptismal fonts of colossal shells, and a beautiful pulpit.—The *Pantheon*, which is now restored to church purposes, and called the Church of St. Geneviève, may be classed among the most beautiful buildings in Paris. The Synagogue of the Jews, in the Rue

Mètre Dame de Nazareth, is a beautiful temple, resting on thirty Doric pillars. The modern church of St. Clotilde (Gothic), and the Basilica church of St. Vincent-de-Paul are both remarkable for their internal beauty and magnificent decorations.

FOUNTAINS AND WATERWORKS.—Among the public fountains in Paris, those most worthy of note are on the Place de la Concorde, the Fontaine Molière and the Fontaine Cuvier; the Artesian Well de Grenelle, made from 1834 to 1841, is 1800 feet in depth, and throwing up 4,700 cubic feet of water per hour.—The Water Filtering Establishment, 24, Quai des Celestins, is well worth seeing.

PALACES AND OTHER PUBLIC BUILDINGS.—The Palace of the *Tuileries* (formerly the residence of the sovereigns of France) which claimed attention for its magnificent garden, adorned with statues, vases, and fountains, was nearly all burnt by the Commune, May, 1871. Their attempt to fire the *Louvre* was luckily frustrated, and its rich collections are safe. It may be classed among the most beautiful of the Parisian palaces; its splendid picture gallery reaches to the Tuileries. The colonnade, opposite the Church St. Germain l'Auxerrois, is worthy of notice.—The Palace of the Luxembourg, Rue de Vaugirard, formerly used as the House of Peers, and now as a Hotel de Ville, has a beautiful garden. The splendid steps, the Hercules Saloon, the Salon de la Réunion and des Séances, with its amphitheatrical arrangement for its members; la Salle du Trone, the Library next to the Chapel, a saloon adorned with panel paintings by Rubens; a gallery studded with sculpture and paintings, and the Observatory, claim the visitor's inspection.—The *Palais Royal*, Rue St. Honoré, contains innumerable courts, galleries, arcades, and a garden planned by Cardinal Richelieu in 1629. Philip Egalité, the father of Louis Philippe converted this superb mass of building into mercantile purposes. Louis Philippe finished a part of the square which had been left incomplete. Of this pile, the portion facing Rue St. Honoré, formerly the apartments of Egalité, was burnt by order of the Commune, 1871; and it was restored again in 1873. The *Palais de Justice*, situated in the Place of the same name, containing an enormous saloon called the Salle de Pas-Perdus, was also burnt. On the south side, *La Sainte Chapelle*, a gothic building, erected by St. Louis, is quite a gem, and worth a visit. Those who wish to view the interior must apply to the porter, behind the chapel. It was threatened by the Commune, 1871, but fortunately saved. The *Palais des Beaux Arts*, in the Rue des Petits Augustins, is principally used for the exhibition of works of art, manufactures, and architectural models. In the large court-yard is a portico of the château of Gaillon. The *Hôtel des Invalides* is situated between the Suburb St. Germain and Le Gros Caillou, and is open to public inspection on Mon. Tues. Thur. and Fri., from 12 to 3. Under the beautiful dome of the church rest the remains of Napoleon. The tomb is magnificent; it is in a separate building at the back. The Entrance Gate in Avenue Tourville, the Royal Court, the Library, and the Kitchens, are well worthy inspection.—The *Palais Bourbon*, the late Corps Législatif, is situated in the Rue del'Université. The Military School (now used as barracks) is on the Champ de Mars. The *Hôtel des Monnaies* (containing a rich collection of coins and medals), is on the Quai de Conti.—The *Hôtel de Ville* (Town Hall), and residence of the Prefet de la Seine, in the place of the same name, is now a ruin. Its 16 statues of celebrated men, and its other memorials were destroyed May, 1871, when the Communes deliberately set it on fire.

The Exchange (*La Bourse*), is situated in the square of the same name, the buildings composing it forming a parallelogram, supported externally by 66 Corinthian columns. The principal saloon will contain two thousand persons, and is handsomely decorated with cartoons.—The *Halle au blé*, in the Rue de Viarmes, is a beautiful structure, in which there is a remarkable echo, and near to this building stands the Pillar built by Catharine de Medicis. This building is the grain market of Paris. The hall is 126 feet in diameter.—The *Halle aux Vins* (wine market) on Quai St. Bernard, covers a vast surface, and is portioned off into streets.

EXHIBITIONS, MUSEUMS AND LIBRARIES.—The *National Library*, in the Rue Richelieu, contains 800,000 volumes, 72,000 manuscripts, 5,000 portfolios of engravings, and a most complete collection of coins and medals.—The Library of the Arsenal, in the Rue de Sully, contains 170,000 vols., and 6,000 manuscripts.—The Library of St. Geneviève, in the Square of the Pantheon, contains 110,000 vols. and 2,000 manuscripts, besides several other collections of rare books.—The Museum of the *Jardin des Plantes* has three entrances, one in the Rue du Jardin, the second in the Rue Cuvier, and the third opposite the Bridge of Austerlitz. This is a most astonishing exhibition, somewhat like the Zoological Gardens, Regent's Park, London. Part of the zoological collection, in the Swiss Valley, was sacrificed in the siege of 1870-1. The museum contains a magnificent collection of mineralogical, botanical, and zoological specimens; also a splendid anatomical collection.—The Conservatoire des Arts et Metiers, Rue St. Martin, contains a good collection of mechanical and industrial models, &c.—The *Museum of the Louvre* is divided in the following manner: 1. Collection of Antiquities. 2. Museum of French Sculpture. 3. Gallery of Drawings. 4. Gallery of Paintings of the Italian, Flemish, and French Schools. 5. Collection of Spanish Paintings. 6. Collection of Greek, Roman, and Egyptian Antiquities, Vases, Statues &c. 7. Models of Shipping, highly interesting.—[We recommend the visitor to purchase a catalogue at the temporary entrance, Pavillon Sully, Escalier Hen. II., costing but a trifle.] Admission every day, except Monday, from 10 a.m. to 10 p.m.—The *Museum of the Luxembourg* contains the best collection of paintings by modern artists; and the Artillery Museum, in the Place St. Thomas d'Aquin, a fine collection of armour and accoutrements, from the most remote ages to the present time. Admission, same as the Louvre.—The Museum de l'Hotel de Cluny and du Palais des Thermes, in the Rue de la Harpe, joined to each other by a passage, contain surprising collections of rare mediæval productions. The

is open Wednesdays, Thursdays, and Fridays, 12 till 4.—The National Institute of France is on the Quai Conti, and the College of France in the Place Cambrai, and various literary and scientific societies hold their meetings in the Town Hall, &c. The Archives Nationales, in the old palace of the Prince de Soubise (of the reign of Louis XIII), has some very interesting documents and relics; including autographs of great characters at the time of the First Revolution, and the table on which Robespierre was placed after he had shot himself, with traces of his blood. Order required from the keeper, Count L. de Laborde.

BRITISH FREE LIBRARY.—Books lent *gratis*, on giving name and address, at the Wesley an Church, 4, Rue Roquépine, every morning at 10.30. Gifts of old books are thankfully received by the Secretary, Surgeon Ricketts, Royal Artillery.

The attention of visitors to Paris should be directed to the Chapelle Expiatoire, on the spot where the remains of Louis XVI. and Marie Antoinette were interred, after being guillotined; and also to the statue of Marshal Ney, recently erected on the spot behind the Palais du Luxembourg, where he was shot in 1815.

PERE LA CHAISE.—This celebrated Cemetery, situated at the end of the Rue de la Roquette, is well worth a visit, containing as it does the celebrated monuments to Abelard and Heloise, to Fontaine, Molière, Talma, Raucourt, De Lille, Kellermann, Davoust, and many others, as well as the beautiful mausoleum of Demidof.

PASSPORT OFFICES IN PARIS.—The following is a detailed list of the Ambassadors' Residences at Paris The circumstances under which a *visa* to a passport is necessary, will be found given in the observations at pp. xlviii to li; hours of business are from 11 to 1.

Austria.—134, Rue de Grenelle St. Germain *Belgium.*—97, Rue de la Pépinière. *Denmark.*—86, Rue de la Pépinière; Rue de Trevise *Great Britain.*—His Excellency Lord Lyons, 39, Rue du Faubourg St. Honoré; Consul, same address: *Greece.*—70, Faubourg St. Honoré: Consul, 30, Rue Basse du Rempart. *Holland.*—28, Rue de Sureanes. *Italy.*—132, Rue St. Dominique St. Germain. *Russia.*—33, Faubourg St. Honoré. — Consul, same Address. *Sweden* and *Norway.*—74, Rue d'Anjou, St. Honoré.—Consul, 29, Rue Lafitte. *Switzerland.*—9, Rue Chauchat. *Turkey.*—5, Rue des Champs Elysées. *United States.*—(His Excellency the Hon. E. B. Washburne), 75, Avenue de l'Impératrice, entrance, 2, Rue Spontini; 10 to 3.—Consul, 27, Boulevard des Italiens.

H. B. M.'s. CONSUL.—F. Atlee, Esq.

AMERICAN CONSUL-GENERAL.—Gen. Torbert.

STEAM PACKET OFFICES IN PARIS.—General Steam Navigation Company, 13, Rue de la Paix, Mr. F. Spiers, Agent.—Dieppe and Brighton Steam Packet Co., 7, Rue de la Paix, Mr. G. Marcillet, Agent.—Calais and Dover Mail Packet, London, Chatham, and Dover Railway Co.'s Office, 30, Boulevard des Italiens.—Calais and Dover, South, Eastern Co.'s Office, 4, Boulevard des Italiens.—Boulogne and Folkestone, ditto.—Havre and Southampton Steam Packet-office, 3, Place Vendôme, Mr. A. Bennett, Agent.—Mediterranean Packets, Messageries Maritimes, Rue Notre-Dame des Victories.

Important. "*W.C.*" at Boulevard Sebastopol, No. 119 (Passage du Ponceau); R. des Italiens, No. 18: Passage next Police Office, B. de Bonne Nouvelle; Passage Jouffroy, opposite the Variétés; Passage des Panoramas, next the Variétés: Palais Royal (one at each entrance) Avenue Victoria, 3, Rue Sufflot, left bank of the Seine, as also various others on the right bank. Charge, 15c.

English Directory of First-Class Houses in Paris, Professional Gentlemen, Teachers of Languages, Accomplishments, &c.

Apartments and Boarding Houses.—Persons visiting Paris are recommended to apply to Mr. John Arthur, 10, Rue Castiglione. Agent to the British Embassy, and Wine Merchant.

Furnished Apartments.—Families can in full confidence, apply to Sprent-Sprent & Phipps. See advertisement.

Furnished Apartments.—Agent, Henri Largier, 32, Boulevard Malesherbes, formerly Rue de la Paix.

Novelties in Silks and Fancy Articles, Au bon Marché, 135 and 137, Rue du Bac, corner of the Rue de Sevres. This establishment so beautifully enlarged that it is now one of the curiosities of Paris; is celebrated for its excellent articles and moderate prices. N.B.—All goods that have ceased to please, will either be exchanged or retaken if desired.

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Kramer Jeweller, 350, Rue St. Honoré, recommended as having an unrivalled stock of Jewellery, Diamonds, &c.

Travelling Bags, Ormolu Ornaments &c., M. W. Marx, 3, Rue des Archives, Agent for Messrs. Parkins & Gotto, of London.

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Physician—Sir John Cormack, Doctor in Medicine of Edinburgh and Paris; Fellow of the Royal College of Physicians of London; Chevalier of the Legion of Honour; Physician to the Hertford British Hospital of Paris. Residence:—7, Rue d' Aguesseau, next house to the English Church (at home from 2 to 4 o'Clock.)

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2 till 3 o'clock, 12, Rue du Mont Thabor, (3rd house from Rue Castiglione.)

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Surgeon Dentist.—We particularly recommend as operating and mechanical Dentist, Mr Barwis, No. 10, Rue d'Alger, near the gardens of the Tuileries, especially for a superior description of Artificial Teeth, for which he has received a Patent. He has published a pamphlet on the subject, which may be had on application.

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A. H. Rodanet & Co., 38, Rue Vivienne, Chronometer Makers to the French Navy, and to the King of Portugal. Special house for Watches of Patek Philippe & Co. Sold at the same price as in Geneva. Jewellery. Travelling Clocks.

Hatter.—Bandoni, Son, 26, Rue Vivienne. See adv.

Families travelling on the Continent can be provided with responsible Couriers and travelling Servants, by applying to Mr. S. J. Johnson, 16 Rue de Séze, near the Madeleine, where they will find comfortable apartments and single rooms.

Routes from PARIS to	Itineraries of the best and quickest Routes between PARIS and the principal cities in Europe, &c.	ORDINARY FARES. 1 class £ s. d.	ORDINARY FARES. 2 class £ s. d.	TIME. Exp.' D. H. M.	TIME. Ord'y. D. H. M.
1 Alexandria .....(Egypt)	a See Route from London via Paris, p. 1, No. 4, as per Rte. to India, No. 49 Rte., *via* Marseilles, p. 48.....	22 6 0	15 6 0	...	6 8 0
,, ,,	b *via* Brindisi, pp. 248, 264.....	16 8 0	12 6 0	...	...
2 Amsterdam ...(Holland)	Rl. *via* Brussels, see Routes to, No. 10; Rl. thence *via* Malines, Antwerp, p. 83; Breda, &c., p. 102.....	2 12 0	1 19 6	0 24 0	...
3 Antwerp .....(Belgium)	Rl. *via* Brussels see Routes to, No. 10; Rail thence *via* Malines, p. 82	1 16 3	1 7 8	...	0 14 0
4 Bale .....(Switzerland)	Rl. *via* Belfort and Mulhouse, p. 68, thence to Bale, p. 74	2 8 6	1 15 6	0 12 25	0 21 0
5 Bayonne .....(France)	Rl. *via* Orleans, Tours, Poitiers and Bordeaux, pp. 36, 35; thence to Bayonne, p. 45.....	3 10 0	2 12 3	0 19 0	0 28 0
6 Berlin .....(Prussia)	Rl. *via* Routes to Cologne, No. 14; thence as per Itinerary p. 423, No. 5 of Rte. to Berlin	6 3 0	4 16 3	0 20 0	0 40 0
7 Biarritz .....(France)	Rl. *via* Bayonne, see No. 5: thence to Biarritz, p. 45 ...	3 12 6	2 9 0	0 18 0	0 36 0
8 Bordeaux ..... ,,	Rl. *via* Orleans, Tours, Poitiers and Bordeaux, pp.34-37	2 12 0	1 19 0	0 13 0	0 16 0
9 Boulogne..... ,,	Rl. *via* Amiens and Abbeville, p. 19.....	1 4 0	0 17 6	0 5 0	0 7 0
10 Brussels .....(Belgium)	a Rl. *via* Amiens, Arras, Douai, Valenciennes, Quiévrain, Mons, Braine-le-Comte, &c., p. 14	1 9 2	1 1 7	0 10 20	0 13 0
,, ,,	b Rl. *via* Creil, St. Quentin, Charleroi,, p. 16; thence to Brussels, p. 91.....	1 7 8	1 2 0	0 8 0	0 16 0
11 Calais.....(France)	Rl. *via* Amiens, Arras, Bethune, and Hazebrouck, p. 13	1 13 0	1 3 0	0 7 10	0 12 0
12 Chalons-s-Saone,,	Rl. *via* Dijon., p. 48	1 14 0	1 3 0	0 7 50	0 11 0
13 Chantilly ..... ,,	Rl. Direct., p. 23	...	...	0 0 40	0 1 20
14 Cologne .....(Prussia)	a Rl. *via* Creil, St. Quentin, Charleroi, Namur, Liege, Verviers, Herbesthal, Aix-la-Chapelle, p. 16	2 7 8	1 15 0	0 11 0	0 16 0
,, ,,	b Rl. *via* Brussels, see Rtes. to; thence as per Itinerary of Routes to Cologne, p. 423.....	2 9 7	1 17 6	0 15 0	0 22 0
15 Compiegne ...(France)	Rl. *via* Creil, p. 16	0 8 5	0 6 3	0 2 5	0 1 25
16 Constantinople(Turkey)	Rl. to Marseilles, see No 32; thence by Str. Messageries Maritimes.....	19 12 5	12 5 4	11 6 0	11 0 0
17 Dieppe.....(France)	Rl. *via* Rouen, p. 26	0 19 2	0 15 6	0 5 20	0 6 0
18 Dunkirk..... ,,	Rl. *via* Amiens, Arras, and Hazebrouck, p. 13	1 11 0	1 1 0	0 7 10	0 12 0
19 Fontainbleau ,,	Rl. pp. 46 and 47	0 5 0	0 4 0	0 1 6	0 2 0
20 Frankfort ...(Germany)	a Rl. *via* Strasburg, p. 64; Kehl, pp. 77, 133; Carlsruhe, p. 134; Heidelberg, p. 135; and Darmstadt, p. 137	3 8 0	2 8 3	0 14 20	0 24 0
,, ,,	b Rl. *via* Nancy, p. 64; Metz, p. 77; and Forbach, p. 73; thence to Neunkirchen, p. 125; thence to Neustadt and Worms, p. 139; thence to Mayence.....	3 15 4	2 0 6	0 16 20	0 24 20
21 Florence.....(Italy)	See Route from London, p. 4, No. 37, Rte, *a via* Paris ...	8 3 6	6 2 8	2 10 0	...
22 Geneva ...(Switzerland	See Route from London p. 4, No. 39, Rte. a via Paris ...	3 6 2	2 2 0	0 22 0	...
23 Genoa .....(Italy)	a See Route from London. p. 4, No. 40, *via* Paris & Turin	5 0 0	3 15 0	0 40 0	...
,, ,,	b Route *via* Nice and Ventimille, p. 55	...	...	1 10 0	...
24 Havre de Grace (France)	Rl. *via* Rouen, p. 25	1 3 0	0 15 0	0 5 15	0 8 0
25 Hyeres ,,	Rl. *via* Lyons, Marseilles, & Toulon, No. 32; Rl. thence to Hyeres, p. 56	...	...	...	...
26 Lille .....(France)	Rl. *via* Amiens, Arras, Douai, p. 14	1 4 0	0 18 0	0 5 0	0 8 0
27 Lisbon .....(Portugal)	See Routefrom London. p. 5; *via* Paris Route a.....	11 6 8	8 12 9	3 0 0	3 0 0
28 London.....(England)	a Rl. to Calais; Str. to Dover; Rl. to London Br. Sta. p. 19	3 1 6	2 4 3	0 12 0	...
,, ,,	b Rl. to Calais, No. 11: Steamer direct to London Bridge Wharf, London. p. 306	1 8 0	1 4 0	...	0 14
,, ,,	c Rl. to Boulogne, p. 19; Str. to Folkestone, 305; Rl. to London Bridge Sta.	2 14 7	1 10 3	0 12 0	...
,, ,,	d Rl. to Boulogne, No. 9, Str. direct to London Bridge Wharf, p 306	1 8 0	1 4 0	...	0 14

Itinerary of Routes from Paris—*continued.*

			£ s. d.	£ s. d.	D. H. M.	D. H. M.
London..... (England)	to	Rl. to Dieppe, No. 17, Str. to Newhaven, p. 308; Rl. via Brighton to London Bridge Station	1 8 0	1 0 0	....	0 16 0
,, ,,	f	Rl. to Havre, No. 24; Str. to Southampton, p. 311; Rl. to Waterloo Station	1 8 0	1 0 0	....	0 16 0
,, ,,	g	Rl. to Havre, No.24; Str. direct to St. Katherine's Wharf, London, p. 310.....	1 8 0	1 0 0	....	0 16 0
29 Lyons .....(France)		Rl. via Dijon, Chalons-sur Saone, p. 46	2 5 6	1 14 0	0 10 0	0 15 0
30 Madrid.....(Spain)	a	Rl. to Lyons, p. 48; Avignon, Tarascon, p. 50; Cette, p. 57; Port Vendres, p. 43; thence by Dil, p. 537 to Gerona; thence Rl. via Barcelona and Saragossa, to Madrid, pp. 271 and 270	9 10 0	....	0 10 0	....
,, ,,	b	Rl. to Bordeaux and Bayonne, see No. 5; Rl. to Irun, p. 45; thence by Rl. to Madrid, p. 268.....	....	....	0 0 0	....
,, ,,	c	As per Route a to Barcelona; Steamer to Alicante, Rl. thence to Madrid, p 272	9 10 0	8 0 0	0 0 0	....
,, ,,	d	Rail to Marseilles, pp. 48, 50; thence per Lopez & Co.'s Steamer to Alicante	8 0 0	6 0 0	4 0 0	....
31 Malta .....(Island of)		Rl. to Marseilles, see No. 33, Str. thence to Malta. p. 316	11 16 7	7 18 7	3 18 20	5 10 ....
32 Marseilles .....(France)		Rl. via Lyons and Avignon, pp. 46 and 50.....	3 18 0	2 17 0	0 18 20	0 22 0
33 Milan .....(Italy)		See Routes from London to, p. 5, No. 69, via Paris	5 0 0	3 15 0	0 22 0	0 22 0
34 Munich .....(Bavaria)		See Rte No. 47, Rte. to Stuttgard; Rl. thence via Ulm and Augsburg, pp. 192, 194.....	4 17 0	3 12 0	0 21 15	0 20 15
35 Nantes .....(France)		Rl. via Orleans, Tours, p. 34, and Nantes, p. 39.....	1 10 0	1 9 0	0 10 0	0 16 0
36 Naples .....(Italy)		Rl. to Marseilles, see No. 33; Str. thence to Naples p. 318	12 1 6	8 2 6	3 0 0	4 0 0
37 Nice .....(France)		See Rte. from London to p. 10, No. 130, Rte. a, via Paris	5 1 0	3 14 0	0 20 0	0 22 0
38 Orleans .....(France)		Rl. to, p. 34	0 11 3	0 8 0	0 2 20	0 4 15
39 Ostend .....(Belgium)		Rl. via Amiens, Lille, and Mouscron, p. 14; thence via Ghent, p. 61, and Bruges, p. 79	1 12 3	1 4 1	0 0 20	0 12 0
40 Pau..... (The Pyrenees)		See Rte. from London to, p. 10 No. 141, Rte. via Paris...	3 14 6	3 5 9	0 17 0	....
41 Rhone .....(France)		Rl. to, pp. 64 and 66	0 15 0	0 11 6	0 2 20	0 6 0
42 Rome.....(Italy)		See Rtes. from London, p. 7, No. 66, Rte. a via France....	7 15 0	5 7 0	0 12 0	0 0 0
43 Rouen .....(France)		Rl. to, p. 32	0 13 4	0 11 0	0 2 25	0 4 0
44 Strasbourg ..... ,,		Rl. to, via Nancy, p. 64	2 5 0	1 13 0	0 2 20	0 10 0
45 Tours..... ,,		Rl. to, *via* Orleans, p. 34 or p. 37	1 1 0	0 14 0	0 5 0	0 9 0
46 Turin .....(Italy)		See Rte. from London, p. 7, No. 92, Rte. via Paris	4 9 3	3 3 0	0 22 0	0 22 0
47 Stuttgard(Wurtemburg)		Rl. to Strasburg, p. 64; Rl. to Bruchsal and Stuttgart pp. 132, 134, 136, and 192	2 16 9	2 1 4	0 15 20	0 20 20
48 St. Cloud.....(France)		Rl. to, p. 32	0 0 6	0 0 4	0 0 20	0 0 20
49 St. Germain ..... ,,		Rl. to, p. 32	0 1 3	0 1 0	0 0 26	....
50 St. Petersburg..... ,,		Rl. to Berlin Rte. 8; Rl. to Eydtkuhnen, p. 180, and St. Petersburg, p. 287.....	14 5 0	12 0 0	3 22 0	4 10 0
51 Vienna ..... ,,		*Via* Munich, No 34, Rte. to; thence via Salzburg p. 200	6 15 0	5 11 0	0 23 0	0 23 0
		THE PRINCIPAL WATERING PLACES.				
52 Aix-la-Chap. (Prussia)		See Rtes. to Cologne, No. 14	2 0 0	1 9 0	0 2 0	....
53 Aix ..... (France)		See Rte. from London, p. 8, No. 101, Rte. via Paris.....	3 15 0	2 19 0	....	0 20 0
54 Aix-les-Bains...(Savoy)		See Rte. from London, p. 8, No. 102, Rte. via Paris.....	3 15 0	2 1 0	....	0 15 0
55 Baden-Baden Dashyer		Rl. to Strasburg p. 64, Kehl p. 132 & Baden-Baden p. 134	2 7 3	1 16 0	0 10 0	0 17 0
56 Bagneres de Bigorres .....(Pyrenees)		See Rte. from London, p. 8, No. 106, Rte. via Paris.....	4 0 0	3 1 0	....	0 20 0
57 Bagneles, Orne (Fra.)		Paris and Cherbourg Railway to Mesidon thence Rail and Diligence, as in Route from London	1 7 0	1 1 6	1 0 0	....
57 Bareges..... ,,		See Rte. from London to Pau, p. 10, No. 131 Rte. via Paris, Dil. from Pau	4 5 0	3 15 0	....	0 24 0
58 Carlsbad .....(Bohemia)		Rl. to Frankfort, see No. 20; thence as per Itinerary of Rtes., p. 459.....	5 6 9	4 5 9	0 27 27	0 30 1
59 Eaux Chaudes.....		See Rte. from London, p. 9, No. 117, Rte. via Paris	3 19 3	3 16 9	....	0 40 0
60 Ems .....(Nr. Coblentz)		Rl. by Nancy, Sarrbruck, Neunkirchen, Bingen, and Rudesheim, cross the Rhine at Bingen. Direct route.	2 4 4	2 10 0	0 10 0	0 25 0
61 Homburg.....(Rhine)		Rl to Frankfort, see No. 20; thence as per Itinerary, p. 459 of Rtes.; Rl. to Homburg, p. 135.....	3 10 9	2 10 6	0 25 30	0 25 30
62 Kissingen.....(Bavaria)		Rl. to Frankfort, see No. 20; thence as per Itinerary, of Routes, p. 459; Rl. to Gemunden See., p. 147; Rl. to Kissingen, p. 197.....	3 19 5	2 17 5	0 22 0	0 24 0
63 Montpellier ...(France)		Rl. to, *via* Lyons, p. 46, Avignon, Tarascon, p. 50, Rhemes, and Montpellier, p. 57	3 14 10	2 8 0	0 21 25	0 21 30
64 Plombières ... ,,		Rl. to Nancy, p. 64, Epinal, and Plombières, p. 66.....	2 3 0	1 12 0	0 13 30	0 14 00
65 Schwalbach ...(Nassau)		Rte. to Mayence. see No. 20; Rl. to Wiesbaden, p. 128. Dil. to Schwalbach	3 15 0	2 13 3	0 17 30	0 28 00
66 Spa .....(Belgium)		Rtes. to Brussels, see No 1C; Rtes. thence as per Itinerary, p. 401, of Rtes. to spa.....	1 18 6	1 8 0	0 0 40	0 18 21
67 St. Gervais .....(Savoy)		Rtes. to Geneva, via Dijon p. 48; Dil. thence via Sallanche to St. Gervais	2 12 0	1 19 0	0 21 0	0 23 0
68 St. Sauveur(Pyrenees)		See Routes from London to Pau, p. 10, No. 131 Route, via Paris; Dil. from Pau to St. Sauveur	4 10 0	4 0 0	0 26 0	....
69 Vichy.....(France)		Rl. to St. Germain des Fossés, and Vichy. pp. 58 and 60	3 12 6	1 4 6	0 8 0	0 12 0
70 Wiesbaden		See Rtes. to Mayence, No. 20; Rl. to Wiesbaden	3 12 6	2 13 3	0 15 30	0 20 00

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Pau.—*Stat.*—Pop. 22,000—HOTELS:—
GRAND HOTEL BEAU SEJOUR.—First-class hotel splendidly situated.
GRAND HOTEL GASTON.—First-class establishment; kept by Messrs. Lafourcade Brothers.
HOTEL DE FRANCE, first-class hotel, kept by Messrs. Garderes
MAISON SARDA, 31, Rue Porte Neuve. English Boarding House. Arrangements per week, month, or season. Mrs. Sarda is English.
PEMBROKE HOUSE, 60, Route de Bordeaux.—English and American Boarding Establishment, Mr. & Mrs. Tabor. Terms by the week, month, or season; central and all rooms ful lsouth.
HOTELS—DE LA POSTE; DE L'EUROPE; DE LA DORADE; DU COMMERCE.
Restaurants:—Bernis, Henri IV, Du Commerce.
CAFES:—Champagne, Place Royale; Gassion, under Hotel Gassion.
Furnished Apartments from £40 to £320 for the season. Post Office, Place de la Nouvelle Halle.

This resort of the English and former capital of Navarre, in the Basses Pyrenees, stands on the Plateau Long, above the valleys of the Ousse and Gave, separated by the Hêas. Climate rather variable. It is the birth-place of Henry IV. Principal objects—*Châteaux* of Henry IV. embellished by Margaret d'Anjou; joined to the town by 3 bridges, and flanked by 5 towers; it contains the Donjon of Gaston Phœbus, 112 feet high; the Salle des Gardes, des Princes, des Etats, &c. It was occupied by Abdel-Kader, and by Queen Isabella of Spain. At the Mairie is a statue of Henry IV., by Bosio; and in the beautiful Place Royale another by Raggi. St. Martin's and St. Jacques are two fine modern churches. The Parc is an admirable promenade, with a splendid view of the Pyrenees. The Museum contains a collection of Pyrenean marbles. At the Library are 25,000 vols. of books. Pau now possesses three English churches; excellent hotels; and physicians of reputation. In the neighbourhood is the beautiful Val d'Ossau.

See Dr. Lee's "South of France."

BRITISH VICE-CONSUL.—John Church, Esq., Passage Servicz AMERICAN C. AGENT.—M. Clay, Esq.
BANKERS.—Messrs. Devantes Bros.; M. Merrillon, senior; the English Bank, 19, Rue Latapie.—Musgrave, Clay, & Co. (late W. Taylor & Co.); John Church, 13, Rue Servicz.

CHURCH OF ENGLAND SERVICES.—Christ Church Rue Servicz; Rev. T. Jervis Edwards, B.A., Rue Duplan, Trinity Church, Chaplain, Rev. William Tait, Church, in Rue des Temples, behind the Grand Hotel; services on Sundays at 11 and 3; Fridays at 11.30. Holy Communion on the first Sunday of the month. St. Andrew's church, Rue Colas, Rev. F. Kent. Divine service, Sundays, 8.30 a.m., 11 a.m., and 3.15 p.m. Week-days, daily, 10.30 a.m., and 5 p.m.
PRESBYTERIAN CHURCH.—Adjoining the Rue Montpensier; service on Sabbaths at 11 a.m., and 3 p.m., Wednesday 12 noon. from beginning of October to end of June. Minister, Rev. George Brown, B.A., Free Church of Scotland. Residence, Chalet Fairlie.

ENGLISH PHYSICIANS.—J. Bagnall, M.D.; Sir Alex. Taylor, M.D.; Dr. De Castre, M.D.
FRENCH PHYSICIANS & Prepute.—Dr. Valery Meunier; Dr. Daran.
ENGLISH DENTIST.—Mr. C. WALLIS.
ENGLISH HOUSE for Perfumery etc., Aux Armes d'Angleterre. Place St. Martin, (Mr. Clarkson.)
ENGLISH GROCER.—Mr. Graham, Place Royale.
ENGLISH LIBRARY.—M. Lafon, Rue Henri IV.
Good Fox Hunting three times a week. English Cricket Club. Military Band Promenade Concerts, Sundays, Tuesdays, and Thursdays.

Perigueux.—*Stat.*—Pop. 19,140.—HOTELS: DES MESSAGERIES; DE FRANCE.

Ascend the bell-tower of the Cathedral. Notice St. Etienne; Roman Tours de Veizon; Statues of Montaigne, Fenelon, and Marshal Bugeaud, or the fine public promenade; old House on the Quay.

CONVEYANCES:—Railway, see pages 39, 40, 41.

Perpignan.—*Stat.*—Population, 23,500.
HOTEL DE L'EUROPE.
Cathedral, curious old houses; fine Promenade, brick Gateway of the old Castle.
CONVEYANCES:—Railway, see pages 43 & 60. Diligences to Gerona, several services daily in 8 hours.

Picquigny.—See Route 24, Special Edition.

Pierrefitte.—*Stat.*—For Cauterets, Luz, and Barèges, to all which diligences run. Within a short distance is St Savin's old Convent, now a School. Its Church has a Font curiously carved with figures of the persecuted "Cagots."
CONVEYANCES:—Railway, see pages 43 and 45.

Pierrefonds les Bains.—Pop. 1500.
HOTELS:—DES BAINS; DE PIERREFONDS; DES ETRANGERS; DES RUINS.

A pretty village, three hours from Paris by Northern of France rail, in the centre of the forest of Compiègne, and 7½ miles from that town. Omnibuses 1fr. 25c. A more picturesque position cannot be found. The fine *Castle* overlooking the landscape, was restored during the Empire by M. Viollet de Duc. Sulphurous mineral waters are very abundant, light to the stomach, and easy of digestion. An excellent Bath-house. For the waters, see the *Etude Medicale* of Dr. Sales Giron, published in Paris at the Library of Victor Masson.

Steamer, daily to Soissons.

Plombières.—274 miles from Paris, not far from Luxéville.—Population 1500.
HOTELS:—DE L'OURS; DES BAINS; TETE D'OR.

In a ravine on the Angronne among the Vosges. Much frequented mineral springs, 8 in number; the principal is the Thermes Napoleon. 2 Hotels, 200 beds; Bain des Dames. Bain Romain, &c. Waters contain Sulphar, Soda, Arsenic, Iron, &c. (12 to 13 degrees cent.)

Plombières has a handsome ogival church, and many pleasant walks near it. The Parc, the Route de Luxeuil, Ferme, Jocquet, &c. These springs were frequented of late years by the French Imperial family. Here the Emperor met Cavour, 1858, before the Italian war.

CONVEYANCES:—Railway, see page 48.

Poissy.—See Route 25, Special Edition.

Poitiers.—*Stat.*—Pop. (1872) 30,036—HOTELS: GRAND HOTEL DU PALAIS.

DE L'EUROPE; DE FRANCE; DES TROIS PILIERS.

Capital of the department of Vienne, near the river Clain, 210 English miles from Paris. It is divided into four quarters, all built in an antiquated style. The streets are for the most part steep, winding, and ill paved. It has several squares, the finest of which is the Place d'Armes. The *Cathedral* is in the gothic style, with lofty aisles. Of the other churches the most interesting is that of St. Hilaire, of 10th to 12th century; also Nôtre Dame Romano—Byzantine or Romanesque in style, and Sainte Radogonde, with curious legends. Remains of a Roman temple still exist here, besides other Roman antiquities. The Palace of Justice, which has a room much like Westminster Hall, should on no account be omitted. Notice too, the Tower of St. Porchaire; Roman Baptistery of St. John; old house known as la Prevôté; public garden of Blossac; a fine Dolmen, known as the "Pierre Levée," one mile on the road to Bourges. The English held the town for 300 years. Four miles distant from the town is shown the *battle-field* where the Black Prince defeated the French under John, who was taken prisoner there, 1356.

The Faculty of Droit and Medicine has a Museum, with antiquities of the Age of Stone.

CONVEYANCES:—Railway, see pages 35, 38, 41, & 42.

Pont-a-Mousson.—See Rte. 30, Special Edtn.

Pontoise.—*Stat.*—Pop. 6,060—HOTELS:—GRAND CERF, and MESSAGERIES.

17½ miles E. from Paris. It is in general well built, but the streets are steep and narrow. From the higher part of the town there is a magnificent prospect. The remains of the ancient Castle still exist. Remark the Hospital, the fine promenade, and the church of St. Maïon—in the neighbourhood, the Chateau St. Martin. From this station to Creil the Oise is on the right of the Railway, sometimes visible, sometimes its course only indicated by the luxuriant vegetation, and the trees which skirt its banks. Supplies Paris with calves and flour.

CONVEYANCES:—Railway, see pages 12, 18, 22, and 25. To Gisors, by Char and Magny

Puy, (Le)—*Stat.*—Pop. 17,015—HOTELS:—HOTEL DES AMBASSADEURS, good; DE L'EUROPE.

Capital of the department of the Haute Loire (formerly capital of that part of Languedoc called Le Velay), 349 miles south of Paris, 54 from St. Etienne, and 89 from Lyons. In the midst of this very curious town there arise two immense volcanic peaks—*L'Aiguille* (Needle), on which is the chapel of St. Michael, and *Corneille*, which is crowned by a cast iron statue of the Virgin and Child, made from guns taken at Sebastopol, and painted to resemble bright bronze. It is 52 feet high, and weighs about 80 tons. Inside is a spiral staircase, by means of which the visitor may sit on the top of the head of the statue. Some very steep streets lead up to the *Cathedral*, which, with its cloisters, its remains of a Druidical dolmen, and a Roman temple, is very interesting. The *Orgues d'Espailly* is a striking mass of basaltic pillars, resembling wooden organ pipes, about two miles west of the town. Polignac, a village with a ruined castle of the Polignac family, is three miles from the town.

The rail from St. Etienne for several miles as it approaches Le Puy, passes through a most picturesque gorge, flanked by volcanic rocks and mountains, and following the sinuosities of the Loire.

CONVEYANCES:—Railway see page 59. Diligences corresponding with another railway to Brioude and Clermont Ferrand.

Reims or **Rheims**.—*Stat.*—Pop. (1872) 71,994.—HOTELS:—

HOTEL LION D'OR, very good Hotel, recommended to English Travellers; Mr. Disant, Proprietor. [Prices are reported as "very large." 1875.]

HOTEL DU COMMERCE; DE LA MAISON ROUGE DU PALAIS, &c.

A sous-préfecture in the department of the Marne. It presents great attractions to tourists. The *Cathedral* dedicated to Nôtre Dame is justly esteemed one of the most magnificent gothic buildings in France, begun in 1212. This colossal edifice was erected in the thirteenth century, and is chiefly renowned for the grandeur of its west front, the three superb portals with their richly carved canopies, the wheel windows filled with the finest stained glass, and the screen of kings surmounted by the two great front towers. In this building the kings of France were formerly crowned. The great bell weighs 23,000 lbs. The interior contains paintings of Tintoretto and Titian. The abbey church of *St. Remi* is a fine building in the Norman style. Reims is also remarkable for its Roman *Arch*, said to be larger than any at Rome. The town possesses beautiful public gardens, a fine town-hall spinning factories and champagne vaults. The King of Prussia entered the city with his forces 5th September, 1870, on his march to Paris; and it was the head-quarters of the German army of occupation.

AMERICAN CONSUL.—A. G. Gill, Esq.

CONVEYANCES.—Railway, see p. 12, 15, 64, 66, 67, 70.

Rennes.—*Stat.*—Pop. (1872) 52,044—HOTELS: GRAND HOTEL.—First class hotel, recommended to English travellers. DE FRANCE; DE LA CORNE-DE-CERF; JULIEN; DU COMMERCE; PIRS; DE L'EUROPE. There is a Buffet at the Station. 220½ English miles W. of Paris.

It is the capital of the department of the Ile et Vilaine, situated at the confluence of these two rivers, the latter dividing the town into two parts, connected by bridges. The part built on the left bank is called the lower town; that on the right, called the upper town, stands on an eminence, and forms the finest and most considerable part of the city. It has several fine squares and promenades. The principal public edifices are the *Cathedral*, dedicated to St. Peter, with its lofty towers and its relics. Other Churches,—Sainte Melaine or Nôtre Dame (11th to 16th century), and Saint Sauveur (1730), with copies of paintings of Raphael, &c. The University, a good building, has a good collection of paintings, mineralogy, medals, &c. Observe the building, formerly the house of meeting for the Parliament of Brittany; the town-hall, and the college formerly belonging to the Jesuits; also, a public library, containing 30,000 volumes.

CONVEYANCES.—Railway, see pages 28 and 30.

Riom.—*Stat.*—Pop. 13,000—HOTELS:—COLONNE; DU PALAIS; DE L'ECU; DE FRANCE.

A picturesquely situated town and sous-préfecture of the department of the Puy-de-Dôme. The principal objects of interest are the interesting church of St. Amable; the Palais de Justice and Ste. Chapelle; and the monument to General Desaix. The Tour de l'Horloge is interesting. The chateau of Tournoël, one mile from Volvic should be seen. The town is built of lava brought from the quarries of *Volvic*, a place about six miles from Riom, and well worth a visit.

CONVEYANCES.—Railway, see page 60.

Rive de Gier.—*Stat.*—Pop. 14,720.

A flourishing manufacturing town, situated on the Gier, and in the centre of the best coal field in France. There are large manufactories of glass, machinery, railway carriages, &c., here; also an English steel factory, and in the neighbourhood are about 50 coal mines.

CONVEYANCES.—Railway, see page 56.

Rochefort.—*Stat.*—Pop. (1866) 30,155.

HOTELS:—DES ETRANGERS; DU GRAND BACHA.

An important maritime town situated on the Charente, on the Bay of Biscay, in dep. Charente Inférieure. It is comparatively modern, dating only from the 17th century, and possessing little to interest the traveller beyond its dockyards and workshops, which may be seen on application to the Major de la Marine. The buildings worthy of notice are the Hôpital de la Marine, containing 1,300 beds, a library, and a museum of anatomy and natural history; the *Bagne*, or convict-depôt; and the library containing 10,000 volumes.

The principal article of commerce is brandy, a large quantity of which is manufactured here, and exported to England: there are also some iron and copper works, and clock factories.

AMERICAN C. AGENT.—A. Giraud, Esq.

CONVEYANCES:—Railway, see pages 38 and 47 Steamers to Royan and Bordeaux.

Roubaix.—*Stat.*—Pop. (1872) 75,987.—HOTELS: FERRAILLE and DU COMMERCE.

A manufacturing town, which has risen into great importance under the Commercial Treaty. It is the Bradford of France, and is noted especially for its wool-combing and its fancy wool goods, tissues, and yarns. It lies six miles north of Lille.

ENGLISH CHURCH SERVICE every Sunday, at 11½, in the new French church; Chaplain, Rev. C. Faulkner. Also, at **Croix**, 1 mile from the town, in the English church, at 9½ a.m. and at 6½ p.m.; and at **Amiens**.

CONVEYANCES:—Railway, see pp. 14, 78, and 80.

Rouen.—*Stat.*—Pop. (1872) 102,470. HOTELS: SMITH'S ALBION HOTEL, on the Quay. Deserving our best recommendation. Table d'hôte at 6 o'clock, 3 francs 50 cts.

HOTEL D'ANGLETERRE, on the Quay; a first-class house. Table d'hôte at 6 o'clock, 3fr. 50c.

GRAND HOTEL DE FRANCE.—Rue des Carmes. Good accommodation. Proprietor, Mr. Soulé.

ALGER; EMPEREURS: NORD; MIDI; GRAND HOTEL; NORMANDIE; PARIS.

Normandy not being a wine-growing province, all wines at the table d'hôte are charged for *extra*.

This fine old Gothic town, situated on the river Seine, the ancient capital of Normandy, is replete with picturesque attractions to the English tourist. Some relic of antiquity here meets the traveller at every turn, either in the form of a pointed arch, the mutilated statue of some saint, or a gothic fountain; the door-posts, window frames, beaumends, and wood-work of almost every building are chequered, intersected, and ornamented with rich carving, grotesque heads, flowers and other fanciful devices; while the mouldering magnificence of the cathedral, churches, Palais de Justice, and other public edifices, carries the traveller in imagination half-a-dozen centuries backward. The *Cathedral*, among the public edifices of Rouen, stands pre-eminent, and is said to have been founded as early as 260. It has a fine new iron spire. Some splendid monuments are found within its walls; and its churches are equally rich in this respect. *St. Ouen* is a magnificent church. The church of St. Maclou is famous for its magnificent front, the carved stone of which resembles lace. The cathedral-like church of St. Vincent should also be seen; and no one interested in architecture should fail to visit the abbey church of *St. George Boscherville*; though now but the parish chapel of an insignificant village, it is yet one of the finest specimens of Norman architecture in France.

Rouen has already received many so-called improvements in the shape of straight streets and high modern houses, (Paris fashion.) Joan of Arc's *Statue* ornaments the Market-place, in the Place de la Pucelle. The Jardin des Plantes, Rue d'Elbœuf, is well worth seeing. The Museum o Antiquities is very rich, and the house deserves s dy. Notice, also, the Tour de l'Horloge; the st..ue to Thomas Cornellle; and the Suspension Bridge. Mount St. Catharine commands a beautiful view of the city and river, it is surmounted by the beautiful modern gothic church of Nôtre Dame du Bon Secours, the interior of which is a blaze of gold and colours.

The great industry is cotton spinning, with the making up broad silks, hardware goods, earthenware, velvets, &c. Weavers of the department 150,000; 4-5ths of these are resident in Rouen.

ENGLISH VICE-CONSUL, H. F. Herring, Esq.

AMERICAN C. AGENT.—L. Guebert, Esq.

ENGLISH CHURCH SERVICE in the French church and in the English chapel, at **Sotteville**, every Sunday, at 11 a.m., and in the Church of St. Eloi, Rouen, at 3.30 p.m. British Chaplain—Rev. H. Gelston, M.A.

CONVEYANCES:—Railway, see pages 21, 22, 23, 24, 26, 28, and 30.—There are two Railway Stations, one a short distance from the town. Omnibuses to the hotels, 40 centimes, without luggage; 1 franc, with 60 kil. of baggage.

Steamer in Summer to Honfleur and Havre three times a week; 6 to 7 hours; good scenery.

Salins (Jura).—Pop 6,500 —Natural springs Saline mineral water (Eau Sodo Bromurées).

GRAND HOTEL—open every year from 1st of June.

CONVEYANCES.—Railway, see page 52.

Samer (Dep. *Pas de Calais*)—*Stat.*— Pop. 2,000 —A healthy spot in a beautiful part of the river launc, on the line from Boulogne to St. Omer

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Several English families live on the site of a ruined Abbey, of which there are remains. A junction station at Hesdigneul connects with the Paris line.—See page 17.

St. Cloud—*Stat.*—Pop. 4,496—with its park, and fountains which only play three or four times a year. About 6 miles from Paris.—See page 38. The *Palace* (still a ruin) was set fire to by the French when they held Mont Valérien, to prevent its occupation by the Germans.

CONVEYANCES:—Railway, see page 22.

St. Denis.—*Stat.*—Pop. 22,190.—HOTELS:—

A town four miles from Paris, of very ancient origin, celebrated for its *Abbey Church*, the burial place of the kings of France. During the revolution more than fifty tombs were demolished, in consequence of the decree of 1793. Napoleon I. made considerable additions to the church, and was careful to restore the injuries it had received. He intended it should be the last resting-place for his own dynasty. He founded here an institution for the gratuitous education of relatives of members of the Legion of Honour, in which 900 pupils (girls) are educated. Napoleon III. did much to restore the church.

CONVEYANCES:—Railway, see pages 18, 22, 23, & 32.

St. Emilion.—See Emilion (Saint).

St. Etienne.—*Stat.*—Pop (72) 110,814. HOTELS: DE L'EUROPE; DU NORD; DE LA PAIX; DE LA POSTE

Capital of the department of the Loire, 272¼ E. miles from Marseilles, and 36 miles S. of Lyons, and from Paris (via Bourbonnais) 314 miles; situated on the small rivulet of Furens. It has coal and iron mines. It has also the greatest manufactures of ribbons, fire-arms and hardware in France; stones for grindstones are found in the neighbourhood. The new Museum for machinery, ribbons, and arms, is well worth seeing. The first railway in France was opened here.

AMERICAN C. AGENT.—O. Hancke, Esq.

CONVEYANCES.—Railway, see pages 56 and 59.

St. Germain—*Stat.*—Pop. 14,288—Good Hotels, but all dear. Château Pavillon d'Henri IV. May be reached by rail from Paris in half an hour. The fine Terrace is on the borders of the Seine. For Railway, see page 32.

ENGLISH CHURCH SERVICE every Sunday.

St. Jean de Luz.—*Stat.*—Pop. 2,666.—HOTELS: DE LA POSTE; DE FRANCE; DES AMBASSADEURS.

An old fashioned and picturesque town, in the Nivelle's mouth, 14 or 15 miles from Bayonne, through which Maria Theresa of Spain entered France as Queen, with Louis XIV. at her side. Bathing establishment much frequented during the season. The walks and drives are beautiful; one is to Mont de l'Arrhun, behind the picturesque village of Ascain, with a magnificent view.

ENGLISH CHURCH.—Rev. W. Webster, M.A. Chaplain.

CONVEYANCES:—Railway, see page 46.

St. Lo.—*Stat.*—Pop. 6,810—HOTEL DU CHEVAL BLANC, good; SOLEIL DU LEVANT.

An old town in Normandy, containing a fine Cathedral, and several public buildings, the church of St. Croix, and a Roman Altar. The country between St. Lo and Bayeux is interesting.

CONVEYANCES.—Railway, see page 27. Carriages to be had, on moderate terms, of M. Hélaine, 3, Rue de la Gendarmerie.

St. Malo.—*Stat.*—Pop. 10,886—HOTELS:—

DE LA PAIX; DE FRANCE; CHENE VERT; COMMERCE; HOTEL FRANKLIN, good; table d'hôte, 3fr.

Is in the Rance's mouth, and one of the best specimens of an old fortified French town; and the usual place of embarkation from Normandy to the Channel Islands. The old cathedral *Church*, the seat of a bishop before the Revolution, is in the gothic style. At the Hotel de Ville are relics of Cartier, the navigator, and a native. Chateaubriand was born in the Hotel de France, then the house of his family, and is buried on an island near Solidor Fort. A basin is being constructed to be completed at a cost of 5,000,000 fr. Good roadstead strongly defended, N. W. of the town Manufactures of tobacco, nets, etc.

ENGLISH VICE-CONSUL.—Col. MacGregor.

A resident clergyman.

CONVEYANCES.—Railway, see page 30. Omnibuses from the principal hotels attend the trains. Sailing boats, 2 to 3fr. an hour. Steamer up the Rance in Summer. Carriage from Dol to Mont St. Michel, 15fr. a day; diligence—Dol to Avranches, (26 miles), thence to St. Lo (40 miles) a very beautiful drive.

St. Omer.—*Stat.*—Pop 22,000.—HOTELS:—

HOTEL DE LA PORTE D'OR, Rue St. Bertin.

On the Aa, well built and strongly fortified; streets wide and well made. A plentiful supply of refreshing water is afforded from 12 fountains in different quarters. The *Cathedral* has deeply recessed portals filled with sculptured figures of great beauty, and costly marble altar work. The Hotel de Ville is situated on the Place d'Armes. Beyond the walls are two considerable suburbs. At Clairmarais are the ruins of the Abbey at which St. Thomas à Becket took refuge. Living is said to be cheap.

ENGLISH CHURCH SERVICE twice on Sundays; chaplain, Rev. J. Wilkinson.

CONVEYANCES.—Railway, see page 12 and 17.

St. Quentin.—*Stat.*—Pop. (1872) 34,811.—HOTELS: DU CYGNE; D'ANGLETERRE; DU LION D'OR.

105¾ Eng. miles from Paris, and 44¾ from Valenciennes. Built on the brow of a hill, whose base is watered by the Somme. Remark here the principal *Church*, a beautiful gothic building situated in the high part of the town; its vaults 121 feet high, and its windows (of which there are 10) 63 ft. high. Hotel de Ville, in Grand Place, is surrounded with a gallery, adorned with sculptures of a whimsical description. Numerous manufactories for sheeting, muslins, table linen, &c.; cotton yarn and coloured wool; iron and copper foundries, and sugar refineries. It was captured by the Germans, 21st October, 1870; and here General Faidherbe was defeated in January, 1871, by General Goeben.

CONVEYANCES:—Railway, see pp. 16, 31, 64, & 107.

St. Sauveur.—Near Luz in the Pyrenees.

HOTEL DES PRINCES; DE FRANCE.

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Many furnished houses, carriages, horses, donkeys, &c. Most of the guides live at Luz; notwithstanding the existence of a tariff, bargains must be struck. Two Thermal Establishments (the new one of 1858). Water sulphurous, temperature 29°9 to 34°2 Cent. Walks and excursions.—Pic de Bergons (7000 feet) 5 hours up and back, fine view. Plateau de la Houtalade. *Cirque de Gavarnie* (7 hours walk, 4060 feet) formed by steep rocks 1400 feet high, 11,600 feet round. Estazon to the eastward, 10,000 feet high, south-east, the Pic de Marboré 10,900 feet high, and the le Cylindre 10,812 feet. To the south, the Tours de Marboré, and a Cascade 1271 feet high.

St. Servan.—Pop. 12,810.—HOTELS:—HOTEL UNION—Boarding-house.

A town of the dep. Ille et Vilaine, much resorted to by the English. It is prettily situated upon the gulf of Avranches, and is separated from St. Malo by a narrow ferry, fare across, 10 cents. An omnibus, between the two towns, round the harbour, fare 30 cents.

CHURCH SERVICE twice on Sundays, at the French Church, Rev. W. Money, M.A., Chaplain.

CONVEYANCES. — Railway from St. Malo to Dol, Paris, &c. Steamboats from St. Malo to the Channel Islands, Southampton, and Weymouth. Steamer on the Rance to Dinan, every day—a lovely trip.

St. Tropez.—Pop. 4,170—HOTELS:—DU COMMERCE; TROIS LUMIERES.

14 miles from Toulon, between that town and Nice; on the Gulf of St. Tropez, which is four leagues in length, and surrounded by mountains, so that for those who are fond of boating and fishing it is very agreeable. The scenery is magnificent, the climate dry and warm in winter. There is a diligence every morning to Toulon, and also to Nice by correspondence to Luc, and there meeting the rail to Nice, see page 55.

St. Valery-sur-Somme.—*Stat.*—Pop. 3,700. HOTEL: LES ARMES DE FRANCE.

A small bathing place in the Channel, on the Somme, from which the Conqueror sailed to England, 1066; 8 miles from Noyelles, 45 miles from Boulogne. Here are the Tour de Harold, and a Fisherman's Chapel; with an English Chapel, Chaplain.

CONVEYANCES:-Railway, see p. 18. Coach to Eu.

Saumur.—See Route 28, Special Edition.

Sedan.—HOTELS:—DE L'EUROPE kept by J. Jacoupy, comfortable and well situated; and CROIX D'OR: two large hotels, making up 50 beds each.

French Protestant Church, in Rue des Francs-Bourgeois, Rev. A. Goulden. Service at 10.30 a.m.

The birth-place of the celebrated French Marshals Turenne and Macdonald. A frontier town on the banks of the Meuse, in the department of the Ardennes, 170 miles N.E. of Paris. Population, (1873) 15,540. It is strongly fortified, being surrounded by walls, bastions, ditches, and other works, many of which were constructed by the celebrated Vauban. Sedan has long been celebrated for its manufacture of superfine woollen goods. This town will be famous in history, for the disastrous battle of 1st September, 1870, between the French under Napoleon III. and Marshal MacMahon, and the Germans under King William I. of Prussia; the French being completely defeated, and compelled to surrender their whole army upwards of 83,000 men—with all their war material, as prisoners to the Germans. The Emperor also surrendered himself as prisoner of war the day after, and was sent to Wilhemshöhe. His memorable interview with the King took place at M. Ameur's Château Bellevue, 3 miles west of Sedan, overlooking the Meuse and the battle field. It was visited by the Prince of Wales, and the King of Saxony, in 1871. A weaver's cottage is shown called Maison de Tisserand, or de l'Empereur, where Napoleon met Bismarck on 1st September. The French, under De Failly, had previously sustained a defeat at Beaumont. **Bazeilles**—about three miles from Sedan—was burnt in a fight, before the surrender at Sedan. The village contained nearly 600 houses, and 2,000 inhabitants. It also suffered from a storm, July, 1873. The work of restoration is going on, but only very slowly. Guide to the battle-field, Mr. J. Thompson.

CONVEYANCES:—Railway, see pages 15, 64, & 65.

Sens.—*Stat.*—Pop. 11,000—HOTELS:—HOTEL DE PARIS; DE L'ECU.

A small and lively town pleasantly situated on the Yonne. The Norman *Cathedral* is a magnificent structure, with an imposing façade and admirably proportioned nave. The treasures and tapestry work in the sacristy are well worth seeing. They show the Mitre and Cope of Becket, who took refuge here, 1164. A small Norman church near the bridge deserving of notice, from the singularity of of its details. The building to the right of the cathedral façade is an elegant specimen of Gothic architecture, the geometrical tracery in the windows being exceedingly beautiful.

CONVEYANCES:—Railway, see pages 48 and 62.

Sixt.—HOTEL DU FER A CHEVAL.

In Savoy, in a valley combining all the attractions of the sublime and the beautiful, inhabited, and graphically described by M. H. Wills, whose book, the "Eagle's Nest," is the best guide to the locality. It is only separated from Chamounix by the Aiguilles Rouges, from Champery and the Canton of Valais by the ridge of Dent du Midi, offering splendid passes, little frequented, and from the lake of Geneva by the Dent d'Oche chain. Sixt is an excellent centre for countless excursions amidst waterfalls, pine forests and peaks, offering the additional attractions of many botanical and fossil treasures.

PRINCIPAL POINTS TO VISIT:—The Gouffre des Tines, and the fall of the Giant Dent, falling a height of 650 feet from Mont Anbené.

Soissons.—*Stat.*—Population (1873) 8,890. HOTEL:—CROIX D'OR.

A small fortified town, pleasantly situated on the river Aisne. It capitulated to the German forces, 16th October, 1870, with 4000 men, after four days bombardment. The *Cathedral* is a splendid edifice, possessing a fine interior. All that remains of the once magnificent Church of St. Jean is the west front, a vast and imposing mass. About two miles

off is the Abbey of St. Médard, now a Deaf and Dumb Asylum, with the tomb of Clotaire, and a church of the sixth century.

CONVEYANCES.—Railway, see page 15.

Souvigny.— *Stat.*—Pop. 3,000—A small town near Moulins, remarkable for a small gothic abbey *Church* of singular beauty.

CONVEYANCES.—Railway, see page 42.

Tarascon.—See Route 28, Special Edition.

Tarbes.—*Stat.*—Pop. 15,000. HOTELS:—

DE LA PAIX, good; formerly a mansion belonging to the Duc de Grammont.

A town in Hautes Pyrenées, on the Adour, with a good trade in horses, and a government stud.

CONVEYANCES.—Railway, see pp. 40, 44, 45, 46.

Thonon.—21½ miles from Geneva. Pop. 5080.

HOTELS: DE L'EUROPE and DU LEMAN.

Chefliew, of Upper Savoy, has a church of 1529. Mineral waters of La Versoye at the distance of 1½ mile. Pleasant excursions amidst woods of chesnuts of extraordinary size. Thonon is at the widest part of the Lake of Geneva, near some old lake settlements.—Steamers, see page 331.

Toul.—*Stat.*—Pop. 7,700—HOTELS:—

DE METS; DE L'EUROPE.

A small provincial town on the Moselle, which capitulated to the Germans, 23rd September, 1870, with 109 officers, and 2240 men. The cathedral is a fine Gothic edifice of the 10th with portal of the 15th century (1496). The old church of St. Gengoulph is well worth seeing, the cloisters being for beauty of design equal to any in France.

CONVEYANCES.—Railway, see page 64.

Toulon.—*Stat.*—Pop. (1872) 69,127—HOTELS: GRAND HOTEL; VICTORIA; CROIX DE MALTE.

RESTAURANTS:—Café de Paris, Place du Champ de Bataille. Moulard, the same place.

CAFES:—De la Marine, and de Paris, Place de Champ de Bataille; De l'Europe; De Commerce.

BATHS:—Germont, Rue Neuve, 14. POSTE AUX LETTRES:—Boulevard de Strasbourg. 48. Telegraph Office:—Rue Nationale, 25. VOITURES DE PLACE, within the radius of the octroi, 6 a.m. to 10 p.m., (4 places) 2 fr. an hour.

Toulon, 564 English miles from Paris, and 30 from Marseilles, is an important naval station in the south-east of France, department of Var, in a beautiful bay of the Mediterranean. It is built at the foot of a ridge of lofty hills, called Pharon or Faron, which shelter it from the north; and is surrounded with ramparts, ditches, and bastions, and defended by a fine citadel, and a number of forts and batteries, one of them, La Malgue (where Abd-el-Kader was kept prisoner), has a particularly fine view.

The town is divided into two parts,—Old and New. The former is ill built, and full of quaint narrow streets; the latter contains the public structures erected by Louis XIV., and several squares or places—as Champ de Bataille, Puget, and S. Pierre. The principal public buildings are the Town-hall, the Hotel del'Intendance, St. Stephen's Cathedral which has a good interior; the Civil and Naval Hospitals, a handsome theatre and a Jardin des Plantes, where palms grow out of doors. It has a large Arsenal, with basins for 200 sail of the-line and inner and outer ports, sheltered on all sides and protected by batteries. The Bagne for convicts has been removed since 1872. No one should omit ascending the Tower of Mourillon. Permission to view the *Dockyard* must be procured (with passport or card) between 10 and 11, of the Major-General de la Marine. Here are docks for ship-building, storehouses for timber, factories for canvas, cordage, anchors, &c. Boats to St. Mandrier and its naval hospital, La Seyne, and Tamaris Within a short distance are La Valette, St. Marguerite, Cape Brun, La Garie Château, the fine Gorge of Ollioulles, Hyères, &c.

ENGLISH VICE-CONSUL.—L. Jouvé, Esq.

AMERICAN C. AGENT.—T. Plattner, Esq.

CHURCH OF ENGLAND SERVICE, 25, Rue Picot; Sunday, 10.15 and 4.30. Some English residents are trying to establish a Sanitorium here for persons of limited means.

CONVEYANCES.—Railway. See page 55

Toulouse.—*Stat.*—Pop. (1872) 126,352.—

HOTEL DE L'EUROPE, Place Lafayette, good; GRAND HOTEL SOUVILLE, GRAND HOTEL SACARON DU MIDI; DE PARIS; CHAUBARD; DES ETATS UNIS, CAPOUL BAICHERE; DE LONDRES; CHAUMONT.

Cafés Tivolier, Café Divan, Latour, Malbic Europeen. CITADINES, 90c. Poste, Rue St. Ursule. TELEGRAPH OFFICE, Rue Fermat.

Chief city of the Haute Garonne, on the Canal du Midi and the Garonne, here crossed by a fine bridge. It is the Roman *Tolosa* which became a capital of the Visigoths, and was taken by the Saracens, 721. It is large and well-built, containing fine streets and squares: remains of old turreted walls; a Cathedral, and 10 Churches, the best of which is St. Servan; a government arsenal, and tobacco factory, a University, Academy of Floral games, (so called from the Troubadours); a well-stocked Museum; and part of the ancient Capitol or Capoul at the Hotel de Ville. At the Cemetery are graves of the English who fell on 10th April, 1814, the last fought battle before the peace. Cheap fruit, vegetables, wines, ortolans, and truffles, &c. Enormous damage was done here by the great floods of June 1875; many hundred houses and 3 bridges (including the suspension bridge) at St. Cyprian were swept away; and up and down the river hundreds of lives were lost and some millions worth of property destroyed.

CONVEYANCES.—Railway, see pages 39, 43, & 44.

Tours.—*Stat.*—Pop. (1872) 43,268.—HOTELS:

HOTEL DE LA BOULE D'OR, Rue Royale. Fine situation. Mr. E. Guillaume, prop., English spoken.

HOTEL DE L'UNIVERS, one of the best first-class hotels in France.

GRAND HOTEL DE BORDEAUX.—First class hotel on the Boulevard, opposite the Station.

HOTEL DU FAISAN. Buffet at the Station good.

A considerable town on the Loire, formerly actively engaged in the silk manufacture, 147 miles south-west of Paris. There is a handsome bridge here 1300 feet long, and a very fine *Cathedral*. The large number of English who used to reside at Tours is greatly diminished by the

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dearness of living in France. It has an important printing establishment.

It became the seat of part of the French Government September 12, 1870, when M. Crémieux and the Foreign Ambassadors moved from Paris. Gambetta arrived here on 9th September, having escaped from the capital in a balloon, and proceeded to raise the provinces. It surrendered to the Germans on December 21, after the Government had left for Bordeaux. A few miles from Tours, at *Mettray*, is an institution for reclaiming juvenile delinquents.

CHURCH SERVICE, at the English Church; Chaplain, Rev. R. Kirby, appointed by Col. and Cont. Church Society. FRENCH PROTESTANT CHURCH, service on Sundays at 2 p.m.

CONVEYANCE.—Railway, see pages 34, 37, 38, 39.

N.B.—The direct route from Paris to Tours does not pass through Orleans.

Trevoux.—See Route 27, Special Edition.

Trouville-sur-Mer.—*Stat.*—Pop. 4,163.

HOTELS:—GRAND HOTEL DES ROCHES NOIRES.—First class hotel, commanding a fine view of the sea. DE PARIS; DE LA PLAGE; BELLE VUE; and DU BRAS D'OR.

Situated on the coast of Calvados, on the north of the small river Touques. It is about 10 miles from Havre, with which place daily communication is kept up by steamers. Trouville has been rapidly increasing in reputation for several years past, and is admirably adapted for sea-bathing, the shore being sand, without shingle, extending for miles on each side the town. Many of the villas are tasteful and elegant, and the scenery in the neighbourhood is very pretty and English. Chalet Cordier, on Hennequeville Hill, was formerly the summer residence of M. Thiers; Houlgate is still that of Q. Isabella. Here Louis Philippe embarked, 1849, in his flight to England; and the Empress Eugénie in 1870.

Visitors are cautioned against the exorbitant charges.

There are in the vicinity two other sea-bathing places deserving of notice, viz., **Villers-sur Mer** which is the summer residence of the Orleans family; and **Houlgate** or **Beuzeval**; excellent accommodation for visitors at both places. Cabourg is a third place of resort, nearest to Caen.

Deauville, is opposite Trouville, as above. Pop. 1,250. HOTELS:—Du Casino, Grand Hotel, del'Europe, on the sea.

Deauville, on the river Touques has become an important French watering places, owing to the exertions of the late Duke de Morny, and of Sir J. Olliffe, Physician to the British Embassy in Paris. It has a handsome Casino, and an Esplanade two or three miles long, with extensive sands, affording good bathing ground. The Deauville Land Society have constructed, at their own expense, a handsome Church in which *English and French Protestant services* are held twice every Sunday, and which is resorted to by the inhabitants of Trouville as well. Chaplain supplied by the Colonial and Continental Church Society.

CONVEYANCES.—Railway, see page 27.

Steamer to Havre daily, see alphabetical list.

Troyes.—*Stat.*—Pop. (1872) 48,113. HOTELS: DU GRAND MULET; DU COMMERCE; DES COURRIERS; DE FRANCE; DE PARIS; DU CHAR D'OR.

103½ English miles from Paris 152½ from Besançon, and 70 from Reims. Troyes is a large town in Champagne, the capital of the department of the Aube, situated between two fine meadows on the Seine. Its streets of wooden houses are very picturesque. It has considerable manufactures, particularly in cotton and cotton stockings. Woollen, linen, leather, and thread, are all made here, but on a smaller scale. Its chief edifices are in particular the Cathedral, and the churches of St. Etienne and St. Urban. A public mall, or walk, extends along the ramparts, and is of great length. Troy weight takes its name from this town.

CONVEYANCES.—Railway, see pp. 62, 68, and 73.

Uriage.—7½ miles from Grenoble.—HOTELS: DU CERCLE; DES BAINS; DU NORD; DU MIDI. RESTAURANTS:—ROBIN; MONNIER; CARTIER. Pop. 2234; Heights 414 mètres, in the vale of Sonnant. Chlorine, sodic, and sulphurous water. Bathing Establishment, Douches, &c. Gallo Roman remains, Aqueduct, Piscina, &c. Remarkable collection of Antiquities in the Chateau d'Uriage.—Excursions.—La Montagne des Quatre Seigneurs (943 mètres fine view,) La Ferme du Marais, 1117 mètres, 1 hour 15 minutes; La Chartreuse de Premol, (ruins), 1095 mètres. Refreshments and if required shelter for the night, chez la garde. Ascent of Chamrousse (4 hours), panoramic view. On the top a cross of 11 mètres in height. At hand are the Cascade de l'Oursiere formed by the Domenon from the Glacier of Belledonne.

Valence.—See Route 27, Special Edition.

Valenciennes—*Stat.*—Pop. 25,000. HOTELS: DU COMMERCE; DES PRINCES; DU MOUTON BLANC; DE MOULIN; DE BRUSSELS; DES FLANDRE.

Conveyances at the Station, a quarter of a mile distant from the town; there is a good Buffet here.

A place of considerable trade and wealth; also strongly fortified by its position on the Scheldt, at its confluence with the Rhendelle, by which it may be surrounded for three-fourths of its circumference by water, retained by means of sluices in the fortifications. The town is well built; the houses are generally of brick and white stone. The *Hotel de Ville*, in the Gothic style, is highly decorated; the handsome façade, surmounted by an attic, adorned with Caristide figures, representing the four seasons. The Hospital and the Theatre are also remarkable. Many agreeable promenades will be found—the Cours-Bourbon, the Place-Verte, &c. From the Citadel the valley of the Scheldt is seen to advantage. Froissart, the historian of the 14th century, was born here.

The mining territory known as the Bassin de Valenciennes covers 145,000 acres, and furnishes three quarters of the coal obtained in France. The yield in 1863 was 3,000,000 tons. At the end of 1864 there were in the district 65 coal mines, employing 16,500 hands.

Next to coal mining stands the beet-root sugar manufacture. Valenciennes is also noted for its

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lace, fine cambric, linseed oil, cotton yarn, and hosiery.

Railway, see pages 14, 15, 17, and 84.

Verdun.—*Stat.*—Pop. 12,410.—HOTELS:—DE L'EUROPE; DES TROIS MAURES.

This is one of Vauban's fortified towns, on the river Meuse, at the end of the Rheims and Verdun Railway; noted as a place for English prisoners in the Revolutionary war, which ended 1814. It surrendered to the Germans, 9th November, 1870, with 4000 prisoners and 160 guns.

CONVEYANCES.—Railway, see pages 67 and 70.

Vernon.—See Route 25, Special Edition.

HOTEL DU LION D'OR.

CONVEYANCES.—Railway, see pages 24 and 21.

Versailles.—*Stat.*—Pop. (1872) 61,686.

HOTEL VATEL & GRAND H. DES RESERVOIRS.—Restaurants in Rue des Reservoirs.

The Restaurants opposite the Station are inferior and the charges high. Better accommodation in the town.

Reached by Railways from Paris on both sides of the Seine in half an hour. Statue of Gen. Hoche. It would require many pages to describe the beauties of the Palace here, with its pleasure-grounds, galleries, and noble saloons; containing the Historical Museum, or collection of paintings, representing the wars of France, from the earliest period to the present time; ending with Versailles having became the head-quarters of the King of Prussia, 5th Feb., 1871; who was here proclaimed German Emperor, 18th February, 1871. The National Assembly removed from Bordeaux to the theatre here, after the insurrection of the Commune at Paris, March 18th, 1870. The floors throughout are full with statuary. It takes four hours merely to wander through the various apartments and gardens. The principal masters who have contributed to its adornment are Horace Vernet, Paul Delaroche, and Johannot. Here are the Cabinet of Natural history, the Opera Saloon, the Chapel, the Park, with its statues, fountains, and cascades, as planned by Louis XIV., and the two Trianons. The Hall of the Jeu de Paume or Tennis Court, the scene of the first decided act of the French Revolution is also interesting.—A Catalogue may be bought in the Palace.—The Palace is open to the public every day, except Mondays, from 11 till 5. The Water Works play once or twice a month from May to October.

CHURCH OF ENGLAND—Service on Sundays at the English Chapel, 11 bis, Rue des Bons Enfans, at 11.30a.m. and 4.30 p.m., Rev. E. Luxley, Chaplain. The Municipality have undertaken to restore it at the expense of the town.

CONVEYANCES.—Railway, see pages 28, 30, and 32. All baggage is examined by the officers of the Octroi.

Tram Railway to Paris about every hour, via Sevres and the Champ Elysées. The fare is high. The new Experimental Camp is at Satory.

Vichy.—*Stat.*—Pop. 5,750.—HOTELS:—GERMOT GRAND HOTEL DU PARC, opposite the baths and the park; comfortable and elegant.

GRAND HOTEL DES PRINCES, Favies-Maud, Proprietor; recommended to English travellers; very well situated.

GRAND HOTEL DES AMBASSADEURS, first-rate hotel, well situated. Recommended to English travellers.

GRAND HOTEL DE CHERBOURG, well situated, first class hotel.—See Advertisement.

HOTELS:—DE SUEDE; DE RICHELIEU; DU LOUVRE; DU RHONE; DU CENTRE; BONNET; DE LA PAIX.

The prices of the hotels in Vichy are from 10 to 12 frs. per day. Dinner at the table d'hôte and breakfast, at the second-rate hotels, 8 to 10 frs per day. Cabs with 1 horse 2 fr. the hour, 2 hours 3 fr.

Vichy is in the department of the Allier. 256 miles south-east of Paris, upon the banks of the Allier, about forty miles south of Moulins, in a beautiful valley enclosed in an amphitheatre of hills, covered with a profusion of fruit trees and vineyards. It is the most frequented watering-place in France, and contains seven springs, which all belong to the thermal Establishment, except the Puits Lardy, which is private property. The roads in the vicinity of the town are good, and very fine views may be obtained. Strangers will find every convenience in the town. The bathing season begins on the 1st of May, and ends on the 15th of October. Vichy is divided into the old and the new towns, Vichy la Ville and Vichy les Bains. The old town is picturesque, with its broken walls and its ancient tower; and it is evident from the Roman road, "the Jews' town," and other remains of olden times, that Vichy la Ville was once much more populous than it is now, and possibly ranked amongst the foremost of the *aquæ calidæ* of the Romans.

A very large number of English and Americans resort here in the season, and many wonderful cures of gout and rheumatism are reported.

The principal hotels are around and near to the *Old Park*, at one end of which is the thermal establishment, and at the other the handsome new casino. A first class band plays in a kiosk near the casino, morning and afternoon.

Two bathing establishments, with 440 bath rooms, 56 douches. Waters 110° Fahr. Bicarbonate of soda, useful in diseases of the liver and stomach

RESORTS.—The Casino, Le Parc, Le Parc Anglais.

EXCURSIONS.—Cusset, 2½ miles; old town with houses of the 15th century, 3 miles; Montagne Verte, Restaurant, fine view; Côte Saine Amand (435 mètres), fine view, 2½ miles; La Montagne Verte, beautiful views, 2½ miles; L'Ardoisiere, valley and river, 5 miles; Chateau Bourbon Basset, 3 miles; Forest of Montpensier, and Chateau Randan, 8½ miles; Chateldon, very picturesque, 13½ miles; Clermont, and the Peak of the Puy de Dome, magnificent mountain scenery, 25 miles—can be reached by rail.

ENGLISH CHURCH SERVICE in the new "Temple Protestant," in the Place du Marché. Chaplain appointed by the Colonial and Continental Church Society.

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A good supply of carriages, saddle horses, and donkeys. Good fishing in the Allier.

CONVEYANCES:—Railway by St. Germain des Fosses to Paris, Orleans, Tours, Lyons, Geneva, &c. See page 60.

Vienne.—*Stat.*—Pop. 20,000.—HOTELS:—DU NORD; DE LA TABLE RONDE.

A sous préfecture of dep. Isère, the Roman *Vienna*, and one of the earliest seats of Christianity in France, standing under the cliff of the Rhône, at the influx of the Gère, which supplies the motive power to a number of cloth mills, paper mills, and iron works. A suspension bridge to St. Colombe. The principal objects of attraction are the Museum, which was a temple dedicated to Augustus, and contains Roman inscriptions, marbles, fragments of columns, capitals, &c.; the ancient portico called the Arc de Triomphe, once part of the Forum; the cathedral of St. Maurice; the tower of St. André le Bas; and outside the town the *Aiguille*, a sort of Roman obelisk. From the Tour de Mauconseil, Pontius Pilate, who was banished here, is said to have thrown himself, A.D. 38. In the neighbourhood are lead mines, and Ampuis, where the Côte Rotie wine is produced. Mont Pilas, in view, is 4516 feet above sea.

CONVEYANCES.—Railway, see page 56. Steamers to Avignon and Lyons.

Vitré.—*Stat.*—Pop. 8,900.—HOTEL:—POSTE.

A curious old walled town in a picturesque part of Vilaine, at the junction of the Fougères branch with the main Western line. It has an ancient church, convent, and ruined castle of the Tremouille family. Savary, author of Letters on Egypt, was born here. Mad. de Sévigné's seat is at Rochers, 1½ mile south.

CONVEYANCES:—Railway, see pages 28 and 29, to Fougères—the latter through fine scenery.

Viziers.—See Route 29, Special Edition.

BELGIUM.

For a more detailed description of Belgium and the Rhine, see BRADSHAW'S ILLUSTRATED HANDBOOK OF BELGIUM AND THE RHINE, with Plans of the Towns, and Panorama Map of the Rhine, the Sambre, Meuse, &c.—*Price Five Shillings.*

BELGIUM is situated between 49°27′ and 51°31′ north latitude, and 2°37′ and 6°0 east longitude. Its greatest length from N.W. to S.E. is about 175 English miles, and its greatest breadth from N.E. to S.W. about 127 English miles. Its superficial area is about 7,279,448 English acres, or 11,375 square miles. The general aspect of Belgium is level, indeed it contains no ridge that could be properly called a mountain. The southern portion, however, is high, very picturesque and romantic, like a little Switzerland, but towards the north it sinks into a flat plain. The country in the northern provinces, along the rivers and estuaries is, like that of Holland, protected from inundation by dykes; and along the open sea by sand hills or downs, which vary in breadth from one to three miles, rise to a height of fifty or sixty feet, and are in most cases thickly covered with pine trees. The sea itself, to a great distance from the shore, is filled along the whole coast with sand banks, which render the navigation very intricate, and very dangerous to large vessels.

In climate the Belgian provinces differ much: for whilst in Luxembourg the climate is temperate, in Liegeit is somewhat hasty. In Namur the air is sharp and agreeable, and in Hainault the climate is mild and temperate. East and West Flanders enjoy a moist climate. The summer here is not too warm, and the winter not very cold. In fact Belgium deserves, in every respect, the flattering denomination of "JARDIN DE L'EUROPE," which it first received from its late King, Leopold I, and it has often been said and repeated, by the most eminent travellers, that no tour on the Continent can be considered complete, without a visit to this admired country, and a sojourn of a few days in Brussels, its beautiful capital.

Population—5,916,360; of two distinct stocks—the *Germanic* and the *Celtic*. To the former belong the proper Belgians or Netherlanders, who formerly spoke only the Flemish tongue, and a small number of German-Dutch—mostly in Limburg and Luxembourg. To the latter, the Walloons, who inhabit the southern portion of the country who spoke the French-Flemish or the Walloon—two dialects of the French language, which has now become the language of the country.

Commerce, Trade—Productive industry has long characterised the Belgians, the principal productions of which are Brussels, Mechlin, Bruges, Ghent, and St. Trona laces, the cloths of Flanders, Brabant, and Hainault, the printed cottons of Ghent, Brussels, and other places, the bleaching establishments of Courtray, which rival those of Haarlem, the carpets of Tournay, the papers of Liége, with its military arms and cutlery. The industry of the Flemings has within two hundred years converted a tract of land, once a sandy and barren heath, into a beautiful garden; and the produce of its wheat is often not less than sixteen to one, and oats ten to one; whilst scarcely in any part of Britain does wheat give more than eight to ten for one. East and West Flanders alone produce annually flax to the amount of £1,600,000. The coal mines of Hainault produce more than those of the whole of France; and the annual quantity raised in Belgium is 2,000,000 chaldrons. More than 150,000 tons of iron are annually founded. The cotton manufactures, have improved steadily since 1830, and now represent a capital of £3,000,000 sterling. Principal exports are corn, bran, coal, oil, lace, woollen and cotton cloths, linen, canvas, arms, cutlery, and ironmongery. The Exports and Imports to and from England, (1873) were 13 millions and 14½ millions respectively.

Revenue, Government.—The Revenue (1873) is 8½ millions sterling. Debt 33½ millions

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The Administrative divisions of Belgium consist of nine Provinces, subdivided into arrondissements, communes, and cantons. The States composing Belgium belonged to Austria, till 1795, when France annexed them to Holland. Upon the revolution of 1830, and the separation from Holland, Prince Leopold of Saxe-Coburg, uncle to Queen Victoria, became Leopold I, King of the Belgians in June 1831; succeeded in 1865 by his son Leopold II, the reigning king. He was born 1835, and has two daughters. A son died 1869; and the king's brother, the Count of Flanders, is the present heir apparent.

Hotels.—The hotels are remarkable for cleanliness, the service is well attended to, and the charges no higher than in any other Capital on the Continent. Belgium not being a wine country, the wines are not as cheap as in France, and at the table d'hôte are paid for extra

Churches.—Some of the grandest are found in small towns too seldom visited. The following list will assist the traveller. They are given in their order of merit:—Tournai, Brussels (St. Gudule) Antwerp, Mons, Ypres, Malines, Liége (St. Paul), Lierre, Louvain (St. Pierre), Ghent (St. Bevon), Bruges, Hal, Herenthal, Alost, Tongres, Diest, Furnes, Dixmude, &c. NOTE.—Churches are nearly always closed from 12 to 3.

Town-Halls.—The following are those remarkable for their beauty and proportions:—Brussels, Louvain, Ypres, Ghent, Bruges, Oudenarde, Antwerp. Courtrai, and Mons.

Railways.—The railway system was adopted 1834, and at present there is not one town or village of any importance without railway communication. The fares are nearly the same as in other countries. Return Tickets at a fare and three fifths are issued for a great many places, at all Stations to all classes; the Express fare is 25 per cent. higher than the ordinary fare.

Postage.—10c. per Inland letter; and 25c. to England, France, Switzerland, &c. England to Belgium, 2½d. under ½ oz.

Money.—100 centimes = 1 franc = 9½d. GOLD COINS.—Pieces of 20, 10, and 5 francs, worth respectively 15s. 10d.; 7s. 11d.; 3s. 10½d. SILVER COINS.—Pieces of 5, 2, 1 franc and 50 centimes, worth respectively 3s. 10½d.; 1s. 7d.; 9½d.; 4¾d. COPPER COINS.—Pieces of 1 and 2 centimes. NICKEL COINS. Pieces of 20. 10, and 5 centimes. English Sovereigns are convertible into francs throughout Belgium, at the rate of exchange of the day. The Sovereign, or Pound Sterling, is always worth its par value of 25 francs, and sometimes from 10 to 20 centimes more.—From *The Money, Weights, and Measures of all Nations*, by W. A. Browne, LL.D. London: Stanford.

Electric Telegraph.—First opened 15th March, 1851. The lines are in connexion with the Submarine Telegraph. Fares, 50c. (5d.) for a message of 20 words to any station in Belgium.

Routes from London to Belgium, 1.—By South Eastern Railway from Cannon Street and Charing Cross Stations to Dover, at 7.40 morn. and 8.45 night. By London, Chatham, and Dover Railway from Victoria and Ludgate Hill Stations at 7.40 morn. and 8.35 night. Steamers leave Dover for **Calais** and trains leave **Calais** for **Brussels,** *vid* **Lille,** and thence by the newly opened short line to **Tournay, Hal,** &c. **Brussels** at 6.10 morning and 5.15 evening at the South Station.—See page 80.

2.—By the above Trains from London to Dover, and thence by Mail Steamer for **Ostend,** 9.35 morn, and 10.45 night daily. Trains leave **Ostend** for **Brussels** at 4.10, 6.45, and 12.0 morn., and at 3.5, and 6.40 afternoon. For further particulars, see advertisement, pages 702 and 703.

3.—To **Antwerp** by the Great Eastern Railway from Bishopsgate Station, *vid* Harwich, every Monday, Wednesday, and Friday, at 7.0 p.m.

4.—By Steam to **Ostend** every Tuesday and Friday, direct from St. Katherine's Wharf. See Alphabetical list. The "Holland" and "Belgium" are good ships, and perform the passage in ten hour.

5.—By Steam to **Antwerp,** direct from St. Katherine's Wharf. See list of Steamers. The packet on this station are now of a very superior description. The General Steam Navigation Company's steamers "Dolphin," "Orion," and "Earl of Aberdeen" are superior first-class ships. The Belgian Company's ship "Baron Osy," is also a very fine vessel. They perform the passage in about 17 hours, and reach Antwerp on the day after leaving London, in ample time to enable the passengers to proceed, if they wish, by the first or second train to Brussels. But few persons do this, as the "glorious works of art" in Antwerp are objects of too much interest to be passed unvisited. Railway to Brussels, page 83

6.—By Steam to **Calais,** direct, from London Bridge Wharf. See list of steamers.

7.—By the Screw Steam Shipping Co's Steamers from off Irongate Wharf to **Dunkirk,** thence by Rail to any part of Belgium.

Grimsby to Antwerp, by the Manchester, Sheffield, and Lincolnshire Railway Company's first-class Steamers, every Wednesday and Saturday. Average passage, 20 hours. See advertisement, page 715.

8.—**Hull to Antwerp,** by Brownlow, Lumsden, & Co.'s Steamers. See advertisement, p. 704, and 705.

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For Alphabetical List of places described in the following Section, see page 413.

ROUTE 1.

In order to assist travellers in their Belgian tour, the places are arranged as they come, the principal railway routes; including some places deserving of notice, which, though not on the direct route, yet admit of a short visit by a little delay.

London to Brussels, Cologne, &c., via Dover and Calais.

Travellers should take their tickets from London to Brussels only, in the first instance, and thence choose new and cheap routes to the Rhine, baths of Germany and Switzerland.

Tourists will necessarily choose their own route from London to Dover by the South Eastern Railway from London Bridge or Charing Cross, or by the London and Chatham from Victoria Station or Ludgate Hill, for the choice of which we can only advise them to consult the respective advertisements of the two companies, pages 697 and 700, to ascertain which offers the best accommodation in the shape of corresponding trains to convey them with the greatest comfort and celerity, and at the most suitable hours, from London to Brussels, either by Express Mail trains at night, or the trains leaving in the morning and reaching Brussels the same evening.

The Trains by both routes from London to Dover pass through some of the finest scenery in Kent, and reach Dover in about the same time, proceeding on their arrival direct to the pier in front of the steamers, on board of which passengers and luggage are embarked immediately, and which start forthwith, "wind and weather permitting," for Calais. The passage across is but of short duration, ninety minutes from harbour to harbour. All is changed for the better, though at times too much authority breaks forth from the functionaries on entering the frontiers of "la belle France."

Following the crowd of fellow passengers you enter the room, in the station, where your baggage has been brought from the steamer. If you have a through ticket for Brussels, and have registered your baggage, it is forwarded without examination from Calais to Blandain, the frontier station between Lille and Tournai, but it is advisable to have an eye upon it now and then to see it is travelling by the same train as yourself.

Time is generally allowed to take some refreshment at the excellent buffet in the station, and then passengers hasten to take their seats, and rest quietly while the train carries them up to Lille.

The opening of the new line from Lille to Brussels direct, by Tournay, Ath, Enghien, and Hal, is a great advantage to English travellers. The distance is considerably reduced; it avoids the long detour *via* Ghent, and passes over a really very pretty country. Without changing carriages at Lille, passengers for Brussels proceed by train at 2.25 p.m. to

Tournay.—*Stat.*—Pop. (1869) 31,003.

HOTELS:—DE L'IMPERATRICE; DU SINGE D'OR.

A fortified town in Hainault, containing the most ancient Cathedral in the country, a colossal edifice, with several celebrated pictures by Rubens, and some marble groupings by Dufresnoy. The Gothic choir is very lofty and magnificent, and constructed of grey stone which harmonizes well with the rich stained glass; the nave is Norman with a double triforium; the transepts are speed and of striking grandeur; the exterior, with its five Towers, is most imposing. There are interesting specimens of domestic architecture, &c., and a Museum in the fine Town Hall. In the Grande Place is a statue erected, 1863, to Lalaing who defended the town against Farnese, 1568.

Ath.—*Stat.*—Pop. 8,135.—HOTELS:—DU CYGNE; DU PAON.

A small strongly fortified town, situated on the Dendre, which here becomes navigable. Extensive trade in flax, hemp, and hops. Train leaves at 4.22, passing

Enghien.—*Stat.*—Pop. 3,000.

A pretty little town, remarkable for the beauty of the park and gardens attached to the castle, which belongs to the Prince of Aremberg. Extensive manufactures of cloth; numerous tan-yards and bleaching-grounds.

Hal.—*Stat.*—Pop. 7,815.—HOTELS:—DES PAYS BAS; DUC DE BRABANT. A small but pretty village built partly on the Senne, and partly on the canal Charleroi. It has no objects of particular interest, save the Church of St. Mary, celebrated as possessing a miracle-working image of the Virgin. It is of wood, 2 feet high, and has acquired immense wealth by pious offerings, including gold plate given by Charles V., Maximilian I., Pope Julius II., &c. It has a beautiful high altar and font of brass.

The train then passes several villages, and, traversing the meadow-land along the banks of the Senne, reaches the South Station of Brussels (at 5.15 p.m.), where the baggage of passengers from London to Calais is slightly examined, and where omnibuses and cabs are in waiting to convey passengers to the various Hotels. Fare by omnibus, 7d., including luggage.

The two-horse cabs are the best; but if travellers be not on their guard, the drivers will take them to inferior hotels, to save themselves the trouble of conveying them to the hotels on the Place Royale. Omnibuses are generally preferable, as the conductors are trustworthy; but even with them it is necessary for the traveller to be particular in compelling them to drive direct to the hotel he has selected. Travellers should also avoid being misled by touters and porters at the stations, who are interested in recommending hotels unfit for English visitors.

Haerlebeke.—Olsene.—Nazareth.—(BRANCH LINE.)

Audenarde.—*Stat.*—HOTELS:—DE LA POMME D'OR; DU LION D'OR.—A very picturesque and quiet town, the same as **Oudenarde**, where Marlborough defeated the French, 7th July 1[illegible]

Pop. 6,265. It possesses a magnificent Gothic Town-hall and two churches; the former is well worth seeing. The railway from Ghent, *via* Nazareth and Audenarde, to Mons, passes through a pretty and most fertile country.

CONVEYANCES:—Railway, see pp. 78, 86, 98, and 100.

GHENT, ENG. **Gaunt**; FR. **Gand.**—*Stat.*—Pop. (1869) 121,470—*(Map in Special Edition.)*

HOTELS.—*Hints.*—Travellers should proceed direct to the hotel they have selected in a Cab, as the Omnibuses charge as much, and make so many stoppages, that the best accommodation is generally engaged before passengers by these vehicles reach the hotel. It is advisable to take a Cab on leaving.

HOTEL ROYAL, Place d'Armes, in the centre of this town, and nearest to the railway station, a first-class Hotel—highly recommended to English travellers, andlord, MR. MARIT.

HOTEL DE LA POSTE, Place d'Armes—This old established first-rate Hotel is conducted by Mr. A. Van de Putte, and is highly recommended.

HOTEL DE VIENNE, nearest hotel to the churches St. Bavon, St. Nichol, and St. Michael. A. Rossmann, proprietor.

DU COMTE D'EGMONT; D'ALLEMAGNE; DU DUC DE WELLINGTON; DE COURTRAI.

There is a Buffet at the station, which is within the town. Cabs are always in attendance.

Vigilantes—The course, 1 fr.; 1 hour, 1 fr. 50 c. following hours, 1 fr.

Distance from Bruges, 28 miles. The station of the direct railway to Antwerp is at the Porte d'Anvers. This direct line runs through the Pays de Waes, the most densely populated district in Belgium; it passes the important town of Lokeren. Here John of "Gaunt," son of Edward III., and father of Henry IV., was born 1340; his mother being Philippa of Hainault.

The streets and public squares of Ghent are wide and spacious; it has more the appearance of a modern city than Bruges, and elegant equipages enliven its busy thoroughfares. The *Town-hall* offers an exquisite specimen of florid gothic architecture in the right wing and corner; the other side is not so good. A bust of Philip van Artevelde, the famous Captain General, is to be seen here. The oldest and one of the finest churches is that of St. Nicholas. The curious will be interested by visiting the site of the houses of Van Artevelde and Count Egmont; also the Gilded Dragon, brought by Van Artevelde from Bruges, now on the belfry.

The *Cathedral* of St. Bavon is not remarkable for external beauty, but the interior presents a singular appearance, from its being lined with black marble, and from its having 24 Chapels containing ornaments and paintings of great value. It would occupy too much space to describe each oratory; but we would direct attention to the eleventh, which is embellished by one of the most remarkable works of the early Flemish school. A painting, representing "The Adoration of the Lamb," by the brothers Van Eyck, is considered an extraordinary *chef d'œuvre*. The colouring is as fresh and as pure as the first day it left the hands of the painters. The composition combines the breadth and power of the Flemish school, with the grace and delicacy of the Italian. No person should quit this chapel without having the details of the picture described to him. In another part of the church (in chapel fourteenth) there is a painting by Rubens equally admired. It is a picture representing a religious ceremony—St. Bavon renouncing the military profession to become a monk. Sir Joshua Reynolds says of this painting, that "for composition, colouring, richness of effect, and all those qualities in which Rubens more particularly excelled, it claims a rank among his greatest and best works." The wood carvings of the pulpit and other carvings are very remarkable.

The pictures in the church of St. Michael have been shamefully treated by the vandalism of ruthless depredators and modern restorers or picture cleaners. The once beautiful work representing the Crucifixion, by Van Dyck, is so disfigured as not to be worth examination. The museum of Ghent is by no means worthy of such a city; but the florist will be much gratified by a visit to the Botanical gardens, which contain some of the choicest exotics and rarest plants acclimatized in Europe. The Town library (70,000 vols.) is rich in valuable MSS., and has a folio Latin bible (of 1466 to 1470), the bible of Mayence, 1472, &c. The Palace of the University is remarkable, and the Museum and Academy of paintings contain some good pictures. The Great Theatre has a fine façade. The Beguignage contains one of the finest pictures by Raphael in Belgium, the subject is the head of our Saviour. It is a convent, but the inmates may leave when they like, may get married and even return in widowhood. The theatre and public ball and concert rooms, close to the Hotel de la Poste, are worthy of a visit; as also the ruins of the Monastery of St. Bavon, near the Porte d'Anvers, about ten minutes walk from the Church of St. Jaques, (1 franc. for a party.) At the Casino the English Volunteers were received at the International Tir of 1872. The Marché au Vendredi and the Qual au Blé, with the quaint old Spanish houses, should be seen.

For Through Route from London to the Rhine, see first Time Tables of Belgian Railways.

CHURCH OF ENGLAND SERVICE.—On Sundays, alternately, at 10.30 a.m. and 2.30 p.m., at the Chapel in the Rue Digue du Brabant, near the railway station. Holy Communion, second Sunday

AMERICAN CONSUL.—W. Brisbane, Esq.

CONVEYANCES.—Railway, see pages 14, 78, 84, 82, 86, 90, 92, 93, 97, 98, 100, and 101.

(The traveller going from Ghent to Brussels can proceed by **Malines**, see page 90, or by **Alost**, see p. 78, and so on to **Brussels**, see p. 82.

YPRES TO BRUSSELS, *viâ* COURTRAI, TOURNAY, ATH, AND JURBISE.

Ypres.—*Stat.*—A very interesting fortified town. Pop. 17,000. The Cathedral is one of the finest in Belgium, and the famous Cloth Hall (now the *Town Hall*, restored 1860) is equalled by none in Europe. No one should omit to visit Ypres. Here diaper (d' Ypres) linen was first made.

CONVEYANCES:—Railway, see pages 92, 94, 96, 99 and 100.

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Comines, Wervicq, Menin.—Small and picturesque towns, the first of which gave birth to Philip de Comines, the historian.

Courtral, or Courtray.—*Stat.*—Hotel du Lion d'Or.—A very clean and lively town. Pop. 23,510. The Town hall possesses a magnificent Gothic chimney-piece, a splendid work of art.

Conveyances.—Railway, see pages 78, 80, 87, 92, 93, 94, 96 and 100.

Tournay.—Hotels:—Du Singe d'Or; De Belle Vue; De l'Imperatrice.

Conveyances.—Railway, see pages 80, 86, 97, and 100.

Braine-le-Comte.—*Stat.*—Pop. 6,220.

This town was formerly in the department of Jemappe, and derived its name from the celebrated Brennus, in the time of Julius Cæsar, who built the town, and strongly fortified it with a castle, &c. Both castle and town, however, were destroyed by the Spaniards about the year 1677. The district around furnishes some of the finest flax in the world. A few miles to the north-west is Steenkerke, remarkable as being the spot where the Duke of Luxembourg defeated William III., in 1692, with a loss of 7000 men. From here a railway branches off to Charleroi and Namur.

Conveyances.—Railway, see pages 14, 78, 84, 90, 100, 101 and 102.

A tunnel precedes our entry to

Tubise, which possesses no interest for the traveller. **Hal,** p. 78. **Loth, Ruysbroeck,** and **Forest** and **Brussels.**

Route from Ghent *via* Alost to Brussels.

Melle, Wetteren, Schellebelle, Lede. See page 78.

Alost.—*Stat.*—Pop. 20,000. Hotels:—Pays Bas; Des Trois Rois.

On the river Dendre, the chief town of the district of East Flanders, is said to owe its origin to a fortress built by the Goths in 111. It was formerly the capital of what was called Imperial Flanders, and was reduced to ashes by a conflagration in 1360; in 1667 the celebrated Marshal Turenne took and dismantled it. The Town hall is a fine gothic edifice, built in 1210, and is in excellent preservation. The collegiate church of St. Martin was built by the same architect as the cathedral of Amiens, and contains a fine picture by Rubens, representing the "Plague of Alost." Linen, soap, and thread-lace, are the chief manufactures. Great Hop Market. Railway, see pages 78, 82.

Route from Ghent *via* Termonde and Malines to Brussels.

Melle. Wetteren.

Termonde (or **Dendermonde**)—*Stat.*—Pop. 8,640.—Hotels:—Aigle; De la Demi-lune.

Buggenhout.—**Malderen.**—**Londerzeel.**—**Capelle.**

Malines, or Mechlin.—*Stat.*—Pop. (1860) 36,090.

Hotels.—The Hotel de la Grue; Hotel la Coupe. Good buffet at the Station.

A large town, in the province of Antwerp, divided by the Dyle into two parts. It is equidistant from Brussels, Antwerp, and Louvain. The Malines station is about five minutes' walk from the town, which is one of the most picturesque Flemish cities. An obelisk is here erected, to mark the point where the various Belgic lines of railway diverge.

The entrance from the railway station is very fine. The streets are broad, and bordered in many places by good buildings. The public square and the market-place are spacious, and regularly built. The Cathedral has a tower 350 feet high, of massive Gothic construction. Although unfinished, it is worthy of attention, especially the interior, which is elegant. The other buildings of interest are the arsenal, the town-house, a Franciscan monastery and an asylum for 800 widows and elderly women. The town also contains many curious old buildings. It has manufactures of fine Brabant lace and linen, damask silk, and woollen stuffs, besides a thread lace, known and celebrated as the Mechlin lace.

Works of Art in the Churches at Malines.—The Church of St. Rumbold—in the chapel on the left there is a fine painting, "Christ crucified between the Two Thieves," by Van Dyck. The Church of Notre Dame contains a picture by Rubens, "The Miraculous Draught of Fishes." The Church of St. John possesses several of Rubens' finest paintings, "The Worshipping of the Magi," two painted shutters, and three other small pictures. The receipt is shown in the vestry, dated March 12 1624, stating that Rubens painted these eight paintings in 18 days, and received 1800 florins.

Conveyances.—Railway, to Cologne and the Rhine to Ostend and Ghent to Brussels, 82, and 86. [Travellers from Ghent or Ostend change carriages here, if proceeding to Antwerp or Cologne.]

Continuing his journey towards Brussels, the traveller next arrives at

Vilvorde.—*Stat.*—Pop. 5,200. A small town, situated between Malines and Brussels where Tindal translated the Bible. The great Penitentiary is in the suburbs.

BRUSSELS.—*Stat.*—Pop. (1869) 171,380, or 314,080, including the surrounding Communes.—*(Map in Special Edition.)*

Hotel de l'Europe, Place Royale, bears a very high character. Table d'hôte at 5 o'clock. Dinners at any hour.

Hotel de Belle Vue, a large establishment kept by Mr. Dremel of Dresden.

Hotel de Flandre, in the Place Royale, has been considerably enlarged.

Hotel de Saxe, Rue Neuve, lower town, Mr. Kervand, proprietor Recommended.

Hotel Mengelle, 75, Rue Royale—English and American Hotel. Recommended.

Hotel de l'Univers.—Kept by Mr. Schoeffler-Wiertz. Very good; situated in the centre of the town, near the North Railway Station.

Hotel de Suede, Rue de l'Eveque, First-class hotel, overlooking the new Boulevards.

Hotel de France.—Rue Royale, an old established hotel.

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HOTEL DE HOLLANDE, Rue de la Putterie, situated in the heart of the city, between the Cathedral and the Grand Place, is quiet and comfortable.

HOTEL DUNKERQUE ET BAINS LEOPOLD, Rue des Trois Têtes (Montagne de la Cour). See advt.

HOTEL WINDSOR, Rue de la Regence, upper town.

GRANDE HOTEL BRITANNIQUE, well situated, Place du Trône, No. 3, near the King's palace, and the Boulevards. Castreuil, proprietor.

HOTEL WELLINGTON, 43, Rue Neuve, newly opened by the proprietor of the Callo's Hotel—Forming Rue des Bouchers.

GRAND HOTEL, 15, corner of the Boulevard, Botanique, and the Boulevard du Nord.

HORTON'S PRINCE OF WALES COMMERCIAL INN AND TAVERN, 8, Rue Villa Hermosa, near the Place Royale, first street to the right descending the Montagne de la Cour.

ENGLISH BOARDING HOUSE, 65, Rue du Commerce (Quartier Leopold), close to the Park. Very good house. Recommended.

HOTEL GURTH, Corner of the Rue de Luxembourg, just opposite the Luxemburg Station.

WILTCHER'S ENGLISH PRIVATE HOTEL AND PENSION, 25, Rue Marie de Bourgogne.

HOTEL DU GRAND MIROIR, 28, Rue de la Montagne, central for business and pleasure, near the theatres, and the Galeries St. Hubert.

ENGLISH BOARDING HOUSE, kept by G. Janssens-Jamagne, successors to Miss Adolphine Stievenart, No. 126, Chaussée de Wavre.

ENGLISH BOARDING HOUSE, 3, Rue de l'Esplanade (Quartier Leopold), kept by Mr. Allante.

ENGLISH BOARDING HOUSE, 47, Avenue de la Toison d'Or; kept by B. De Boeck, proprietor.

RESTAURANT DUBOST FRERES, 23, Rue de la Putterie. First class establishment. H. Sapin, Successor.

ENGLISH BOARDING HOUSE, kept by Mrs. Bourecoud, 6, Rue Jourdan, (Avenue Louise.) See advt.

RESTAURANT DUVIVIER.

CABS: (Fiacres 2 horses) 2 fr. the course, 3 fr. the hour. Vigilantes (1 horse) 1 fr. the course, 1fr. 50c. the hour in town. For "Promenades" 2fr. 50c. the hour. There is a tramway through the upper town, and one from the "Porte de Cologne" (North Station) to different directions, and several lines of omnibuses along the chief thoroughfares; charge, 21. in most cases.

BRITISH MINISTER—His Excellency J. S. Lumley.

VICE-CONSUL.—T. Malfby, Esq.

AMERICAN MINISTER.—His Excellency R. Jones.

AMERICAN CONSUL.—J. Wilson, Esq.

This, the capital of the kingdom and seat of Government, is 88 miles from Ostend, 27½ from Antwerp, 48 from Ghent, 71½ from Liége, 92½ from Lille, 149½ from Cologne, and 215 from Paris.

Brussels is a favourite place of resort in summer (*en route* to and from the Rhine), and of residence in winter with the English; Hotel accommodation and entertainment is very good, and families or travellers can always obtain apartments at as economical rates as in private lodgings.

Brussels has formed the subject of the warmest eulogium from three of our greatest modern poets, Byron, Scott, and Southey. The traveller who visits the upper or "west end" of the city, the Place Royale, the church, of St. Jaques sur Caudenberg, and the statue of the Crusader, Godfrey of Bouillon, who, on 15th July, 1099, led the storming party which successfully entered Jerusalem and delivered the Holy places from the hands of the Moslems—thence to the Place des Palais, the King's Palace, the Palace of the Prince of Orange, the Park, the Rue Royale, the buildings in the Rue de la Loi, the view from the Place du Congrès, —will admit that the good points of this part of Brussels render it a very agreeable city.

The cities of Antwerp, Bruges, and Ghent, are objects of reverence to the antiquarian, the historian, and the lover of the fine arts, but the capital of Belgium is Paris in miniature, Parisian toilettes, pantories, chaussures, and, above all, the genuine lace of Mechlin and Brussels manufacture are to be had here on advantageous terms, in the Montagne de la Cour, the Rue de la Madeleine, and the beautiful Arcade of St. Hubert. Let the visitor proceed to the Grande Place, to admire the fine Gothic spire of the Hotel de Ville, and the various architectural designs of the surrounding buildings, together with the lately erected statues in bronze of Counts Egmont and Hoorne; both of which stand on one pedestal opposite the Hotel de Ville, and very near the house in front of which they were beheaded.

If the traveller next visits the *Cathedral* of Sainte Gudule, he is struck by the beautiful painted glass in its windows, particularly that of the St. Sacrament chapel, which is deemed the most exquisitely painted window in Europe. The carved pulpit, by Verbruggen, representing the expulsion of Adam and Eve from the garden of Eden, is also an object of admiration. In the Grande Place, just opposite to the Hotel de Ville, may be seen the "Maison du Roi" in the front room, on the first floor of which Charles V. signed his abdication.

The amateur of paintings will be gratified by paying a visit to the *Museum*, where, among other specimens of art, he may see "The Deluge," by Corriers; "Diana," by Annibal Carracci; "Holy Family," by Guido; "Song of the Angels," by Paul Veronese; "Christ bearing the Cross," by Rubens; in the upper storey are some paintings of little note.

For Through Route from London to the Rhine, see first Time Tables of Belgian Railways.

For Route to Sedan, Metz, and Strasbourg, see page 105.

A New Line has been opened from the Midi Station for Waterloo and Braine d'Alleud, the latter being best for pedestrians, as being nearer to the Lion Mount.

Money. Circular Notes.—It is a mistake to suppose circular notes can only be cashed at certain bankers named in the Letters of Indication; on the contrary, they are readily exchanged by Suffell, 81, Montagne de la Cour (two doors from the Hotel de l'Europe) on most liberal terms.

N.B.—The rate of exchange is posted up daily

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LIST OF OBJECTS OF INTEREST IN BRUSSELS.

1. The beautiful Park.—Concerts every evening. The Boulevards—Fashionable Promenade between 2 and 4 every afternoon.

2. The Bois de la Cambre.—Beautiful drives in a splendid wood.

3. Zoological Gardens.—Concerts nearly every evening.

4. Botanical Gardens.—Rare Flowers and Plants.

5. Flower and Fruit Markets, Rue de la Madeleine.

6. Gothic Architecture — Town Hall — Grande place—beautiful spire 364 feet high, in the centre of the most picturesque square in Europe.

7. The Cathedral of Ste. Gudule—see above

8. Church of Nôtre Dame de la Chapelle—high altar designed by Rubens.

9. Church of the Sablon, in which is a beautiful chapel of St. Ursula.

9A. The new Exchange.

10. Fine Arts and Sciences.—Museum of Ancient Paintings, Rue du Musée, open daily from 10 to 4, free admission,—contains rare specimens of the Flemish, Italian, and Spanish schools of painting, especially Rubens, Van Dyck, Cuyp, Dow, Teniers, Guido, Perugino, Velasquez, &c. It has also a rare collection of objects of natural history from the Indies. The same pile of Buildings contains a Museum of Modern Inventions, or Palace of Industry, a permanent exhibition of the products of national manufactures; also, a Gallery of Natural history and Mineralogy, exceedingly well classified, and the celebrated Burgundian Library containing 18,000 MSS. of surpassing interest, many of them being exquisitely ornamented with miniature paintings of great beauty.

11. THE MUSEUM OF MODERN PAINTINGS AND STATUARY, Palais Ducal, open daily from 10 to 4, free admission. Fine specimens of Belgian modern Painters; but finer still of beautiful Statuary.

12. THE PALACE OF THE DUKE OF ARENBERG.—Strangers are admitted to see the Picture Gallery by applying to the Porter at the Lodge. The collection has many beautiful specimens of the Dutch and Flemish Masters, Van de Veldes', Van Ostade's Gerard Dow's, F. Mier's, Metzu's, several portraits by Rubens and Van Dyck—the "Game of Bowls," a clear and sparkling picture by Teniers; but the gem of the gallery is the face of a Child, by a very rare Master, Van der Meer of Delft, worth all the Greuses in the world.

13. THE WIERTZ GALLERY OR MUSEUM, situated on an eminence above the Zoological Gardens, open from 10 to 4 daily, admission free.—Contains some of the most extravagant and extraordinary productions of modern times; well worth visiting. Some of the principal are:—"Fight for the body of Patroclus," (No. 1.); "The Last Cannon," (No. 57); "The Triumph of Christ' (No. 20.); "The Confidence," (No. 43.); "The Rose-bud," (No. 42.); "A second after Death," (No. 61.); "The Dog in his Corner," (No. 100.) "The Concierge," (No. 79); "The beautiful Rosine," (No. 38.); "The Precipitate Burial," (No. 24.), a very extraordinary picture.

PALAIS DE JUSTICE, possesses the celebrated picture of the Abdication of Charles V. by Gallait, and that of the "Compromise" of the Nobles by Biefre.

15. Celebrated PORTE DE HAL, a Bastille on a small scale, now used as a Museum of ancient armour and weapons of warfare from the remotest periods. The altar screens taken from suppressed convents and monasteries are most beautiful specimens of carved wood.

16. GALLERY ST. HUBERT, is a noble Arcade, fitted up with elegant shops, near the Grand Place.

17. THE SQUARES OF BRUSSELS.—PLACE ROYAL contains the Palace of the Count and Countess of Flanders; the principal Hotels, and a fine statue of Godfrey de Bouillon, the hero of Tasso's Jerusalem.

18. THE GRANDE PLACE, containing the Hotel de Ville with its tower of 364 feet, and the Fraikin's Monument to Counts Egmont and Hoorne, set up 1864.

19. THE PLACE DES MARTYRS, in the centre of which is a statue of Liberty, over the tombs of the Belgian Patriots who fell fighting to regain their independence. September, 1830.

20. FOUNTAINS.—Two in the Park; another in the place du Sablon, erected by Lord Ailesbury; last and also least, though the most important, the diminutive far-famed statue, the "Manneken Fountain," in the Rue de l'Etuve, behind the Town Hall.

22. The Geographical Establishment of Van der Maelen (Porte de Flandre) open every day 9 to 11 and 1 to 4, has many interesting collections medals, vellums, specimens of industrial art, &c.

24. EXCURSIONS TO LACKEN—King's Palace.

25. EXCURSIONS TO WATERLOO by Bois de la Cambre, private carriage through the wood. 30frs. By the Four-horse Coaches twice daily (Sundays excepted). Fare there and back, 7frs. By rail, there and back, 1fr. 10c. Waterloo is still a place of surpassing interest to most Englishmen, and Hougoumont especially deserves a visit; but we trust that the monuments of international conflict will soon give way before those of more peaceful competitions, with the growing aversion which all civilized nations have to war. Near the Haye Sainte is a monument to the Hanoverians and Colonel Gordon, and the spot is shown where Picton fell while leading his men on to a victorious charge.

THE ROYAL ZOOLOGICAL SOCIETY OF BRUSSELS is situated in one of the finest parts of the environs, near the Luxembourg Railway Station. Concerts every Sunday, Monday, Tuesday, and Thursday; and Fêtes during the Summer. Entrance 1 fr.; Children ½ fr.; Subscribers 5 fr. per month.

ENGLISH CHURCHES.—Divine Service on Sundays. Rue de Stassart, at 9.30 a.m. (excepting Wednesday); Friday (extra) at 3.30 p.m. Holy Communion every Sunday morning at 9.0 a.m. Morning prayers, Sermon, Holy Communion 11.0 a.m.; Litany 3.45 p.m.; Evening prayer and Sermon 7.0 p.m. Rev. J. C. Jenkins, M.A., Rev. W. Drury's Chapel, 50, Boulevard de l'Observatoire, at a quarter before One, and at half-past Three. Rev. C. W. Moffatt, LL.D. Chapel, Porte de Namur

(removed from Rue Belliard, 1st Feb., 1874). Services: Sundays, 11 a.m., 3 p.m., and 7 p.m.

CHURCH OF THE RESURRECTION.—Travellers are earnestly requested to subscribe towards the new church now being erected for the sole use of the English and American community. Cheques and P. O. orders should be made payable and addressed to the Hon. Treasurer, Chapel Royal, Church Building Fund, care of Messrs. Bigwood and Morgan, Bankers, 8, Rue Royale, Brussels.

POST OFFICE, at the top of Rue de la Montagne, open from 8 till 9. Postage stamps are in use through out the kingdom: single rate for one-third of an oz. 10 centimes, for 30 kilometres (about 18½ miles,) 20 centimes for all distances above; prepayment optional. Between Belgium and all England and France the stamp is 25 centimes. Letters for England, twice daily by Ostend, can be posted up to 3 p.m. & 5 a.m. postage 2½d.; and by Calais till 6 p.m., postage 4d.

THE LONDON MAIL arrives in Brussels every day, except Monday, and departs from Brussels every day, except Saturday, in the afternoon. Letters for England must be posted at the Chief Office, before 2 p.m. for the first despatch, and before 5.45 a.m. for the second, *via* France. Letters, &c., forwarded by the former are delivered in London by 9 in the morning, and by the latter by 12 the day after their leaving Brussels.

PASSPORT OFFICES.—France, 34, Rue du Commerce; Austria, 11, Rue de l'Astronomie; English Embassy, 41, Rue des Arts. Prussian Embassy, 25, Rue des Arts.

STEAM PACKET OFFICES.—Brussels to London. General Steam Navigation Company, 2, Place Royal, where Through Tickets can be taken for London direct, via Ostend or Antwerp—J. Bil, agent.

Brussels to London (*via* Harwich) Office: 71, Montagne de la Cour.

Antwerp Company (Steamer, Baron Osy): 88, Montagne de la Cour.

Ostend and Dover Mail Packet Office, 90, bis Montagne de la Cour.—See advt., page 703.

DAILY EXPRESS OFFICE—The Continental Agency for the daily conveyance of small parcels, samples, law papers, &c., Twice a Day by the mails, sailing from Ostend, is 90, bis Montagne de la Cour.

THEATRES.—Theatre Royal de la Monnaie.—Performance every evening, Saturdays excepted. Theatre des Galeries Saint Hubert—Performances every evening. Theatre du Parc. Theatre Molière, near the Porte de Namur.

CONVEYANCES.—*Excursion to Waterloo*—See page 403.—Belgian Railways, see pages No. 78 to 107.—Mail Steamers from Ostend to Dover every night at 8, and every morning at 10, see page 703. From Ostend to London direct, every Tuesday and Friday night according to the tide. From Antwerp to London, every Sunday and Wednesday at noon, see alphabetical list.

ENGLISH DIRECTORY OF BRUSSELS.

Railway Terminal—The terminus of the Northern line (*Station du Nord*) communicating with Antwerp Ostend, Ghent, Bruges, Lille, Malines, Louvain Liege, Verviers, Aix-la-Chapelle Cologne, and Luxembourg, is outside the Porte de Cologne. That of the Southern line for Mons, Namur, Valenciennes, and Paris, is designated the *Station du Midi*.

Carriages for visiting the Town or environs, and for excursions to Waterloo, may be obtained at Suffell's Office, 81, Montagne de la Cour, (two doors from the Hotel de l'Europe.)

Professional Gentlemen recommended by the Editors.

Physician.—Henry Collignon, M.D., 54, Rue de Stassart, Physician to the British Charitable Fund, Accoucheur, (at home from 12 till 2 o'clock in the afternoon).

Mr. Fred. Kelly, F. R. C. S., 2, Place Royale, Medical referee for the Standard Life Assurance Company, London.

Dentist—Mr. John Lemmens, 48, Boulevard de Waterloo, near the Porte de Namur, successor to the late Mr. J. Alex, Surgeon-Dentist to his Majesty King Leopold and the British Embassy. (Nitrous Oxide gas.)

Solicitors.—T. J. Maltby (British Vice-Consul), 40, Rue de la Paille.

Education.—Mrs. Lina Passmore, 16, Rue Parnasse, Ixelles, Professor of German language. Mrs. P. speaks English.

Education. Boarding and day School for young Gentlemen, Mr. C. E. Robinson, 77, Rue de Stassart.

Education.—French and Protestant Ladies' School, Mme. Baudin and her Sister, Mlle. Amiet. (See Advt.)

Old English Bank.—Bigwood and Morgan, 8, Rue Royale, opposite the Park. Correspondents of all the principal English and American Banks. Circular Letters of Credit cashed and issued for all parts of the Continent. Purchases and Sales effected in British and Foreign Stocks and Securities. Register held for English and American travellers.

Suffell's English and American Bank and Exchange Office, 81, Montagne de la Cour, *two doors from the Hotel de l'Europe*. Changes circular and bank notes, whether addressed to him or not, letters of credit, &c., cheques cashed at sight, on the London and County Bank, Coutts, Drummond, Scott, London & Westminster, Union Bank of London, and all other banks in town or country. Cashes letters of credit on all Banks, 3 per cent allowed on deposit accounts.

Scott Brothers, House Agents and Wine Merchants, 17 Rue des Petits Carmes.

Mrs. Mathys, 42, Rue du Prince Royal, (Ixelles Lets well-furnished rooms, Saloons and Bed-rooms by the week, month, &c.

Apartments and Houses.—Families can in full confidence apply to Mr. Suffell, 81, Montagne de la Cour; who is English, and established here 35 years. Mr. S. accepts no fees whatever for such services, but only solicits, in return, the patronage of his fellow-countrymen in all that relates to money changing and banking business in general. Lists of prices of Apartments, Houses,

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Living Education, &c., on application. Write post paid, enclosing stamps for reply.

Millinery, Flowers, Head-dresses, Lace Caps, Handkerchiefs, &c.—We recommend for all of these articles, the establishment of Madame Coche-Chirmer, 34, Rue Royale (corner of the Montagne du Parc.

Carved Oak Furniture.—Manufactory and Cabinet Maker, J. F. Vaugindeureu, 6, Rue Steenport, (near the Eglise de la Chapelle.) See advt.

Lace.—We recommend with all confidence the establishment of M. O. de Vergnies et Sœurs, 26, Rue des Paroissiens, near the Cathedral of St. Gudule; and advise ladies to postpone purchasing until they have seen the above stock. This house is the recipient of the Prize Medal by the Commissioners of the Great Exhibition, a Gold medal by the Belgian Government, and the first medal at the Universal Exhibition at Paris.

Lace Manufactory.—Maison Pieron, M. L. Sacré, Successor, 86, Rue Royale.

Gloves.—A. Peeters, 5 and 7, Rue d'Or, opposite the ancient Palais de Justice. The only manufactory whose gloves were admitted at the "Exposition des Arts Industriels," Brussels, 1874.

Pictures—Messrs. Leroy and Son, 83, Montagne de la Cour, recommended as always having on Sale the Chef d'Œuvres of the best masters of the different modern schools.

Modern Pictures.—E. Vander Heyde, 14, Place du Musée. Recommended. Free entrance.

Pianos Manufacture.—J. Gunther, 4, Rue Thérésienne. Highly recommended. See advt.

Routes from Brussels to		Itineraries of the most Direct Routes from BRUSSELS to the following Towns.	ORD. FARES. 1 Class.	ORD. FARES. 2 Class.	TIME. Express.	TIME. Ordin'y.
			£ s. d.	£ s. d.	d. h. m.	d. h. m.
Aix-la-Chapelle	A	By Louvain, Liége, Verviers, Aix-la-Chapelle	0 9 11	0 7 5	0 4 20	0 6 15
	B	By Louvain, Landen, Hasselt, Maistricht, Aix	0 10 6	0 8 0	0 4 0	0 4 30
Antwerp		Malines, Antwerp	0 2 8	0 2 0	0 0 58	0 1 23
Bruges		Alost, Ghent, Bruges	0 5 10	0 4 4	0 2 0	0 2 35
Calais		Lille, Hazebrouck, St. Omer, Calais	0 17 1	0 12 9	0 4 40	— —
Cologne	A	By Louvain, Liége, Verviers, Aix-la-Chapelle, Cologne	0 18 9	0 13 8	0 5 13	0 7 40
	B	By Louvain, Landen, Hasselt, Maestricht, Aix-la-Chapelle, Cologne	— —	— —	0 6 15	0 7 45
Liége		By Louvain, Tirlemont, Liége	0 5 10	0 4 4	0 2 0	0 2 0
London	A	By Rail to Ostend—Steam to London	*1 3 1	0 17 11	0 13 0	— —
	B	By Rail to Antwerp—Steam to London	*1 5 0	0 18 3	— —	— —
	C	By Rail to Ostend—Steam to Dover—Rail to London	2 6 7	1 13 9	0 10 30	— —
	D	By Rail to Calais—Steam to Dover—Rail to London	2 10 8	1 17 6	0 10 0	— —
Ostend		By Alost, Ghent, Bruges, Ostend	0 7 0	0 5 3	0 2 36	0 3 10
Paris		By Braine, Jurbise, Mons Haumont, Paris	1 7 4	1 0 6	0 8 5	0 9 45
Rotterdam		By Malines, Antwerp, Roosendaal, Moerdyck	0 10 9	0 8 4	0 5 15	0 6 30
Spa		By Louvain, Liége, Verviers, Pepinster Spa	0 5 5	0 6 4	0 2 30	0 4 20
Verviers		By Louvain, Tirlemont, Liége, Verviers	0 7 3	0 5 5	0 2 45	0 4 0

* Steward's fee included.

ROUTE 2.

OSTEND TO BRUSSELS.

Ostend—*Stat.*—Pop. 17,340.—(*With Map in Special Edition*).—HOTELS:

HOTEL FONTAINE, very conveniently situated near the sea & harbour; it has a splendid dining-room.

HOTEL DU GRAND CAFE, very well situated, on the Place d'Armes, opposite the Casino. Very clean.

HOTEL DE COMMERCE, situated opposite the Station, and very near the Quai.

THE SHIP HOTEL, situated on the Quai, opposite the Custom House; moderate charges.

HOTEL DES BAINS, an old established first-class Hotel. Recommended.

ENGLISH PRIVATE FAMILY HOUSE, 18, Rue Louise, close to the sea-side; moderate charges. W. C. Wittcher, proprietor. Recommended.

HOTEL ROYAL DE PRUSSE; HOTEL DU LION D'OR. HOTEL DE FRANCE.

Omnibuses at the arrival of each train; fare to the Hotels, 50 centimes.

Ostend is at present principally known as a favourite watering-place, much patronized by the neighbouring *élite*, who resort here in great numbers during the summer. The town itself has no particular object deserving of notice, but it possesses one of the finest marine parades in Europe. The *Digue* of Ostend is a celebrated walk along the shore, upon an elevated mole built parallel with the sea, and so constructed, that while it serves as a barrier against the encroaching and formidable attacks of the sea, it forms a most agreeable promenade. Here an excellent band plays, and hundreds of gay people may be seen walking up and down from morning till late hours, especially about the time of high-water. Bathing machines are good, and the sands excellent.

By an order of the Board of Customs, luggage of travellers arriving by the mails at Dover or Ostend is examined at any hour by day or night.

For Through Route from London to the Rhine, see first Time Tables of Belgian Railways.

H. M.'s CONSUL.—J. R. D'Arcy, Esq.

AMERICAN CONSUL.—M. Van Dudlos, Esq.

CHURCH OF ENGLAND SERVICE.—On Sundays at 11 a.m. and 3 p.m., in the new Church situated in the Rue Longue, built and given by the Belgian government. Chaplain, Rev. R. B. Jukes.

Brokers.—R. St. Amour & Son.—Agents of the General Steam Navigation Company.

CONVEYANCES.—Railway, see pages 72, 78, 93, 96, 116, 140, and 154. Mail Steamers from Ostend to Dover, see page 321. To London direct, by the General Steam Navigation Co.'s Ships, according to tide, see p. 321.

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Bruges—*Stat.*—Pop. (1869) 47,630. HOTELS: HOTEL DU COMMERCE, a first-rate old-established house, enjoying an excellent reputation.

HOTEL DE FLANDRE.—An old established house, famous for its fine wines and good dinners.

HOTEL DE L'OURS D'OR.—Second class hotel. Kept by Mr. Desmet-Desmedt.

HOTEL DE L'UNIVERS.

Voitures, called Vigilantes—the course, 1 fr.; 1st hour, 1 fr. 50 c.; after hours, 1 fr.

Omnibuses attend the railway stations; fare to Hotels, 50 centimes.

Bruges is 4¼ miles in circuit; distance from Ostend, 13¾ miles; time occupied in transit 30 to 35 minutes. Six canals here meet, from Ghent, Ostend, Dunkirk, Sluys, Furnes, and Ypres, in the large dock or basin, which is the finest in Belgium. The railway station at Bruges is on the Vrydags Markt. The West Flanders Railway is now open to Courtray, making a direct railway from Ostend and Bruges to Paris, *viâ* Lille, Amiens, &c. It is 23 miles shorter than by Ghent.

On leaving Ostend, it is a very general custom for travellers going to Germany to take a railway ticket for the whole distance to Cologne, for the purpose of reaching the Rhine with the least possible delay. In so doing they deprive themselves of the opportunity of visiting the cities in Belgium which possess so many objects of interest to the lover of gothic architecture.

Commencing with Bruges, which occupies a prominent place in the history of Flanders, and which was, in the 15th and 16th centuries, the commercial capital of Northern Europe, the traveller will find this town worthy of notice, because it has preserved the peculiarities which distinguished the middle ages; and on fête days the fine old city wears a gay and animated appearance.

The churches and other public edifices of Bruges contain several rare paintings. The Cathedral is a large brick building rich in paintings. The church of *Notre Dame* has many works of art worthy of an attentive examination. A statue of the Virgin and the infant Jesus, supposed to be by Michael Angelo, is greatly admired by connoisseurs for the classical beauty of feature and delicate form of the hands which characterises the two figures. In a chapel, in the aisle south of the choir, are the Tombs of the last Duke of Burgundy and his daughter, two of the most remarkable monuments in Belgium. Among the paintings we need only direct attention to a picture of the Virgin and Child, surrounded by Saints, reputed to be by Van Dyck, the "Adoration of the Shepherds," and the "Adoration of the Magi." Before quitting the church the traveller should inspect the Pulpit, one of the most beautiful and highly finished pieces of carving in wood to be seen in Belgium. 1 fr. entrance during hours when church is shut; 1 fr. 50 c. fee to see tombs of Charles le Temeraire and Mary of Burgundy. Instead of visiting the neighbouring churches, the traveller will do well to go to the *Hospital of St John*, which is close to the church of Notre Dame, as this institution is celebrated for possessing several beautiful pictures, painted by Hans Hemling, so remarkable for purity of colouring and brightness of tone, that the most indifferent spectator will find himself an admirer and a describer of their prominent beauties. 1 fr. 50 c. entrance fee. The Town Hall is a magnificent gothic edifice, and attached to it is the chapel of St. Sang, a gem of gothic architecture.

The *Belfrey* of Bruges has, according to some, the finest chime of bells in Europe, 48 in number, played 4 times an hour by curious machinery, which can be inspected by paying a small fee. The lace-working which is the chief industry of the poor women, can be seen in almost every street. The Fish market is very curious. Bruges has the characteristics of a Dutch town, more than any in Belgium. The Hotel de Ville is of elegant architecture, 14th century. Library (10,000 vols.) has valuable MSS. Museum has some fine paintings of Van Eyck and others.

CHURCH OF ENGLAND.—On Sundays, at the chapel, Rue d'Ostende. Divine service 11 a.m. and 3 p.m. Chaplain, Rev. A. V. Hughes Hallett.

EXCURSIONS may be made to the three very interesting, small, clean, quaint, and expressive Flemish towns of Nieuport, Dixmude, and Furnes.

For Through Route from London to the Rhine, see first Time Tables of Belgian Railway.

CONVEYANCES.—Railway, see pages 76, 92, 93, 96, and 97.

Nieuport.—Pop. 3400.—HOTEL DU PELICAN. Surrounded with old ramparts, and wide ditches filled with water, having a fine salubrious air from the sea, and a flat country round it. Also two interesting old churches.

Dixmude.—HOTEL DE VILLE.—Remarkable for its old colossal church (100 yards long).

Furnes.—HOTEL ROSE.—Of chief interest from its having once possessed an abbey, from which a colony of monks proceeding, founded, it is believed, the English abbey of Furness. Of the first, however, no vestiges now exist. All three places are full of quaint and varied architecture.

GHENT TO ANTWERP, *viâ* ST. NICHOLAS & LOKEREN

Ghent.—See page 396.

Persons entering Belgium at Ostend, and who, proceeding to Ghent, wish to visit Antwerp, might make a very expeditious tour by proceeding direct from Ghent, and will arrive at Antwerp in 1½ hrs. If it be so wished a visit can be made to

Lokeren.—*Stat.*—Pop. 18,570.—HOTELS:—DES QUATRE SCHAUX; DE LA POSTE.

A considerable manufacturing town, on the direct railway from Ghent to Antwerp, situated on the river Durme, by which it communicates with the Scheldt. The market-place and quay deserve notice. The Church, the construction of which dates as far back as the seventeenth century, is adorned with an elevated tower, and contains one of the finest Pulpits in Belgium magnificently carved and representing in a group of ten figures, "Jesus among the Doctors." There are also some fine pictures: one especially should be examined, the Circumcision, by Verseghen.

CONVEYANCES.—Railway, see pp. 82, 92, and 101.

A visit may also be paid to

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St. Nicholas.—*Stat* —Pop. 21,780—Hotels: Quatre Scheaux; De l'Ancre.

Chief town of the arrondissement, and a manufacturing place of the first class, in a rich agricultural district, having a flourishing trade in flax, shawls, linen cloths, and all sorts of stuffs. Its clean, tidy street, radiate from a large market place. There are 3 Churches, and a college for ladies. The principal Church, St. Nicholas, contains some excellent paintings, and a fine Christ in ivory. Nôtre Dame is a modern building, containing fine fresco painting of the seven sorrows of the Virgin.

This town is the Central Station of the Pays de Waes Rail, and has the Company's Workshops. Rail. to Antwerp, see p. 92.

Passing Nieukerke, we arrive at

Antwerp.—*Stat.*—See Route 8 below.

Waterloo.—The Museum Hotel. The Museum is kept by the niece of the late Sergeant-Major Cotton.

The Hotel des Colonnes at Mont St. Jean, half a mile distant from the Lion Mount, see advt.

Private Carriages, to convey from 1 to 5 persons, are supplied by Mr. Suffell, 81, Montagne de la Cour; fare, 30 frs. His coachmen civil, and entirely acquainted with the drive through the Forest of Soignies. The best hour to start is 9 or 9½ o'Clock in the morning.

Conveyances.—From Brussels, by rail, South Station, see pp. 87, and 90. Fare there and back, 1fr. 10c. By the Four-horse Coaches, twice daily (Sundays excepted). Fare there and back, 7 frs.

Places are secured at Mr. Suffell's office, 81, Montagne de la Cour.

Genappe.—*Stat.*—Pop 1,800.

About 19 miles from Brussels. On the road a little way out of the town, the Prussians captured the carriage of Napoleon, 1815; and he himself was nearly taken prisoner in it on the night of the battle.—At Boissy, 1½ mile, Godfrey of Bouillon was born, and at about 6 miles distance, the celebrated Tilly, the opponent of Gustavus Adolphus, was born.

Conveyances.—Rail to Brussels and Louvain, p. 92. The Junction with the Brussels line (Great Luxembourg Railway) is at Ottignies.

Nivelles or **Nyvel.**—Stat.—Pop. 8,830.

About 11 miles from Genappe. In the church of St. Gertende, are two pulpits, carved by Delvaux said to be the finest in Belgium.

On the top of a tower, is a colossal statue, called Jean de Nivelles, which strikes the hours. Here are manufactured the numerous *reliques* of Waterloo, found by the guides *on the field*.

ROUTE 8.

London (*vis* Harwich and per direct Steamer) **to Antwerp, thence to Malines, Brussels, Liege, Verviers, Aix-la-Chapelle, and Cologne.**

ANTWERP, or **Anvers** in French.—*Stat.*—Pop. (1869) 122,665—(*With Map in Second Edition.*) Hotels:—

Hotel St. Antoine—Well situated, first-class hotel; highly recommended to English and American travellers.

Hotel de l' Europe, on the place Verte, close to the Cathedral; exceedingly good in every respect, and charges reasonable.

Hotel de la Paix, Rue des Menuisiers, in the centre of the town. Deservedly recommended for its good accommodation and moderate charges. Great attention shown to visitors.

Hotel de Holland, good second class hotel, moderate charges.

Hotel des Flandres.—A very good hotel, J. J. Lambert, proprietor.

Hotel du Bien etre.—Second-class Hotel, near the Place de Meir.

The Churches are closed between 12 and 3; a fee charged for seeing the paintings, &c. At the Cathedral, 1 franc.

The Steam-Packet direct from London to Antwerp reaches the mouth of the Scheldt a few hours before or after midnight; passing Flushing, it generally ascends the river up to Fort Lillo, before passengers have left their berths. At this point the beautiful spire of the cathedral becomes conspicuous, towering into the sky. After passing Fort Lillo the passengers usually prepare their luggage for the examination of the Belgian Douaniers.

This commercial capital of Belgium is situated on the banks of the Scheldt, 60 miles from the sea, 27½ from Brussels, 32 from Ghent, 150½ from Cologne, and 258½ from Paris. It is celebrated for the magnificent Docks, constructed by Napoleon, large enough for two thousand ships.

The streets of Antwerp, like those of many of the towns in Belgium, are not laid out upon any plan, but have followed the natural caprices of a growing population. They wind and turn so, that a stranger has no small difficulty in choosing his way. But the quaint old houses, six or seven stories high, tapering up to a pinnacle, and their fronts all adorned with the luxuriant tracery which characterises the buildings erected in Flanders by the Spaniards, present themselves in such groups, and yet so picturesquely that you forgive the irregular construction of the city. Notice the peculiar straw bonnets of the women, and the coquettish, gay contrast in the toilette of the girls.

The city arms are Two Hands, in allusion to the name (*aan*, a hand, *werpen*, to throw), derived from a certain giant, Antigonus, who amused himself by cutting off the hands of those who would not pay him toll, and threw them into the Scheldt; till he was conquered by another, Giant Brabo, who gives name to Brabant.

There are few places in Europe so rich in magnificent churches, embellished by the most remarkable works of art, and enriched by the best productions of Rubens and Van Dyck, and other great masters of painting, natives of the city.

Cathedral of Nôtre Dame (open on Sunday and Thursday, Free; on other days, after 12, for 1 fr. Tickets at the Gardien's, near the south door.) The traveller will first examine the spire—a Gothic structure of exceeding beauty. It is 402 feet high, and runs up tapering into the clouds, with a gradual, yet correct mathematical precision. Entering the first object of attraction is the celebrated painting—with engraved copies of which most

people are familiar — viz., *The Descent from the Cross*—reputed to be the *chef d'œuvre* of Rubens.

On the other side is another painting—the pendant, as the French express it—representing the "Elevation of the Cross," which Sir Joshua Reynolds describes as one of the best and most animated compositions painted by Rubens. "The Assumption of the Virgin" and "The Resurrection of the Saviour," are two other admirable paintings by the same master. The pulpit is of carved wood.

In front of the west door of the cathedral is a remarkable work in iron, executed by the celebrated Antwerp blacksmith, Quentin Matsys, who subsequently became a great painter; and in the Place Verte, opposite the cathedral, is a fine statue of Rubens.

The church of *St. Jacques* is an imposing-looking edifice, which contains many precious and rare works in painting and sculpture; and the interior of the church is embellished with splendour and richness of decoration. The tomb of Rubens is, however, the principal object of attraction. The altar-piece is also by Rubens, and the beautiful picture of the Saviour Crucified is by Van Dyck. The marble statue of the Virgin is greatly admired; it is by Duquesnoy.

On entering the church of St. Paul, the visitor will be struck by a representation of Mount Calvary, —the Crucifixion—and the Ordeal of Purgatory. The coarse and rough manner in which these scenes are represented, forms a singular contrast to the numerous works of art executed in the highest perfection within the church. The "Adoration of the Shepherds" is said—but not generally considered —to be the production of Rubens; others are "The Descent from the Cross," a magnificent altar-piece—"The Works of Mercy"—and last, though not the least worthy of notice, the thrilling picture designated "The Scourging of Christ," by Rubens. No person can behold this extraordinary painting with unmoved feelings.

The churches of St. Augustine and of the Jesuits also contain several good paintings and remarkable statues in wood. In the church of St. Augustine is the celebrated altar-piece by Reubens, the Marriage of St. Catharine. The church of St. Andrew has a pulpit representing the calling of Andrew the patron saint of the church. The carving is as fine as lace, and is, perhaps, Verbruggen's best work.

The collection of pictures at the Museum is open Sunday and Thursday (Free), 10 to 3. Quentin Matsys has several works of merit here—his "Descent from the Cross" is one of the best; No. 82, "The Dead Christ"; 84, "The Virgin holding the infant Redeemer;" 83, "St. John;" 85, "A Holy Family;" 86, "Our Saviour on the Cross;" 72, "The Crucifixion of Christ between the two Thieves." Nos. 73, 75, 76, 77, and 79, are the works of Reubens; 111, 112, 113, of Van Dyck.

Teniers, Van Dyck, Sneiders, and Jordaens, all celebrated Flemish painters, were born in Antwerp. The fine old city Exchange was burnt 1859. The Zoological gardens are well worth visiting for the collection of beautiful birds, and various specimens of animals.

H. B. M.'s Consul, E. A. Grattan, Esq.

American Consul,—J. Weaver, Esq.

English Divine Service in the English church, Rue des Tanneurs. Chaplain, Rev. R. Byron.

Post Office in Place Verte.

Conveyances.—Railway to Ghent direct, see page 92.—To Malines and Brussels, page 83.—To Malines, Liege, Verviers, Aix-la-Chapelle, and Cologne, pages 83 and 88.—To Breda see page 105. To Moerdyck, thence to Rotterdam by steamers, see p. 105. The passage from Antwerp to London is now performed in 18 hours by the General Steam Navigation Company's new ships "Dolphin" and "Rhine"; or the Belgian Company's New Ship, "Baron Osy." These vessels have generally pretty good accommodation for passengers; and from the sea-passage only occupying a few hours, the route, *viâ* the Scheldt and Thames, or *vice versa*, is most agreeable, and particularly convenient for families going to or returning from the Rhine. Steamers from Antwerp to Rotterdam, and from Antwerp to Hull, see alphabetical list. Travellers frequently book their places and secure a berth at the Company's offices.

Ship Broker.—Mr. B. Kennedy, Agent of the General Steam Navigation Company.

At the Tête de Flandre, on the opposite bank of the river, is the station of the Direct Railway to Ghent, through St. Nicholas, Lokaren, and the fine country called the Pays de Waes, shortening the distance by more than one-third, or 32½ miles, instead of 49½ miles, and saving about 1 hour's time. Omnibuses call at the hotels to convey passengers to and from the railway station. The stand for Vigilantes is by the Post-office and Place de Meir.

Between Antwerp and Malines the land is well cultivated. The stations are

Vieux Dieu.—**Contich.**—[From Contich a line branches off to **Turnhout.**]

Turnhout.—See Time Tables, page 101.

Malines to Cologne, *viâ* Louvain, Liege, and Verviers.

Malines, or Mechlin, (for description of which see page 397). This is the central station to which the Brussels, Antwerp, Ostend, and Cologne lines converge. Passengers from Antwerp or Ostend going to Cologne, change trains at this station.

The Guards will always promptly answer this question:—*Change t'on de correct ici pour Cologne? i. e.*, Do we change train here for Cologne?

The country through which the tourist passes from Malines to Louvain is very well cultivated; in fact more interesting than usual in Flanders. What it wants in beauty is made up in fertility. Every little patch of ground is cultivated with the most sedulous care, and the earth repays the toil bestowed upon it in plentiful crops. There is a resemblance between the general features of rural life here and in England. The cottages in particular are clean, and rather picturesque.

Louvain.—*Stat.*—Pop. ('69) 31,930. Hotels: Hotel de Suede, good; De la Cour de Mons.

This town is situated on the river Dyle, 27 miles from Brussels by the railroad, and 44 from Liége.

The *Town-hall* is a splendid specimen of gothic architecture, and contains a fine gallery of paintings, the greater part by the first masters of the Flemish school. Travellers should also pay a visit to the Church of St. Peter, and its celebrated chapel of "Martyrdom." The Church of St. Peter has several fine pictures; the one representing "Jesus giving the Keys to St. Peter," was taken by the French to Paris, and afterwards returned. The stalls in the choir of the Church St. Gertrude are considered remarkably beautiful. The university of Louvain consists of several Colleges and the building of the Halles; the Library of 70,000 vols. open every day, Saturday and Sundays excepted, 2 to 4 in winter, 2 to 5 in summer. Botanical garden. In the 14th century Louvain contained 140,000 inhabitants. The most important article of trade is beer. It also carries on considerable traffic in lace, corn, and hops. Here Van De Weyer, the founder of the new Belgian Monarchy was born, 1802.

ENGLISH VICE CONSUL.—E. D. Neuter, Esq.

CONVEYANCES.—Railway, see pp. 86, 88, 98, 103.

For Through Route from London to the Rhine, see first Time Tables of Belgian Railways.

Brussels (see p. 397) may be reached either by Wavre or Malines.

The railroad from Louvain leaves the Abbey of Parc on the right.

[At Louvain, the line branches off to

Wavre, noted as the place where Grouchy was engaged with the Prussian rear-guard (1815) under Thielmann, while Blucher with the main body went to complete the defeat of the French at Waterloo. The junction for

Manage & Mons.—See page 98. **Ottignies, Fleurus and Charleroi.**—See page 98.

Tirlemont—*Stat.*—Pop. 12,260.—HOTELS:—LE PLAT D'ETAIN; DES QUATRE SAISONS; DE FLANDRE. There is a good Buffet at the Station, a quarter of a mile from the town. Omnibuses and Cabs attend the Trains.

The chief city of a canton in the Louvain district and province of Brabant. The space within its walls south of the railway contains at present very few houses, but has very old gates. Among the chief objects of its attractions may be enumerated the old Church of St. Germain, built upon an eminence overhanging the town. It is an erection of the ninth century, containing an altar-piece by Wappes. There is a Boys' School at the Stanislas Convent.

On nearing Landen, the line runs through the plain of *Neerwinden*, celebrated for two great battles fought there in 1693, when the third William was beaten by the French under Marshal Luxembourg, and in 1793, when the Austrians defeated the revolutionary army, and drove them from Belgium. The town itself is seated on the river Beck, 9 miles S.E. of Louvain.

CONVEYANCES.—Railway, see pp. 84 and 88.

Landen.—*Stat.*—Pop. 700.

It is seated on the river Beck, 19 miles south-east of Louvain the birth-place of Pepin of Landen, founder of the race of Charlemagne.

CONVEYANCES.—Railway, see pp. 84, 88, 96, 105.

A branch railway from Landen leads to

St. Trond.—*Stat.*—Pop. 12,000.—HOTELS:—DE L'EUROPE, DU SAUVAGE.

A very ancient city, in the province of Liége, 15 miles W.N.W. of Maestricht called after St. Trudon, who built a monastery here. At Borstem, near this, a great battle was fought in 1417, between Charles the Bold and his rebellious subjects at Liége.

Hasselt - *Stat.*—Pop. 9,900. see pp. 97, 105 and 106.

Maestricht.—*Stat.*—Pop. (1869) 28,100.

HOTELS:—DU CASQUE; NANTES; DE PARIS; DU LEVRIER.

This town is the capital of the Dutch portion of the province of Limburg. It is situated on the river Maas, and has one of the strongest fortresses in Europe. The most remarkable things to be seen at Maestricht are the subterranean *Quarries*—under the Pietersberg Hill—which extend over a space of 13 miles. The walk through the largest caverns is considered attractive, and only occupies an hour. The view from the top of the Pietersberg is fine.

CONVEYANCES.—Railway, see pp. 90 and 105; Steamers daily to Liege in 2½ hours.

Fexhe—*Stat.*—Pop. 1,200.

On approaching Liége the traveller should be particular in watching the ascent of the train, from the station at Ans to the stationary engine-house on the summit of the hill, and then prepare himself to behold, during the descent on the inclined plane, a very fine view of the town and Meuse valley. The whole city of Liége, with its numerous manufactories and churches, extended over the valley, or plain—at the junction of the Meuse and Ourthe—lies stretched out before you. The descent from the top of this hill is down an inclined plane of 2½ miles to Liége, and the train is drawn down or up this line by means of a rope and two fixed engines of 80 horse power.

The station is between 400 and 500 feet above the level of the Meuse; the gradient of descent being so steep, that the locomotive engines cannot be used. Emerging from the "cuttings" of the railway, you come suddenly on Liége, lying in a valley below, on the left-hand side, and embosomed in hills. The town itself is, in many of its features, very similar to our large manufacturing towns, with the advantage of a finer position than most of them, except perhaps Sheffield and Leeds.

LIEGE (Ger. *Lüttich*).—*Stat.*—Pop. (1869) 106,448. HOTELS:

HOTEL D'ANGLETERRE, an old established and very good house.

HOTEL DE SUEDE, exceedingly good in every respect. Mr. Dalimier, Proprietor.

HOTEL DE DINANT, kept by Messrs. Sauvage Brothers. Excellent second class hotel. Moderate charges.

EUROPE; FRANCE; SCHILLER; DU GRAND CERF

There is a good Buffet at the Station, which is distant from the city three-quarters of a mile.

POST-OFFICE, Rue de "l'Université."

OMNIBUSES from the Station for half a franc, and a trifle for luggage.

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Vigilantes.—The course, 1 person, 50 cents., 2 persons, 1 fr.; 1 hour, 1 fr. 50 c., every quarter of an hour more. 25c. Steamers to Namur, twice a day. To Maestricht in summer, 3 times per day.

The Liége terminus lies on the south bank of the Meuse, close to the Quai d'Avroy. The railway crosses by the bridge of Val St. Benoit.

For Through Route from London to the Rhine, see first Time Tables of Belgian Railways.

This thriving town is situated in the middle of a plain, girt by hills, at the junction of the Meuse and Ourthe, 71¼ miles from Brussels, and 34¼ from Aix-la-Chapelle. Liége, from its extensive iron works, has acquired the title of the Birmingham of Belgium. It presents many historical reminiscences and associations to interest the antiquarian; many splendid Churches to attract the curious; and an active, hardy, and industrious population, to amuse the observant man of commercial acquirements. Its history is connected with the celebrated bishops of Liége—the repeated conflicts between the citizens and their bishops—the bishops against their allies, the Dukes of Burgundy—and there is probably no better historical narrative of these events than that given by Scott in Quentin Durward; where the town and Palace of Liége are so graphically described, that the details are correct even at the present day. The finest building is the *Cathedral* of St. Paul, a Gothic edifice of considerable beauty. The church of St. Jaques is remarkable for a similarity existing between the style of its architecture and that of the Bourse at Antwerp. Both are distinguished by the piazzas, of Gothic Moorish art, characterized by the same beautiful elegance of design.

N.B.—The Liege Churches (except Notre Dame du Mont Carmel) are closed from 11 to 2; when even the usual silver key fails to open them.

AMERICAN CONSUL.—C. KLEEBERG, Esq.

CONVEYANCES.—Railway, see pages 16, 86, 88, 90, 94, 107, 108, and 109.

N.B.—The boats to Namur through the fine parts of the river have ceased running. Those to Maestricht go viâ canal only, a somewhat dull route.

Leaving Liége, the traveller crosses the Meuse by a fine bridge of seven arches 469 feet long. There are nineteen tunnels on the Belgian part of the line alone. It follows nearly the same course at the high road as far as Limbourg, crossing the Vesdre by seventeen bridges. The Ourthe is crossed at Chênee.

By railway, from Liége to Verviers, the traveller will pass through the most picturesque portion of the line; woodland and stream, greet the eye as the train shoots along; which after the flat fertility of Belgium, is only the more grateful.

Chenee, at the junction of the Ourthe with the Vesdre. The railway crosses the windings of the beautiful Vesdre, all the way to Limbourg. The scenery is at times varied by large factories principally of cloth, all along to

Chaudefontaine (Warm Fountain).

HOTEL DES BAINS.

A beautiful village, five miles distant from Liége in the valley of the Vesdre, much frequented by travellers on account of its warm mineral springs. The season commences on the 1st of May; and travellers going to the Rhine, or returning from Germany, find it most refreshing to take a few hours' rest at this charming place.

Pepinster (Buffet).—Railway to Spa and Luxembourg. For fares, &c., see page 90, 77, 80, and 94.

HOTEL DE BELLE VUE.

Spa.—*Stat.*—Pop. 5,715.—HOTELS:—

HOTEL DE FLANDRE, an old-established good house.

HOTEL D'YORK, a very old and first-rate hotel, exceedingly well situated, and especially known for its comfort and good accommodation.

GRAND HOTEL DES BAINS, Place Royale, in the immediate vicinity of the Baths Establishment; kept by M. Beas Cognez.

HOTEL LEROY TAYLOR.

HOTEL DES PAYS BAS, a quiet well conducted house, and reasonable prices.

HOTEL DE L'EUROPE, opposite the Cascade; kept by Mr. Henrard Richard. A very good house.

HOTEL DE BELLE VUE, Place Royal, well situated, entirely refurnished—combines elegance and comfort with moderate prices.

HOTEL DU PORTUGAL, well situated, facing one of the finest promenades. Kept by L. Gernay.

HOTEL BRITANNIQUE; HOTEL DE BELLE VUE; HOTEL DU MIDI.

Cafés Restaurant are very numerous, De Paris; Casino; Rochor de Cancale. Saddle-horses, carriages, and pony-chaises. The ponies are sure-footed animals of Andalusian blood.

Spa lies in the beautiful valley of the Wayai under the Ardennes, about 17 miles from Aix-la-Chapelle, in a spot abounding with beautiful walks and drives. Height above sea, about 1000 feet; with a bracing and healthy climate, though a little chilly just after sunset. The season is from May to October. Its chalybeate (or iron) springs, which were known even to the Romans, attract visitors from all parts of the Continent and from America; in fact, Spa has given a general name to all sites for mineral waters. As a medical resort it has enjoyed perfect neutrality during the hottest wars. The waters are full of carbonic acid gas, sparkling, cheering, easily digested, and containing carbonate of iron, soda, lime, and magnesia. Those most frequented are as follows:—The Pouhon, used by Peter the Great 1717, whose tablet and certificate are here; Sauvenière and Groesbeck, in a fine wood 1¼ miles from the town, and 470 feet higher, near the Promenade d'Orleans, and the pillar to Louis Philippe's mother; Geronstère, in a beautiful wood, 2 miles distant, having a slight sulphur taste; Barisart, 1 mile, sparkling and refreshing, especially good in dyspepsia; Tonnelets, 1 mile, in a boggy spot; and the two Prince of Condé springs, much in vogue since 1863, clear, agreeable, and easily digested. Tens of thousands of bottles of the Condé and the Pouhon are exported. The waters must be taken under medical direction, and may be drunk or bathed in. In the latter case, the waters being in their nature highly charged with gases, and heated

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by steam, the patient fancies himself bathing in "creaming champagne." Peat and medicated baths are also administered with good effect. Breakfast parties and pic-nics are often made to the more distant Spas.

Public walks—the Promenades de Sept Heures, d Orleans, des Artistes, de Meyerbeer, and de Ralkem (near the Allée du Marteau the Rotten Row), and the Boulevard des Anglais, in the Wayai valley all well planted and connected with each other. The band plays daily in the Promenade de Sept Heures; or in the Casino, a large building containing a splendid ball room, music, card, and conversation rooms; an elegant theatre, open three times a week. Balls, concerts, and fêtes champêtres are given at the Vauxhall, the Salle Levos, and other pretty gardens. A splendid Bath House was opened 1868, at a cost of £80,000, and in another part of the town there is a magnificent swimming bath. Races and Steeple-chases in June and September, and Cricket in the season. Articles of painted and varnished ware are sold. Fishing and shooting may be had, and hunting at Viel Salm, about an hour's distance by rail. Distant excursions can be enjoyed to the Coo Fall, the Remonchamp, and Hoy Grottoes, and in the ravines and glens of the neighbouring hills, 2000 feet high; the plants and strata of which are described in Dr. Cutler's "Notes on Spa."

The Administration of the Town and the new Directors of the Casino have used every means to give the greatest eclat to the Fêtes. Travellers fond of amusement and pleasure may, therefore, go to Spa at any time of the season and be certain, beforehand, to meet with the object of their journey. See Advt.

CONVEYANCE.—The entire journey from London to Spa is performed in one day. Travellers leaving London at 7.45 a.m., arrive at Spa at 9.58 p.m.

CHAPLAIN.—Rev. James Harrison, M.A. Sunday Services at 8.30, 11.30, and 7.0; Daily, 8.30 a.m. The building of an English Church is progressing favourably, but funds are urgently needed for its completion. Subscriptions are received at the London and Westminster Bank (Western Branch).

RESIDENT PHYSICIANS.—T. Cutler, Esq., M.D., M. Jules Leczaack, and Dr. Damseaux.

BANKER—Mr. Henry Hayemal, correspondent of all the Great Bankers in England, recommended in full confidence.

CONVEYANCES.—Railway, see pages 72, 88 and 90.

MONEY CHANGER.—Suffell, English money changer, at Brussels, attends Spa, every Tuesday and Friday from 10 a.m. till 3 p.m., changes circular and bank notes, whether addressed to him or not, letters of credit, &c. Cheques cashed at sight, on the London and County Bank, London and Provincial Bank, Coutts, Drummond, Scott, London and Westminster, Union Bank of London, and all other banks in town or country.

Ensival.—*Stat*—Possessing important factories, and is a suburb of Verviers.

CONVEYANCES.—For Railway see page 48

Verviers. — *Stat.* — Pop. (1869) 33,735.

HOTELS:—

HOTEL DU CHEMIN DE FER, an Inn conveniently situated, opposite the Railway station

The examination of baggage does not now take place at this frontier town and the traveller going on has only time to collect his baggage, register it afresh and take his ticket for Cologne. He cannot rely on obtaining change at the *Buffet*. The Train stops 10 minutes at the next station for inspection by the Custom's Officers; but registered baggage is examined at Cologne.

All Baggage destined for Aix-la-Chapelle, or Cologne, is allowed to proceed for examination at either of these places. Since the opening of a new line to Dusseldorf (avoiding Cologne), the journey between Ostend and Berlin is done in 19 hours, express.

Travellers *entering Belgium* from Prussia have their luggage subjected to examination; whereas, carriages are also changed here, *both in going and returning*.

BUFFET OR REFRESHMENT ROOM.—In consequence of change of carriages and the examination of the baggage on coming from Germany, there is ample time to take refreshments at this station, which has one of the best "Buffets" on the line. The Special Express Fare to Brussels, 1st cl., 13fr. 20c.

Verviers, situated in the valley of the Vesdre, about sixteen miles from Liége, is the seat of the cloth trade, and may justly be termed the Leeds of Belgium. It is rarely that a complaint is heard of want of employment; many of the manufacturers are very wealthy. Coarse woollen cloths are principally made. The site of the town is extremely picturesque. Hotel charges have increased at Verviers. About here the railroad is laid with coal dust, as the traveller will soon find out.

AMERICAN CONSUL.—C. Kleeberg, Esq.

Railway, see pages 16, 87, 88, 94, 122, and 140

Herbesthal.—*Stat.*—A short distance from this station the railway is carried on a bridge of seventeen arches, 120 feet high in the centre, over the valley of the Gulle, passing through two tunnels, the second of which is 2,220 feet long, pierced through a sand hill. It finally terminates at Aix-la-Chapelle, down an inclined plane, up which carriages are drawn by a stationary engine in coming from Aix-la-Chapelle.

For Through Route from London to the Rhine see first Time Tables of Belgian Railways.

PRUSSIAN TERRITORY.

Aix-la-Chapelle, see page 451.

From Aix the traveller proceeds per rail to Cologne, a distance of 45 English miles, and to Dusseldorf direct. Close by the side of the line is the Castle of Frankenburg, Charlemagne is reported to have founded a Castle on this spot, in which he dwelt; his Queen Fastrado died there.

Nirem.—This village is seen just previous to entering the cutting leading to the Nirem Tunnel, 327 yards long, which carries the railway through the basin of hills which surrounds Aix. Passing through the beautiful wood of Reichswald we reach

Stolberg.—*Stat.*—2,760.—HOTELS:—HISSELS and WETTERS.—The town a manufacturing one,

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is built about three miles south of the station, up a valley studded with mills, forges, &c. The town is surmounted by a picturesque old castle. Coals, zinc, iron, and glass. Railway, see pages 122, 124.

Eschweiler—*Stat.*—Pop 13,600.—An industrious little town, built on the Jude, and having silk, iron and wire manufactories, and also an old picturesque castle close to the line. The old Castle of Nothberg is next passed.

Langerwehe.—Beyond this, through the Vale of the Wehe, a viaduct of seven arches conveys the railway, close by the village and castle of Merode, and through the village of Dhorn. Crossing the Roer immediately after, we enter

Duren—*Stat.*—Pop. 10,278.—HOTELS:—

ESSENS AND POST.—MOMMER, bost.

The Roman Marcodurem, near which Charlemagne defeated the Saxons. From here a pleasant excursion may be made up the Ruhr to Niedeggen Castle, where Engelbert, Archbishop of Cologne, was imprisoned in the thirteenth century. The railway passes over a cutting between the Meuse and Rhine, terminates a little way short of

CONVEYANCES.—Railway, see pp. 88, 118, 120, 123 and 153.

Buir, whence it proceeds over the lowlands of the Valley of the Erft; crossing that river by three bridges before reaching

Horrem, beyond which village is the fine old Castle of Frens. Passing from the Erft into the Valley of the Rhine, through Königsdorf Tunnel, a mile long, carried through a hill of sand 136 feet below the summit, we arrive at

Konigsdorf; from here we proceed to

Mugernsdorf, crossing the road from Cologne to Julich. Here a very fine view can be had of Cologne, with its many towers and steeples, rising far above which is the octagon of St. Gereon, with its detached forts and half-buried towers surrounded with trees.

Cologne Terminus—For description of Cologne see page 422.

ROUTE 4.

Aix-la-Chapelle to Dusseldorf and Ruhrort, by Rail, see Time Tables.

Aix-la-Chapelle.—For description of, see page 451.

Erkelenz.—*Stat.*—Pop. 2,200.

About 10 miles N. W. of Juliers, on the Roer.

Gladbach.—*Stat.*—Pop, 18,670.

On the Ners, about 18 miles N. of Juliers. It has a Benedictine Abbey; and considerable manufactures of fine strong linen are carried on. This is the Junction where the Railway branches off to Ruhrort. See pages 140, 144, 148, 153, and 154.

Neuss.—*Stat.*—Pop. 10,720.—HOTEL:—

ROMISCHER KAISER.

This place used formerly to be quite close to the Rhine, but since the fourteenth century, owing to the altered course of the stream, it has been removed from it about a mile and a half.

Numerous excavations of Roman antiquities have been made on the site, supposed to be the Novesium of the Romans. Here Drusus, who built the town, threw a bridge over the Rhine. Neuss has sustained some remarkable sieges, which are mentioned in history. Among its edifices the old church of St. Quirinus, a fine Gothic building, erected in 1209, is well worthy examination, its dome having some early paintings in fresco by Cornelius.

Near Neuss, is the ancient abbey of Eberach, the church of which, built in the thirteenth century, was remarkable for its monuments. On the decease of the Princes and Bishops of Wurzburg, their hearts were deposited in it. Also, near here is the ancient castle of the family of *Dyck*.

Dusseldorf, for description of, see page 421.

Crefeld.—*Stat.*—Pop. 53,420.—HOTELS:—

OBERHEIMS HOF; WILDERMANN.

This is a flourishing town, with fine wide streets of nicely-built houses, about 5 miles from the Rhine, between Dusseldorf and Cleves. Here, there are considerable manufactures of velvet, silk, cotton, wool, linen and other articles, besides dye-works. The produce of the looms amounts annually to about 4,000,000 dollars. During the Seven Years' war, an important conflict took place hereabout. In the neighbourhood are the charming villages of Tennenthal, Crebau, Freiheit, and Ruine.

CONVEYANCES.—Railway see pp. 112, 120, 140 and 144.

Uerdingen.—*Stat.*—Pop. 3000.

Close to the left bank of the Rhine, surrounded by poplars.

Ruhrort.—*Stat.*—Pop. 3,740.—HOTEL:—

VILLES DE CLEVES.

Situated at the confluence of the Ruhr (Roer), with the Rhine. This is the best harbour on the Lower Rhine. It possesses many ship-building docks, and has a large carrying trade, including an immense coal-trade with Holland, the coal being derived from the large beds of that mineral on the banks of the Roer. To Luftballon, a public pleasure garden about a mile distant, an agreeable walk may be taken; and the iron-works at Sterkerade, near Oberhausen, are worth visiting. At Ruhrort is an Hydraulic Establishment, consisting of two towers, each 120 feet high, one on each side of the Rhine, at Homberg and Ruhrort, each of which contains an engine; by means of which two large waggons, loaded with goods, can be raised and lowered according to the difference of the height of the water and the rails of the railway, which terminate in the towers. The correspondence between the two banks, and the stations of Homberg and Ruhrort, is made by a large steamer, having rails on deck carrying twelve carriages, and in this manner the passengers are conveyed in the railway carriages without changing their seats, from one bank to the other.

ROUTE 5.
Brussels to Paris.

Terminus at Brussels on the south side of the town, between the Rue d'Anderlecht and Rue de Terre Neuve. There are many cuttings on the line.

On leaving the Station we cross the Boulevard, getting a view of the Port de Hal on the left, and traversing the river Senne near Forest. On quitting this latter place we see the Senne again,

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and for some moments behold highly cultivated fields, and immediately arrive at

Ruysbroeck.—See page 78.

Between Ruysbroeck and Hal stations the railway runs side by side with the Canal de Charleroi.

Loth. Hal.

Lembecq.

Tubise.

Braine-le-Comte. See p. 78.

At Braine-le-Comte. a branch line diverges to Charleroi and Namur, 49 miles.

Soignies.

Jurbise.

At Jurbise the line branches off to Ath and Tournay.

Mons (*Bergen*, in German).—Pop. 30,000.

HOTELS.—DU SINGE D'OR is a house of humble pretensions, but very good, and exceedingly quiet. DE LA COURONNE; DE L'AIGLE NOIR; ROYAL.

This important town is divided into two sections by the river Trouille. It is surrounded by an earth-work and ditch, and was considerably strengthened in 1820. The Hotel de Ville is a fine old structure, richly ornamented with sculpture; and the old church of St. Elizabeth is said to have been erected on the site of a fortress erected by Julius Cæsar. It has suffered considerably at times from the ravages of war. The chief manufactures are woollen stuffs, linen, lace, and earthenware. The surrounding district abounds with coal-mines and extensive bleaching grounds. One building worth notice is the Church of St. Waudru, built in the Gothic style, commenced in 1460, but not finished until 1580. It stands on the left-hand side as we enter Mons from the railway. Its rude piers without capitals, network of ribs, and high altar decorated with bas-reliefs from the New Tetament, and cut by an Italian artist, command attention.

Mons has a communication with the Scheldt by the Canal de Condé, and also by railway, with Jurbise, Ath, Tournai, Lille, and Calais.

CONVEYANCES.—Railway, see pages 14, 80, 82, 84, 85, 86, 92, 97, 98, 102, and 107.

A branch railway ensures a direct communication to Paris, Charleroi, Namur, and Cologne. This route avoids the detour to Braine-le-Comte.

On leaving Mons the railway passes the Stations of Cuesmes, Frameries, Quevy (the Belgian Custom-house), Feignies (the French Custom-house); the ceremonies of the Custom-house, at either place, occupies about twenty minutes: every courtesy is shown to travellers by the officials. It then reaches—

Maubeuge, and joins the Northern of France line. From this there is a line to Paris viâ the following:—

St. Quentin, see page 17 and p. 84.

Creil, see page 17.

Paris, see page 17 and p. 84.

The traveller may also proceed from Mons to Paris by way of

Jemappes.—Pop. 4,670—This village is remarkable for the defeat, 1792, of the Austrians by General Dumouriez and the Duke de Chartres, afterwards Louis Philippe; an event followed by the annexation of Belgium. As we approach St. Ghislain, to the left are seen the magnificent establishments of Hornu.

St. Ghislain.—Pop. 1,860.—The country about has a great resemblance to the neighbourhood of Manchester and Bolton, the roads being black with coal dust and studded with cottages. The Railway to Ghent by Audenarde branches off here. From this Station there is nothing remarkable to be seen until we reach

Bousu.—Thulin.

Quievrain.—Pop. 2,180.—A town carrying on an active commerce with France, but does not contain anything worth notice. This is the frontier station of the Southern line, and the point of junction with the Great Northern of France Railway; and here is the Belgian custom-house, where the examination of the Passport and Luggage take place on entering Belgium; one half mile further, the small river Annelle marks the boundary of France. The neighbourhood abounds in coal and other minerals.

Blanc Misseron (France) is next met with, after which we enter

Valenciennes.

The examination of luggage occupies about half an hour: there is an excellent Buffet here.

The next station of importance met with is Douai, after passing St. Raismes, St. Vaillars, Louvain, and Martigny, all places of small note, and not requiring a special notice at our hands.

Douai.

Meeting **St. Vitry** and **Roux** we reach **Arras,** which is described at page 364.

We meet **Amiens** next, for description of which see page 352.

From this place the traveller is carried on past **Clermont, Creil,** and **Chantilly,** and shortly after enters

Paris. See p. 377.

ROUTE 6.

BRUSSELS TO PARIS.

BY CHARLEROI, EREQUELINNES, AND CREIL.

GREAT LUXEMBOURG STATION.

Brussels. See description, p. 397.

Distance, 215 miles. Fares, 36fr. 80c. 1st class, 27fr. 30c. 2nd class.

Boitsfort. the first station on the Luxembourg line, three miles from Brussels. The village lies in a valley on the border of the forest of Soignies. It is the great resort of pleasure parties, as it contains several excellent restaurants and gardens where refreshments, good dinners, and delicious fish may be obtained at reasonable prices.

Groenendael, six miles from Brussels, is situated in the heart of the forest. Near the station may be seen the ruined foundations of a Priory, which once existed here, and which must have been a large pile of building. The village of Hoyelaert, which is close by, is very picturesque.

La Hulpe is nine miles from Brussels, and is a village of some importance. It was once a provincial town. From the station there is a fine view over an extensive sheet of water towards the country seat of the Marquis

de Bethune, which is a remarkably fine house, with extensive grounds. There is a paper mill in the village, which gives employment to a great many hands. From the high ground above the station may be seen, on a clear day the monumental Lion on the field of Waterloo

Rixensart is 11 miles from Brussels, and is a pretty little village, closed in by a wooded country. The Count de Merode has a chateau in the village, and is the chief landed proprietor of the neighbourhood.

Ottignies is 15 miles from Brussels, at the junction of the Charleroi and Louvain and the Manage and Wavre lines with that of the Luxembourg, making one common station for the three companies. There is a considerable movement here, owing to the change of trains by passengers, and the goods traffic passing from one line to another.

La Roche.

Court St. Etienne.—

On leaving this station the traveller should remember that he is approaching one of the most singular and beautiful views in Europe, viz.—the ruins of the Abbey le Villers at

Villers la Ville.—Pop. 778.

The line passes through the garden of the *Abbey*, and generally so rapidly, that only a glimpse can be obtained of these magnificent ruins. The tourist should therefore make an excursion expressly to visit them from Brussels, or alight at this station and take a subsequent train on to Paris; but the former course is the most pleasant. Arrangements have been made by which tourists can leave Brussels every day at 9.5 in the morning, and return to Brussels at 4.20 in the afternoon, in time for the tables d'hôtes, thus spending a most delightful day at the Abbey. The *Abbey de Villers* is one of the most splendid, romantic, and picturesque pile of ruins in Europe. Situated in a beautiful valley, in the centre of an ancient forest, the ruins cover an immense area of enclosed grounds, as extensive as some towns; and the remains attest not only the importance of this celebrated monastery, but its former splendour and palatial grandeur.

The best view of the ruins is from the terrace gardens beyond the railway; but it is impossible to say which excites the most admiration, the view from the heights around, or a walk through the ruins. No one can behold the refectory, the cloisters, the crypts, and lastly the magnificent ruins of the beautiful church, without feelings of awe and wonder. It is a scene of surpassing beauty, particularly in the effulgence of the noon-day or setting sun. Amid these ruins the silence is so profound that it impresses the visitor with an indescribable awe.

The Abbey de Villers was first pillaged, and then set fire to by a party of French Republican soldiers in 1789. The ruins were then sold to a person of the name of La Terrace for 70,000fr., who continued the work of destruction, and left the present ruins, which, with the adjacent land, is now the property of Madame Huart d'Enghien.

Tilly, Marbais, Ligny, Fleurus, Ransart, and Lodelinsart are passed, and the next station of importance is

Charleroi.—Pop. 13,500.—HOTELS:—DE PAYS BAS. DU GRAND MONARQUE, DE L'UNIVERS. Buffet at the Station.

The fortifications have prevented Charleroi from becoming what it otherwise would have been—one of the most flourishing towns on the Continent; but the surrounding neighbourhood has a population of 80,000, and presents a scene of extraordinary activity. The Charleroi coal-field is the most extensive in Belgium, giving employment to 10,000 miners, and yielding annually 3,000,000 tons of coal; the glass trade is also carried on to a great extent, and those numerous and extensive iron works, which derive their supplies of iron ore from the Sambre and Meuse district,—one of the most picturesque and interesting counties in Belgium, but, with the exception of a few eminent geologists, totally unknown to travellers. This district affords employment to 6000 persons in making nails. It extends about 4 miles south of Charleroi to the French Ardennes.

CONVEYANCES.—Railway to Namur, Liege, Braine le-Comte, and Brussels, see page 90. To Couvin and Vireux, page 104 To St Quentin, &c., page 16. To Erquelinnes, see pp. 92, 94. 96, 98, 100, 101, 102.

At two leagues' distance from Charleroi, in the picturesque valley of the Sambre, are the ruins of the *Abbaye d'Aine*, the most ancient monastery perhaps in Europe, built in 656.

From Charleroi to the French frontier the line proceeds through remarkably fine and even picturesque scenery to

Erquelinnes, (the Buffet Hotel), the last station in Belgium, where the baggage and passports are examined. The line then traverses a most uninteresting, interminable, flat, and arid plain passing St. Quentin and Creil—at both of which places there are refreshment rooms—and thence to Paris.

From Erquelinnes there is a branch line to

Binche and

Baume.—See Time Tables.

ROUTE 6 A.

BRUSSELS TO COLOGNE BY NAMUR, LIEGE, AND VERVIERS.

Change carriages at Namur, for Cologne Fare to Luxemburg. 1st class, 18 fr. 40 c. No 2nd class through tickets to Cologne are issued.

Great Luxembourg Railway Station, Quartier Leopold.

The scenery by this Route is exceedingly fine, particularly between Namur and Liege.

Brussels. See p. 397.

BOITSFORT.
GROENENDAEL.
LA HULPE.
OTTIGNIES.
} For description, see p. 409.

Mont St. Gulbert—Pop. 969—A picturesque village, with remains of an old Castle, which will be seen from the railway. From Brussels to this point the country is chiefly a sand formation, as may be seen by the deep cuttings which are passed. The undulations are continuous to

Namur, which is an agreeable change after passing over the low country from the coast.

Gembloux—Pop. 2,320—A small town, the trade of which is cutlery. Very little is seen from the railway, as it lies in a hollow. Here the Austrians were defeated 1794. A large pile of brick was formerly a Benedictine College, but in 1789 the monks were dispersed, and the property was seized and sold.

St. Denis Bovesse, 28 miles from Brussels. Before reaching this station, the highest altitude between Brussels and Namur is passed, being 192 metres above the sea, or about 640 feet English. Very rich iron ore is found in this neighbourhood, which has made this rather insignificant station important for its traffic.

Rhisnes.—Pop. 785.

The last station before reaching Namur. The train passes through several deep cuttings in rock, giving occasional peeps of very lovely country. After passing the last cutting, the line is carried over a long bank, below which lie the State railway and the river Sambre; the valley of the Sambre, thus presented to view, showing one of the richest scenes in Europe. The formidable citadel overhanging the valley on the one side, with the richly wooded hills surrounding it on the other, together with its surface so highly cultivated, is most interesting to view.

Namur.—*Stat.*—Pop. 26,530.—HOTELS:—HOTEL BELLE VUE, HOTEL D'HARSCAMP.

The capital of the province of Namur, at the conflux of the Sambre and the Meuse, and a well-built city, with wide and clean streets. The town is divided into two parts by the Rue de Fer and the Rue de l'Huge, leading to the Grande Place. It is defended by a citadel built on the summit of a craggy rock, from which there is a magnificent panoramic view of the Valley of the Meuse. The cathedral and the church of the Jesuits are both worthy attention: the former is a fine specimen of modern, the latter of ancient architecture. The chief curiosity of Namur is the Church of *St. Loup*, formerly that of the Jesuits, with decorated vaults and porphyry and black marble pillars. The citadel is very strong, one of the strongest in Belgium. Namur was taken by Louis XIV. in 1692, and has often changed masters, and is noted for the many sieges which it has sustained. The population is chiefly employed in the cutlery business. Here are extensive manufactures of fire-arms, swords, knives, scissors, and other articles of iron, copper, and brass. Quantities of leather, paper, thread, and tobacco are also prepared here.

CONVEYANCES.—Railway, see pages 16, 72, 84, 90, 94, 96, 101, and 106. Change here for Cologne. The boats to Liege through the fine parts of the river have ceased running.

Proceeding from Namur to Liege, the first station is

Marche-les-Dames—The scenery in the vicinity of this station is of a bold and singularly romantic description.

Huy (pronounced *We.*)—*Stat.*—Pop. 10,830.—HOTEL:—POSTE, at the water side.

This is the most flourishing and remarkable town between Namur and Liége. The fort may be distinguished in the distance shortly after leaving Bas-Oha; but a sharp bend of the river prevents the town from being seen, till the Statte tunnel has been passed, and the station entered. The fort and church are very striking; the latter possesses a fine oriel window and carved gateway. A day's stay at this town will be amply repaid; and an excursion up the valley of the Hoyoux, as far as Modave, is strongly recommended. The trout fishing in the neighbourhood is excellent.

Engis.—There are many châteaux in the neighbourhood: one, called the Château d'Aigremont, was the residence of the celebrated William de la Marcke, the "Wild Boar of the Ardennes;" another, called the Château de Chokier, is situated on the summit of a wild and rugged rock.

Flemalle.—At this station the line crosses the Meuse, and proceeds towards Liege on the other side of the river to that which it has followed since leaving Namur.

Seraing.—This town is the centre of numerous manufactories, smelting furnaces, rolling mills, and collieries, originally founded (1814) by an Englishman, John Cockerill, which employs 8000 men, and is of an extent hardly surpassed even in Great Britain. The statue of Cockerill, who was a working man's son, was set up in 1871. It may be seen immediately on the left of the station.

Ougree.—Here, also, rolling mills, furnaces, and collieries are the prevailing characteristics. After passing Ougrée the line runs along the side of a picturesque hill, and, on nearing Liege, crosses the Government line from Liege to Cologne, with which it has junction curves in the four directions. A mile and a-half beyond this point the train arrives at Longdox.

Liege.—See page 405.

Longdox, the Company's station at Liége, is much more central and nearer to the town than that of the Government, called Guillemins. From Longdox the line continues to Maestricht.

The branch line, which leaves at Flemalle, runs through a populous and thriving district, on the left bank of the Meuse, possessing many establishments and collieries. The two stations are those of Jemappe and Tilleur. The branch terminates at the *Guillemins* station, which is conjointly worked by the Government and Company, and where trains must be changed by those passengers going through to Verviers, Aix-la-Chapelle, and Cologne, in the one direction, or to Brussels, Antwerp, and Ostend in the other.

For description of Route from Liege to Cologne—see page 412.

ROUTE 7.

New Route from Brussels to the Rhine, Switzerland, or the Baths of Germany, by Great Luxembourg Railway to Namur and Luxembourg, thence to Treves and the Moselle.

From Brussels Station, Quartier Leopold, via Boitsfort, Groenendael, &c., as in preceding Route to Namur; thence by rail to Dinant.

Excursions from Namur to Dinant may be made up the Meuse by steamer.

Dinant.—*Stat.*—Pop. 7,239—HOTELS:—

HOTEL DE LA TETE D'OR, an excellent house, and very reasonable; recommended. Good trout fishing.

HOTEL DES POSTES. Very good.

A romantically-situated town on the banks of the Meuse, rich in historical recollections, formerly the scene of one of the bad acts of Philip the Good, who entirely destroyed the town, under circumstances of great cruelty. Some highly interesting natural curiosities may be visited in the neighbourhood—La Petite Suisse, the Grotto of Han, the Chateau of King Leopold, the Roche à Bayard, &c.; the view from the Citadel is very fine. Behind the Casino is a beautiful garden, reaching to the top of the cliff, and to which travellers have free access. From the Grotto of Han, the tourist can proceed to St. Hubert, in the Forest, about six or seven hours' walk.

From Namur the train proceeds over the Meuse by a fine bridge, and thence on to Ciney. At the Jemelle station passengers alight for Rochefort, or the Grotto of Han, to which they are conveyed by omnibus.

CONVEYANCES.—Rail to Namur and Brussels, p. 94

Rochefort.—Pop. 1300.—HOTELS:—

HOTEL DE LA CLOCHE D'OR; HOTEL BIRON; DE L'ETOILE.

This is a fine old picturesque town, one mile from the Station, surrounded by walls and surmounted by a ruined Castle, where Lafayette was made prisoner by the Austrians 1792.

Rochefort is in the heart of the Ardennes, and was formerly capital head-quarters for sportsmen and anglers. Excursions may be made in all directions: living, also, is very reasonable; but neither fishing nor shooting is to be had now, all having been taken up for some years past. "I might as *a favour* have got an occasional day's fishing and probably a day's shooting. Fish is scarce, nor is there much game."—F. R. F. The Grotto of HAN is really beautiful, and certainly very well worth seeing; the charge is 5fr. a head, besides something to the guide.

From Rochefort the railway proceeds through the valley of the Homme, and makes a circuit round the fine old castle of Miewart, thence to Poix station, four and a half miles from the Abbey of St. Hubert, which no lover of the chase ever omits to visit.

St. Hubert.—INN.—HOTEL DES PAYS BAS.

A dull town in the midst of the Forest of St. Hubert. The *Abbey* is a Gothic building elaborately adorned and ornamented inside. Its founder St. Hubert, the patron of sportsmen, was so fond of the chase as to hunt on Sundays, but was induced to abandon his pleasures and devote himself to the service of the church.

Luxembourg.—*Stat.*—Pop (1871) 14,440.

HOTELS:—

HOTEL DE COLOGNE, in the centre of the town, an old-established house, affording good accommodation.

HOTEL DU LUXEMBOURG, kept by Mr. J. P. Hastert, very well situated.

The Station is half a mile from the town. Omnibuses from the various Inns attend the different Trains, 50 c.; no cabs at the Station.

Luxembourg, capital of the Duchy and once a strong fortress garrisoned by Prussia, after being a bone of contention with France was placed under the ward of the Great Powers and dismantled 1867. The town is divided by the river Else into two parts, called the upper and lower; the former is built on a rock, and the latter forms two valleys. Notice the church of St. Nicholas, the bridge over the valley, and the ruins of the palace. The King of Holland is Duke of Luxembourg.

The line from Brussels to Luxembourg is regulated by Belgian time, which is about a quarter of an hour earlier than that of Cologne. From Luxemburg to Treves, German time is kept.

CONVEYANCES.—Railway to Namur, Liége, Brussels, Thionville, Treves, Metz, Strasburg, Bâle, Switzerland and Germany, see pages 72, 77, 90, 106, and 125.

Treves (Ger. *Trier*)—In Rhenish Prussia.—Pop. (1871) 21,425. HOTELS:—

HOTEL DE TREVES.—A first-class Hotel for families and gentlemen, highly recommended.

HOTEL ROTHES HAUS. An old-established good house, comfortable and well situated.

CAFE: Steinhaus. POST-OFFICE in Grande Place.

Cabs, 25 sgr. per hour for 3 persons.

On the right bank of the Moselle, in a rich and fertile valley, bounded with hills rich in vine-clad beauty. It is the Roman *Augusta Trevirorum*, and the oldest city in Germany. Chief objects of attraction are as follow:—The Cathedral of St. Peter containing the highly venerated relic of the Holy Coat, attributed to our Saviour and an object of devout pilgrimage; the *Liebfrauenkirche*, or Lady's Chapel. The Palace of the Electors of Treves, now a barrack. The Pillar of Granite, surmounted by a cross, which stands in the market-place, commemorative of the appearance of the fiery cross in the sky in 958. Also the Roman Baths and Amphitheatre; and the Black Gate or Porta Nigra, sometime used as a church, but restored as a gate 1817, (Schwartzes Thor), very interesting, (A.D. 312); and a Bridge over the Moselle, (B. C. 28). In the environs are Pallien, very picturesque, and a fine point of view; and Igel, 6 miles off, on the Luxembourg road, worth visiting for its beautiful Roman monument, 70 feet high. Carriages to it can be had at the Hotel de Treves. Many other traces of Roman antiquity are noticeable.

The Paulinuskirche ¼ mile outside the Porta Nigra, stands on the site of the oldest church in Treves, and has been rebuilt 5 times; the present erection is of the last century. It has a fine painted ceiling by Scheffer of Augsburg, Rubens' pupil. The Basilica Romaine has been repaired and is now a Protestant temple.

CONVEYANCES.—Railway, pages 72, 77, 118, and 125. The line to Diiren is one of great beauty.

Steamers down the Moselle to Coblenz, touching at Berncastle or Trabach, in 9 hours; see Alphabetical list of Sailings.

The voyage up or down the Moselle is a most pleasant and interesting excursion, and several days may be very agreeably spent in excursions from the different towns on its beautiful banks. They are often bordered by undulating hills, covered not only by vines, but with rich wood; alternating with picturesque villages, projecting promontories, innumerable villages and towns, with ruins of castles, watch towers, and Gothic church steeples, which enliven the landscape.

The scenery begins to improve in beauty at the village of Mulheim.

Berncastel.—Pop. 3,800—HOTELS:—DREI KONIGS; POSTE.

A dirty town, but in a picturesque position, under an old castle. The walk over the hills to Trarbach affords fine views, through the centre of the vine district of the Moselle.

Trarbach.—Pop. 1,620—HOTELS:—HOTEL BERTZ; METZGU.

Most picturesquely situated in one of the valleys leading to the river, and the scenery between this and Cabern is exceedingly interesting.

Trabem.—Pop. 1,293—HOTEL CLAUS.

Fine view from Fort Montroyal.

Travellers should land opposite Punderich, and walk to Marienburg, the view from which is much admired as offering a beautiful panorama.

There is a small inn within the ruins of Marienburg, where one may breakfast or dine.

Zell.—Pop. 1,500—KOCHS' INN.—A small town opposite Marienburg.

Alf.—INN: POST.—A village prettily situated at the mouth of the valley of Isabach. Just below this there is a remarkable echo.

Cochem.—(In Rhenish Prussia.)—Pop. 2,870. HOTEL:—DE L'UNION.

Kaiser.—The view of this town from the river is very picturesque, with its two castles on the summits of the surrounding hills.

Cardon.—BRAUERS' INN.—A pretty village in one of the sweetest spots on the Moselle.

Brodenbach, near the mouth of the Ehrenbach, situate in a lovely valley, closed up in front by a rocky hill, on the summit of which is the *Castle of Ehrenberg*, one of the finest monuments of the Rhine or Moselle.

Cobern, a little town, defended by two castles—the Neiderberg and Oberberg—the former containing the Chapel of St. Matthias—an elegant gothic structure which deserves to be visited. The keys are with the pastor of the new church.

Diebelich.—A pretty spot, famous for witches, who are said to haunt the neighbourhood.

Guls.—A small town, conspicuous by its modern twin spires.

Moselweiss.—A village of great antiquity.

Coblentz.—On the Rhine.—See page 427.

Index to places in the preceding Section.

Aix-la-Chapelle	407	Dieblich	413	Jemmappes	409	Namur	411
Alf	413	Dinant	412	Jurbise	409	Nazareth	395
Aloat	397	Dixmude	402			Neerwinden	405
Antwerp	403	Duren	408	Kaiser	413	Neuss	408
Ath	395	Dusseldorf	408	Konigsdorf	408	Nieuport	402
Audenarde	396					Nivern	407
Baume	413	Enghien	395	La Hulpe	409	Nivelles	403
Bernostel	413	Engis	411	Landen	405		
Binche	414	Ensival	407	Longerwehe	404	Ohsene	402
Boitsfort	409	Erkelenz	408	La Roche	410	Ostend	401
Bousu	409	Erquelinnes	410	Leambech	408	Ottignies	410
Braine-le-Comte	397	Eschweiler	408	Liége	405	Oudenarde	396
Brodenbach	413			Lokeren	402	Paris	409
Bruges	402	Fexhe	405	Londerzeel	397	Pepinster	406
Brussels	397	Flemelle	411	Longdoz	411		
Buggenhout	397	Furnes	402	Loth	397	Quievrain	402
Buir	408			Louvain	405		
Capelle	397	Gembloux	411	Luxembourg	412	Rhisnes	411
Casden	413	Genappe	403			Rixensaert	410
Chastierol	410	Ghent	396	Maestricht	405	Rochefort	412
Chaudefontaine	406	Glaibach	408	Malderen	397	Ruhrort	408
Chénée	406	Groenendael	409	Malines	397	Ruysbroeck	397
Cobern	413	Guillemins	411	Manage	405		
Coblentz	413	Guls	413	Mechlin	404	Schellebelle	397
Cochem	413	Haerlebeke	396	Melle	397	Seraing	411
Comines	397	Hal	395	Menin	397	Soignies	408
Contich	404	Hasselt	405	Mons	409	Spa	406
Courtrai	397	Herbesthal	407	Mont St. Huibert	400	Stolberg	407
Court St. Etienne	410	Horrem	408	Moselweiss	413	St. Denis Bovesse	411
Crefeld	408	Huy	411	Mugernsdorf	408	St. Ghislain	409
						St. Hubert	412
						St. Nicholas	403
						St. Trond	405
						Termonde	397
						Thulin	409
						Tirlemont	405
						Tournay	395, 397
						Trahen	413
						Trarbach	413
						Troves	412
						Tubise	397
						Turnhout	401
						Verdingen	408
						Valenciennes	409
						Verviers	407
						Vieux Dieu	404
						Villers la Ville	410
						Vilvorde	397
						Waterloo	403
						Wavre	405
						Wervicq	397
						Wetteren	397
						Ypres	396
						Zell	413

HOLLAND, OR NETHERLAND.

HOLLAND (etymologically, Hollowland) is situated along the south-eastern coast of the North Sea, and extends in its greatest length, from N.E. to S.W., about 190 English miles. Its greatest breadth, from E. to W., is about 133 English miles. The superficial area is 7,614,252 English acres, or 11,897 English square miles. The ancient accounts of Holland represent it as an extended swamp, alternately covered with and abandoned by the waters of the ocean. Holland has had a severe contest with the ocean, which has ended as a great triumph for human industry, and in the country being brought into a high state of cultivation and comparative safety. The canals are very numerous, and

of the greatest utility in draining off the waters and in facilitating the internal trade. They are lined with trees, which tend greatly to improve the country, in itself so flat that to those approaching it along the rivers, and some part of the coast, the trees and spires seem to rise out of the water. Along the coast of the North Sea there is a line of broad sand-hills and downs, in some parts so very high as to shut out the view of the sea even from the tops of the spires. In some parts of Zealand and of North Holland the defensive war against the encroachments of the sea is kept up with great difficulty and at an immense expense. The province of Friesland, which has no sandhills, is protected against the sea by stupendous dykes and palisadoes, the repair of which costs upwards of half a million sterling yearly. Vast meadows, clad with the richest verdure, are, during eight months of the year, covered with cattle, whose high condition attests an abundant and wholesome nutriment. In the North, wheat, flax, and madder are raised; and in the South, where agriculture has made the greatest progress, an inferior kind of tobacco is grown, and different kinds of fruit-trees cover the fields.

In the towns, beyond the complete collections of Dutch Paintings at the Hague and Amsterdam, (and the Japanese Collections, which circumstances render peculiar to Holland,) there is little to attract. Holland, however, presents the picture of a people owing not only their wealth and high commercial position, but even the very land, to their own labour and enterprise. The best seasons for visiting Holland are the months of May, June, September, and the middle of October.

The Dutch possess an excellent system of **Education**, regulated according to laws passed in 1857 and 1863, and based on a system of religious equality, and a total separation of Church and State. These laws are most complete in all their details and provisions, and ensure for *every* child in the country an education in the simple branches of secular knowledge. The law does not compel parents to send their children to school, but refuses *all* relief from the public funds unless they do so; and the result is, there are *none* without education. The three Universities of Leyden, Utrecht, and Groningen, contain upwards of 1400 students.

Population—(1873) 3,176,002. In 1865, 3,529,108. The Protestants amount to 2,193,281; the Catholics to 1,313,084. There are about 68,000 Jews. The Protestant and Catholic clergy are paid by the state.

Several dialects are spoken in Holland; the Dutch, which is in fact an offspring of the Low German or Nieder Deutsch, is the language of two-thirds of the inhabitants. Flemish is spoken on the Belgian frontier, and the provinces have each their peculiar dialect; that of Friesland partakes of the ancient Frison, that of Guelderland and Overijsselretains much of the ancient Low Saxon intermixed with modern Dutch. French and English are generally understood by the middle and upper classes.

Government.—A Constitutional Monarchy, dating from 1814, and styled *Het Koningrijk der Nederlanden*, or "Kingdom of the Netherlands," the proper name of the country. William III., born 1817, is reigning King; Grand Duke of Luxembourg and Duke of Limburg; his eldest son is William Prince of Orange, born 1840. The *first* chamber is chosen by the Provincial States, and consists of 39 members who sit during nine years. The *second* Chamber consists of 72 members, sitting 4 years and chosen by ballot by the tax-payers. The chief legislative power resides in the *second* Chamber, which contains the most eminent political men in the country. There is religious toleration, though the prevailing religion is Protestantism. Each of the 11 Provinces has its own Governor, or "King's Commissioner," and its Provincial States. **Revenue**—(1874), 7¾ millions sterling. **Debt**, 77 millions. The Colonial Government is vested nominally in the Crown, the "States" having a right of inquiry and of voting the supplies.

Productive Industry.—At present the manufactures of Holland are upon a narrow though gradually increasing scale. Linen, tapes, and other smallware are partially manufactured, principally for domestic consumption. There are now many large manufactories in Enschede and Tilbourg that supply the Dutch Indies with calicoes, cloths, &c., &c. The sugar-refining trade is extensively cultivated; and the manufacture of tobacco and snuff gives employment to a large number of persons. The breweries are also extensive; but the building of ships, barges, and boats, form the staple industry of many of the localities on the banks of the rivers. There are several rising Iron and Metal Works at Rotterdam, The Hague, and Amsterdam. The Imports and Exports from and to England are worth 25¾ millions, and 14 millions respectively.

Routes to Holland.—Grimsby to Rotterdam, by the Manchester, Sheffield, and Lincolnshire Railway Company's first-class Steamers, every Wednesday and Saturday. Average passage,—hours. See advr. page 715. **Hull to Amsterdam.**—The "Alert," every Wednesday. **Hull to Geestemunde** in about 30 hours. See page 311. **Hull to Rotterdam.**—Steamers, in 20 hours. Distance about 210 miles. See p. 311. **London to Rotterdam,** by the Netherland Steamboat Co.'s Steamers every Wednesday Thursday, and Saturday embarking passengers at Brunswick Wharf, Blackwall—for times of sailing, see advertisements on page 730. Distance about 200 miles. By the Great Eastern Railway, *via* HARWICH, from the Bishopsgate Station every Tuesday, Thursday, and Saturday. For hours of departure during the month refer to page opposite the cover. Also **Steamers** every Wednesday and Saturday, at 11 a.m. in summer, in 18 hours, by the General Steam Navigation Co.'s vessels from St. Katherine's Steam Wharf. **Rotterdam to Antwerp** "per Telegraph" steamer, in about 7 hours.

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Money.—100 cents = 1 guilder, or florin = 1s. 8d. The Gold coinage, which was suppressed in 1850 and has not since been re-established, consisted of 10 and 5 gulden pieces; but the re-establishment of a gold currency of a fineness of 9-10ths with pieces of 10 florins and 5 florins, weighing respectively 6·774 grammes and 3·387 grammes, and worth 16s. 8d. and 8s. 4d. English, is now (May, 1875,) being embodied in a project of law. The silver coins are pieces of 2½, 1, and ½ guldon or florins, worth respectively 4s. 2d., 1s 8d., and 10d. sterling. There are also in silver, of a lower standard, 25, 10, and 5 cent pieces. worth respectively 5d., 2d., 1d. sterling. The copper coins are the cent and the half-cent. Money Notes are issued by the Government of the value 10, 50, and 100 guilders; Bank of Netherlands Notes, value 25, 40, 60, 100, and 1000 guilders. The name "stiver," meaning a 5 cent piece (= 1d) is nearly obsolete. See *The Merchant's Handbook*, by W. A. Browne, LL.D., London, Stanford. In Rotterdam Dutch money may be had at De Waal's Exchange Office, Boompjes.

Railways.—The Hollandsche Ijzeren Spoorweg, from Rotterdam to the Hague, Leyden, Haarlem, and Amsterdam, and from Helder to Amsterdam; the Nederlandsche Rhijn Spoorweg, or Dutch Rhenish Railway, from Rotterdam to Amsterdam, Arnhem, and Emmerich, *vis* Gouda; the Centraal Spoorweg, from Utrecht to Zwolle; the Staatsspoorwegen, from Harlingen to Groningen; Arnhem to Salzbergen; Bergen-op-Zoom to Roosendaal; and Rotterdam to Eindhoven, Venlo, Maastricht, and Liége. See pages 108 to 114. Cabs and Omnibuses ply to and from the Stations; a tariff is suspended in every cab. On Sundays, Railway Return Tickets are issued at reduced prices. At the principal Stations of the Dutch Rhenish Railway Co., there is now a cloak room; fee for each package, 2d.

Canals.—These afford abundant modes of conveyance, several times a day, to all the large towns, forming not only the high roads, but almost the streets of Holland. Fares for barges (*Trekschuiten*) about 5 cents. per mile. Rate of travelling, five miles per hour. Some faster ones are moved by steam;-for example, from Rotterdam to Delft; and they are worth travelling in by those who wish to become acquainted with the country and people.

Inns.—The average charges are—bed, 1 florin; breakfast, 70 cents.; tea, ditto; dinner, with wine, 2½ florins; table d'hôte at 4 o'clock. Service ½ florin. The city of Amsterdam is supplied from Haarlem with good water fit for table use, but the effervescing water from the Nassau springs, or artificial mineral water, is generally adopted for drinking by travellers.

Carriages.—Hire of carriages in Holland very expensive.

Books.—English travellers in Holland wishing to render their visit interesting to themselves on account of the historical associations of the country would do well to read Motley's "Rise of the Dutch Republic," and his "History of the United Netherlands," or Channing's Concise "History of the Netherlands," before leaving home.

DESCRIPTIONS OF TOWNS.

Amsterdam.—*Stat.*—Pop. (1873) 281,944, of whom 60,000 are Catholics and 20,000 Israelites. Omnibuses from Rail to Station 40 ct. Vigilantes 1 g. guilden (1s. 8d.) Hotels:

Brack's Doelen Hotel, situated in the healthiest part of the Town. Deservedly recommended. Proprietor H. F. Hahn.

Amstel Hotel.—A new hotel, opened in 1867 affords excellent accommodation.

Hardenberg's Old Bible Hotel is a well conducted house, much frequented by English and American gentlemen.

Hotel Rondel, recommended.

Oude Graf, Stad Elberfeld, Keizerskron, Hess. *Restaurants*:—Jonge Graaf, Ebel, Van Laar, Kohaus, Cour de Gueldre, Hannier, Winkelhagen, Ville de Munich. *Cafés*:—Ville de Nuremberg, Poolsche, Koffijhuis, Winkelhagen.

Theatres, from May to August 31—Stads Schonburg, Dutch Plays; Grand Theatre des Variétés, Theatre Français, Salle Frascati, Café Concert, Swimming School in the Y, in the Amstel, Bath of Rokin. Kermser fairs, 2nd Monday of September, lasts 15 days, and is much frequented.

Rimmel's Perfumery, 136, Kalver Straat.

Amsterdam, or An stel-dam, the real capital of Holland, on the Amstel, a branch of the Iy, or Y, which is an inlet of the Zuyder Zee, and constitutes its port. It communicates with the North Sea by the North Holland Canal, 50 miles in length; the most stupendous undertaking of the kind ever executed, which commences opposite Amsterdam, and extends to the Helder and the Texel. It required 6 years, and 12 million guilders to complete it; as, however, it is altogether inadequate to the necessities of modern commerce, it is about to be superseded by a shorter canal through the isthmus of Holland, at an expense of two millions sterling. This new canal (now nearly finished) will run through the Y, which will then be drained, and the connection with the Zuyder Zee will be kept up by a sluice. The circumference of the city walls is nine miles. It is entirely built upon piles driven into the sand beneath. Its numerous canals are spanned by nearly 300 bridges; the most beautiful is that of the Hooge Sluis, on the Amstel, from which the finest view of the town may be obtained. Here is St. Anthony's Gate, a heap of brick spires, now a medical school. The *Palace* is a vast stone structure built upon 13,695 piles; it cost the city two million and a half. It stands on the Dam, near the Memorial of 1831, the Exchange, Post Office, Nieuwe Kerk, and Seamen's Club, The Stadhuis or Town Hall has several portraits. There is a fine gallery of Dutch paintings in the Oude-mannen Huis, which belonged to the late Mr. Van der Hoop or Hope; open 10 to 4, by a small payment. There are about 200 paintings

by Ruysdael, Rembrandt, Berghem, Cuyp, &c., at the national gallery in the Trippenhuis, called *Rijk's Museum;* among the principal paintings are Van der Helst's fine portrait, pictures of the City Guard and Archer's Guild, G. Douw's Evening School, P. Potter's Bear Hunt, Rembrandt's Night Watch: open daily; Saturdays by payment.

The Amsterdam *Crystal Palace*, a large and handsome pile near the Dutch Rhenish Railway Station, open at all times to the public, charge 25 cents. Day concerts (generally on Sunday morning), 50 cents: evening concerts), 1 guilder.

Concert in the *Park* two evenings in the week (Tuesday and Sunday), admission, 2½ guldcn. On Tuesday morning a band plays in the park, and ladies only are then admitted. It contains a statue of Vendel the Dutch poet.

The Zoological Gardens, (admission 75 cents.), and the gallery of modern paintings recently bequeathed to the city by the late Mr. Fodor, (admission 50 cents.), are well worth visiting. The celebrated Spinoza, and the painters Brandt, Van Eckout, Van Huysum, Vander Velde, Weenix, Ferdinand Bol, Rembrandt, Metsu, and Paul Potter were born in Amsterdam. Kalver Straat is the chief business street. Rembrandt's monument is in the Oude Kerk, in Warmoes Straat; it is a beautiful structure, and has a splendid organ, and fine chimes. The Nieuwe Kerk possesses a magnificent pulpit; the mausoleums of Admirals de Ruyter and Bentinck, and of Vondel.

Marine.—The Docks of the Royal Navy, the Entrepôt Dock, and the Dykes of the Port, with the Harbour and Quay, deserve inspection.

Squares.—The Dam, Botermarkt, Mlow Markt, and Visch Markt, near which is Rembrandt's statue. His house was behind the museum.

Other buildings are the Spin House for women; a large Cellular Prison; the Orphan Houses; Refuge for the Aged; De Ruyter's house on the Quay.

The diamond-cutting industry supports 10,000 workmen, of whom 9000 are Jews. At Koster's, the Kohinoor and other stones were cut; admittance (by order) 1 florin, for the sick fund. Much furniture is made at Amsterdam.

The show village of **Broek**, or Brook, is 5 miles distant from the landing place, to which the ferry goes constantly. At **Zaandam**, where Peter the Great wrought, his house is preserved, among hundreds of saw mills. Fish dinner here.

ENGLISH CONSUL.—J. G. Newenham, Esq.

AMERICAN CONSUL.—C. Mueller, Esq.

ENGLISH CHAPLAIN—Rev. O. Wilkinson. Divine Service every Sunday at 10.30 a.m., and in the evening on alternate Sundays.

SCOTCH PRESBYTERIAN CHURCH, in the Begyn Straat. Service every Sunday morning at 10. Rev. T. J. Meyer, Free Church of Scotland Missionary to the Jews: Place of Worship, Scotch Mission Church.

ENGLISH PRESBYTERIAN CHURCH.—Rev. W. Macfarlane.

PHYSICIAN.—Dr. Davids, Hoerengracht.

CONVEYANCES.—Railway to Haarlem, Leyden, the Hague and Rottordam; omnibuses from the Dam to Station, outside the Haarlem Gate, 12½ and 20 cents; to Utrecht, Rotterdam, Arnhem Emmerich, and Oberhausen (for all parts of Germany), outside the Weesper Gate See p. 113.

Railway from Rotterdam and Amsterdam, three times daily to Cologne by the nearer route, *via* Kleef and Zevenaar, see p. 120. To Helder, p. 114. See also pages 82, 103, 112, 115, 119 and 158.

Arnhem, or **Arnheim**.—*Stat.*—Pop. (1673) 35,192—HOTELS:—

HOTEL DE BELLE VUE; SUN; BEAR'S HEAD.

Arnheim, the residence of many Dutch nobility, is prettily situated on the Rhine; and the environs contain several old castles, of the Dukes of Guelderland, Roosendaal, Biljuen, and Doerwerth, which are all worth visiting. The ramparts are now transformed into promenades. The Cathedral is surmounted by a tower and one of the most remarkable carillons in Holland. The Town Hall is called De vil's House, from the faces on it. Here Sir Philip Sidney died after his wound at **Zutphen**, (28 m.) 1586. A fine iron girder bridge crosses the Yssel. Within a short distance are Saansbeck Castle; Bronbeek House (1 m.), for invalid soldiers from India, containing many pictures and other objects of notice; and Middagten Castle (6 m.) belonging to the well-known Bentinck family. Het **Loo**, or *Loo*, the king's country seat, is 20 m. distant, near the beautiful village of Aspeldoorn.

CONVEYANCES—Steamers to Cologne and Rotterdam. p. 328. Railway, pp. 112, 113, 115, 120, 151.

Breda.—*Stat.*—Pop. 15,000.—HOTELS:

DE FLANDER; GOUDEN LEEUW.

A strong fortress, surrounded by water and morasses. The Protestant Church is a noble building, with a spire 365 feet high, containing tombs of the lords of Breda and Counts of Nassau whose Castle is now a Military Academy. Notice the Church of St. John; and the Stadhuis or Town Hall. Prince Maurice took it by stratagem in a barge, 1590. Charles II. was here in exile. Cow hair Carpets made. Rail, see pp. 103, 108.

Brielle.—On the right-hand bank of the river Maas, ascending to Rotterdam. Here the Custom house officers come on board. Birthplace of Admiral Tromp, & De Witt; and the first place taken in the rising of 1572 against the Spaniards.

ENGLISH VICE-CONSUL.—A. Mos, Esq.

Delft.—*Stat.*—Pop. (1873) 23,000. HOTELS: CASINO; HEERENLOGEMEN

The Stadhuis is a fine building in the Square, near the *New Church*, which contains an elaborate monument (with his faithful dog) erected by the States in memory of William I., Prince of Orange, who was assassinated here in 1584, in a convent, now the Prinzenhof barrack. Here also lie the remains of Grotius a native of Delft; his tomb, is very simple. In the *Old Church*, distinguished by its leaning tower, is the monument of Admiral Van Tromp. On an island near the entrance of the town is the State Arsenal, formerly the Dutch East India House. Here also are the East India Academy; and the Academy for Engineers and Canal works. A little coarse pottery is made: but the trade for which the town was famous, is for the most part transferred to Maastricht. A

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pleasant excursion may be made to the Hague, 4½ miles, on the Trekschuit. Van der Venne, Jan Steen, and Leeuwenhoek, the naturalist were born here; as well as Pensionary Heinsius.

CONVEYANCES.—Railway, see page 114.

Dordrecht (or **Dort.**)—*Stat.*—Pop. (1873) 25,577.—HOTELS:—

BELLE-VUE; WOLK; DES ARMES D'AMERIQUE.

One of the oldest towns in Holland, and the first place where an Assembly of the States was held 1572, after casting off the Spanish yoke. It is situated on an island of the Maas, formed by the inundation of 1421, which swallowed up 70 villages. Huge rafts of timber brought down by the Rhine from the Swiss and German forests come in here to be broken up and stored in hundreds of saw mills and ship yards. Here are a Town Hall and disused Mint. The famous Protestant *Synod* of 1618, which condemned Arminius was held in an old gothic edifice, now a public-house. There is a pulpit of white marble finely carved in the large *Church*, whose tall square tower is seen from a great distance; there are also numerous monuments, and its plate is of gold, the gift of an East-India merchant. Cuyp, Vossius, and the brothers De Witt were born here; with Ary Scheffer, to whom there is a statue.

ENGLISH V. CONSUL.—J. Mauritz, Esq.

CONVEYANCES.—Railway, see pages 103 & 108.

Flushing, or **Vlissingen.**—*Stat.*—Pop. 12,000. H. DUKE OF WELLINGTON; DU COMMERCE.

A fortified port in Zeeland, on the south side of Walcheren, in the mouth of the West Scheldt; having deep water harbours, and new docks, opened 1873. It contains a Church, Dockyards, and Admiralty Board, with a Light-house, and Observatory, near which is a monument to the famous Admiral de Ruyter, who was born here. It was bombarded by the English in the disastrous Walcheren campaign of 1809, when many thousands of our troops died here of fever. The rail *vid* Middelburg and Goes, makes this one of the best starting points for the Rhine and Germany.

CONVEYANCES.—Railway, see p.p. 111, 112, 119.

There is a direct service between England, Germany, Belgium and Holland *via* Sheerness and Flushing, see page 112.

ENGLISH V. CONSUL.—P. de Bruyne, Esq.

AMERICAN C. AGENT.—J. Hector, Esq.

Rail to Middelburg, containing a good Church, and a fine Town-hall, with its 25 statues of the Counts of Zeeland.

Gouda.—*Stat.*—Pop. 15,776—HOTELS:—

DOELEN; DU SAUMON; HARTHUIS.

A town, about 13 English miles from Rotterdam, on the railway to Utrecht. Here is a large Square, with an old brick Town Hall and St. John's large *Church* containing 31 remarkably curious *painted windows* done 1560—1605, by the brothers Crabeth; entrance 3 stivers, one given by Philip and Mary of England, contains their portraits; another is the siege of Leyden. Gouda is the junction for the Hague and Rotterdam.

CONVEYANCES.—Railway, see page 113.

Haarlem.—*Stat.*—Pop. (1873) 32,758 (10,500 Catholics)—HOTELS:—LION D'OR; THE CROWN. DES ARMES D'AMSTERDAM; LEEUWERYK. (Lark) LOGEMANT VAN HOUTMANN. Café Restaurant: Noord en Zuid Hollandsche.

The BUFFET at the Railway Station is good. Luggage may be left at a large coffee-house adjoining.

Carriages to Bloemendaal, 4 fl.; to Velsen, 6 fl.; Zandvoort, 4 fl.

On the Spaarne, 18 miles from Leyden, near the former Lake of Haarlem (70,000 acres, drained since 1845). This part of the line is chiefly cut through the *Dunes*, or sandhills. The old walls are laid out in fine walks; two or three brick gates deserve notice. In the Market square are the picturesque Stadhuis, and butchery; the Groote Kerk of St. Bavon; and the statue of Coster a native, whom the Dutch claim as the inventor of printing; it faces his house. Other natives are Van der Heist, Wouvermanns, Van Ostade, Ruysdael, Berghem. The powerful organ in the Groote Kerk contains 5,000 pipes; performance three times a week; at other times, a fee of 12 guilders (£1) must be paid to the organist; this will, however, admit a party It was built by Christian Muller (1738) and played by Mozart, aged 10 years. The Church contains a monument of the poet Bilderdyk. A fine view from the tower; for a party 1½ fl.

The three straight lines of the railway, the high road, and along row of willows, give a strikingly singular effect to the prospect. Haarlem stood a tremendous siege against the Spaniards in 1572. The locality is famous for hyacinths, tulips, and other "Dutch bulbs." An excursion may be made to the country houses at *Bloemendaal*, among the sand hills, near the sea and Brederode Castle. Half-an-hour from the station, at the entrance to the beautiful Wood is a Gallery of modern paintings in the King's Palace, fee 50 cents. Here Napoleon III, was born 1808, when his father was King of Holland. A monument to Coster stands in the wood, where he formed his first notions of block printing.

CONVEYANCES:—Railway, see page 114.

HAGUE The—*Stat.*—Pop (1873) 94,895—(*with Map in Special Edition.*)—HOTELS:—

HOTEL DU VIEUX DOELEN, first-rate, cannot be too highly recommended. Mr. Van Santen, Prop.

HOTEL DE BELLE VUE will be found deserving our best recommendation.

HOTEL PAULEZ.—Capital house, well situated. Landlord, Mr. Paulez.

HOTEL DE L'EUROPE, Lange Houtstraat. Large and well situated. H. J. Bougers, proprietor.

RIMMEL'S PERFUMERY, 25, Hoogstraat. Wholesale and export.

POST OFFICE,—Near the old Stadhuis (1564) and Groote Kerk, or St. James's. Theatre, in the Horse Market, for Dutch plays and French opera.

CABS from the station, 1—2 persons, 60 c., and 3—4 persons, 85 c. Omnibus 25c. To Scheveningen, from 1 to 4 persons, there and back, 2 florins. Or, tramway every half hour from the Kneuterdijk, 20c. morning, and 25c. evening.

The Hague, so called from the Dutch name, *'s Gravenhage*, the Count's Park, begun here 1250, by the Counts of Holland, is the residence of the

Court and Government, 14 miles from Rotterdam, 5 miles from the sea. One attraction is a collection of Dutch Masters at the Museum, in the Maurits Huis, open daily, (free), except Sunday, from 9 till 3; on Saturday from 10 till 1. Among these may be mentioned Paul Potter's splendid *Bull*. Rembrandt's Anatomical Lesson, and Vandyck's portrait of Simon, the painter. In the lower apartments is the Royal Cabinet of Curiosities, (open from 11 to 1,) consisting of historical relics, and Chinese and Japanese costumes, &c. In the Museum of the Navy are the Barents relics, found in Nova Zembla, 1872.

Near the Voorhout and Vyverberg Square, the most open and best built parts, are the Vyver Lake, and the curious remains of the *Old Palace*, consisting of the Buitenhof, and Binnenhof, or Outer, and Inner Courts, of brick, both worth notice. The Dutch Parliament house (admittance free) is situated in the Buitenhof, opposite the statue of William II., king of the Netherlands, erected 1853. A bronze statue of William I., Prince of Orange, stands near the Museum; and a beautiful equestrian statue of the same opposite the King's new *Palace*, which is a Greek pile, with wings. It may be visited during the King's absence; fee expected, 1 guilder. Zoological Garden; admittance 50 cents, and Concert, Evening (Monday), 1 guilder. The New Church has a spire resting on arches.

Here is the house where Jan de Witt, the grand pensionary of Holland lived, near the spot where he and his brother were murdered, 1672. Huygens the inventor of the pendulum clock, and William III., of England, were born here, and here Charles II. of England passed the greater portion of his exile. The *Palace in the Wood* or Bosch (Bush,) stands at the end of a magnificent plantation of beeches and oaks, grouped round ornamental lakes of water. It is a plain building externally, but the interior is grand; here is Jordsen's *chef d'œuvre*, the Apotheosis of Prince Frederick Henry.

ENGLISH MINISTER.—His Excellency Admiral Hon. Sir E. Harris.

SECRETARY OF LEGATION.—H. Fenton, Esq.

AMERICAN MINISTER.—His Excelcy. C. Gorham.

ENGLISH CHAPLAIN.—Rev. Ed. Brine. Divine Service at the English Church of St. John and St. Philip, 11 a.m. and 3 p.m.

ENGLISH PHYSICIAN, J. H. Blom Coster. Plaats 14.

CONVEYANCES.—Railway, see pages 103, 112, 113, 114, 115, and 158.

Leyden or **Leiden**, (pronounced *Lyden*.)—*Stat*.—Pop. (1873) 39,869—HOTELS:—

DU LION D'OR; DU SOLEIL D'OR; RYNLAND; BELLE VUE; VERHAAF. Café Zomerzorg.

Distance from the Hague, 10 miles, 23 from Rotterdam, and 30 from Amsterdam. It stands on 50 small islands made by the Rhine (here a mere canal) and its branches, and has some old ramparts, now planted; with a large brick *Fort*, on an artificial hill made by Drusus, the site of the Roman *Lugdunum Batavorum*, deserving a visit. The celebrated *University* ranks as the first in Holland. Boerhaave, Grotius, Descartes, Arminius, Linnæus, Goldsmith, and Scaliger, were professors and scholars. Its Museums, the Japanese Collection of Dr. Siebold, (open 9 to 5, 50 cents.) and the Botanical Garden, of 7 acres, form the chief objects of interest. Museum of Antiquities, (50 cents.) and Natural history, (12 to 3, 50 cents.) There are 100 portraits in the public Hall.

Hooglandsche Kerk of the 12th and 13th cent., has the monument of the Burgomaster, Van der Werf, heroic defender of Leyden, 1574, when the sea swept away the Spanish army and relieved the city. St. Peter's of the 12th to 14th cent., has monuments of Boerhaave, the Chinese Campfer, the botanist Clusius, and the philologist Scaliger. The Breede Straat is the longest and handsomest in Leyden, containing the Raadhuis (Red House,) Council-house, with a triptych of the Last Judgment by Lucas de Leyde, and paintings of the anabaptist leader Jan Beukeler, or John of Leyden. St. Pancras is 270 feet long.

Otto Venius, Gerard Douw, Van der Velde, Mieris, and the Elzevirs were born here; and Rembrandt was born at his father's mill, near Leyerdorf, on the Rhine, which discharges itself in the North Sea at Katwyk. Railway, see page 114

Moerdyck.—*Stat*.—Pop. 1,200. H. HOFMANN.

A ferry on the Hollands Deep, in a *moory* spot—hence the name. Here, when crossing the broad and rough ferry, Prince John William of Orange was drowned, 1711. A fine viaduct (for a single rail) on 14 spans of 100 metres each, making a length of 1½ mile now carries the rail over it to Dort and Rotterdam. (See p. 108.)

Railway to Breda and Antwerp, p. 104; Steamer to Dort (1 hour), and Rotterdam (2 hours.)

Nymegen or **Nimeguen**.—*Stat*.—Pop. (1873) 22,721. HOTELS:—DES PAYS BAS; DE VILLE DE FRANCFORT; DE ROTTERDAM.

Nymegen, a frontier town, (the Roman *Noviomagus*,) situated on the left bank of the Waal, and strongly fortified. Chief buildings—Townhall, with its two rows of statues of German Emperors in front, containing some portraits, the Riddle of the Picture, a "Mantle" for Adulterers, the chains in which the patriot Schenk was hung by the Spaniards, 1569, and a few Roman antiquities; the Cathedral, of the 13th century, a gothic edifice of brick, with tombs of the Dukes of Guelderland, 1569, and the ruins of Schloss Falkenhof, on a height, including brick remains of heathen and Christian temples. The Belvidere, on the Hunerberg, commands a fine view over the Rhine, Waal, and Yssel, as they branch off at the delta, while the Maas is seen stretching to the south. Baldenbosch has old plantations. In 1799, the Rhine here rose 7 feet in one hour at the general thaw, and nearly overran the province. Beek on the Prussian frontier, reached by omnibus.

CONVEYANCES.—Railway to Cleves, &c. p. 120. Steamers daily to Rotterdam and the Rhine, 326.

Rotterdam.—*Stat*—Pop. 125,893.—HOTELS: HOTEL STADS HERBERG; Proprietor, H. Leygraaf, An exceedingly comfortable and good house.

VICTORIA HOTEL.—Newly opened in the centre of the New Town (West end), opposite the landing place, on the fashionable promenade.

NEW BATH HOTEL.—First-Class Hotel, well situated, newly restored—moderate charges.

ADLER'S HOTEL DES PAYS BAS, newly fitted up; can be highly recommended.

HOTEL DE L' EUROPE, conveniently situated. Recommended to English & American travellers.

HOTEL VERHAAREN (Spaansche Kade); good.

POST-OFFICE, in Wijn Straat, or Wine Street.

A large commercial city in South Holland, 14 m. from the Hague, the second in the kingdom for importance and extent, on the dam along the Rotte, (a branch of the Maas)—hence Rotterdam. The Maas here resembles an arm of the sea, although nearly 20 miles from its mouth The steam packets arrive and land their passengers at the Quay, and the shady walk called *Boompjes*, (*j* is sounded as *i*) from having been built of wooden piles (booms.) Here was the Dutch East India House, now turned into warehouses for coffee, sugar, and other colonial produce. Rotterdam is above a mile and a half in extent and is intersected, even more than other Dutch towns, by canals, which divide it into several insulated spots, connected by balance-bridges. These canals are almost all bordered with trees. Next to Hoogstraat or High-street, the principal thoroughfare, come the Haringvliet, and Willemsbad, a new quay, in continuation of the Boompjes. The other streets are in general long, but narrow. The red brick houses are four to five and six stories, many having mirrors outside of the windows.

CURIOSITIES.—The Groote Kerk or Cathedral of St. Lawrence, containing monuments of Admirals de Witt, Van Brakel, and Cortenaer; and a very fine organ. The Old Church, having a high square tower with a good prospect. The South Church; Town-House, near the New Church; a large and handsome Exchange; and sailors' Home. Cabinet of the Batavian Society of Experimental Philosophy; the Court of Justice; Botanical Gardens or Park, with the Statue of Tollens, a poet; and the Zoological Gardens, near the Delft gate, and the Station. House of Correction for young criminals. Boyman's Museum of Dutch paintings. House in which Erasmus was born (1467), in the Kerkstraat; and the statue of Erasmus, in the Groote-Markt. The Netherlands Steam Engine manufactory. A handsome yacht club. The annual Kermis, or fair, in the middle of August, lasts a week.

H. B. M.'s CONSUL.—Sir R. Turing, Bart.

AMERICAN CONSUL.—F. Schütz, Esq.

ENGLISH CONSULAR CHAPLAIN.—Rev. Edward Wells, 494, Oost Singel; Service on Sundays, at 11 a.m. and 6.30 p.m.; at the church in Haringvliet, built in Queen Anne's time, which leans towards the water from the sinking of the foundation.

SCOTCH CHURCH on the Schotsche Dyk. Service at 10.30 a.m. and 6.30 p.m. by Rev. J. D. Palm.

ENGLISH PRESBYTERIAN CHURCH in the Haringvliet, service on Sabbaths at 10 a.m., and from 1st Oct. to Easter, at 6 p.m. Minister, Rev. S. Davies.

ENGLISH PHYSICIAN.—Dr. Maury.

COURIER AND COMMISSIONER.—Geo. Van Bienne, Resides at the New Bath Hotel.

CONVEYANCES—Railways to The Hague, Amsterdam, Utrecht, Arnhem, Emmerich, and Oberhausen (for all parts of Germany), pp. 108—114. The terminus of the Hollandsch-Ijzersen Spoorweg is outside the Delft Gate; that of the Rhenish and Antwerp Railways, outside the town on the Quay, opposite the station of the Dutch Rhenish Railway Company. A junction rail will unite the two, and proceed over the Maas, to Dort and Moerdyck. *Steamers* to Moerdyck for Breda and Antwerp, see p. 103. Steamers to London, Hull, &c., see Alphabetical List of Steamers. Steam Canal boats to Delft and the Hague. *Cabs* await the arrival of every train and steamer; vigilantes, with 1 to 4 places, 60 cent. the course. For excursions in the environs, carriages with from 6 to 8 places, about 12 fl. per day.

Scheveningen.—Pop. 6,000.—HOTELS:—HOTEL D'ORANGE; ETABLISSEMENT DES BAINS, on the sandy Dunes; HOTEL GARNI.

GRANDE HOTEL DES BAINS; in front of this hotel military music every evening, weather permitting.

A fishing town and chief watering place in Holland, much frequented; 3 miles from the Hague, by an avenue shaded with elms and oaks, leading from the front of the King's Palace. Tramway carriages every half hour; fare, 20 cents and 30 cents.

ENGLISH CONSULAR AGENT.—A Maas, Esq.

Schiedam.—*Stat.*—Pop. ('72) 20,778—HOTEL DORLEN. On the Schie, 3½ miles from Rotterdam, and noted for its Hollands gin, so called from being flavoured with *genever* or juniper berries. It has 200 distilleries, constantly enveloping it in smoke; swarming with millions of white beetles.

CONVEYANCES.—Railway, see p. 114.

Utrecht.—*Stat.*—Pop. (1873) 63,140. HOTELS: PAYS BAS; BELLE VUE; KASTEEL V. ANTWERPEN.

The Roman *Trajectum*, capital of the province, and seat of many families of rank, 23 miles from Amsterdam, where the Vecht parts from the Old Rhine, which runs 20 feet below the road. The Cathedral *Tower*, 321 feet high, commands a fine view (25 cents), and has a good chime of 49 bells. It stands by itself, cut off from the other remnants of the Church, viz: A noble gothic choir or cloister. Here are a modern Stadhuis; Mint; Willems Barrack or Old Stadhuis, where the peace of 1713 was signed; Janseniste Church ("To God"); and the Governor's residence, near the Paushuizen or *Pope's House*, a curious pile built by Pope Adrian VI., who was born here. At the Vergulde Poortje *Café*, near the Neude, are remains of the Golden Gate. The *University* has 500 students; a library of 50,000 vols.; School of Veterinary Surgery; a fine wax anatomical museum; botanical gardens, and observatory.

The town-walks round the old fortifications, and an avenue of trees called the Maliebaan (Mall) a mile and a half long, are attractive.

CHURCH OF ENGLAND SERVICE on alternate Sundays, at 6.0 p.m., by the Chaplain at Amsterdam.

ENGLISH PHYSICIAN.—Dr. Schnell.

At Utrecht passengers for Amsterdam change if necessary.

CONVEYANCES.—Rail., see pp. 108, 110, 113, 114.

Zevenaar.—*Stat.*—Pop. 3,200—HOTELS:—AUX ARMES DE ZAANDAM; AUX ARMES DE AMSTERDAM.

Between Arnhem and Emmerich. Luggage is examined on entering Holland from Prussia, see pp. 113 and 120.

THE RHINE, from Emmerich to Kehl.

(WITH MAP IN SPECIAL EDITION.)

Routes from England.—1st.—London to Harwich by rail; Harwich to Rotterdam by steam boat; see advertisement. 2nd.—London to Dover, rail; Dover to Ostend, steam-boat, day or night; see pp. 700, 701, and 703. Ostend to Ghent, Malines, Liége, and Cologne, by railway. 3rd.—London to Dover, rail; Dover to Calais, steam-boat; Calais to Lille, Mouscron, Ghent, Malines, Liége, and Cologne, by rail. 4th.—London to Ostend direct by steam-boat; from thence to Cologne by rail. 5th.—London to Antwerp, by steam-boat; from thence to Cologne by rail. 6th.—London to Rotterdam, by steam-boat; thence by the Rhine steamers; or by Dutch Rhenish Railway. 6th, by either of the routes from London to Brussels (page 1,) By the two first routes, the Rhine is reached from London in twenty hours. Steamers from Hull to Antwerp and Hull to Rotterdam; see pages 311, 312. The voyage down the Rhine, from Strasburg (Kehl), to London, may be performed by steamboat in 82 hours, for £2 17s. 10d.; and by railway and steam-boat in 42 hours. Grimsby to Antwerp, see page 309.

Travellers seldom make use of the Rhine Steamers below Cologne, as the scenery is flat and monotonous, and the expense of extra provisions and loss of time more than equals the extra expense of travelling by rail from Rotterdam. On the Rhine and in Germany the Railway is called *Eisenbahn*.

Steamers on the Rhine.—The new American boats lately put on, are very commodious and agreeable, besides being very swift. They are divided into three cabins—Pavilion, Chief cabin, and Fore cabin. Refreshments are provided on board at a moderate rate, by a printed tariff. The quickest boats go, in one day, down the Rhine, from Mannheim to Cologne and Dusseldorf; Mayence to Dusseldorf; Dusseldorf to Rotterdam. Up the stream, in one day, from Cologne to Mannheim in summer, and to Coblenz in winter. The following will be found the average time occupied on the voyage between:—

	MILES.	DOWN.	UP.
Rotterdam and Emmerich	111	8 hrs.	12hrs.
Emmerich and Düsseldorf	72½	.. ..	10 ,,
Düsseldorf and Cologne	31½	3 hrs.	5 hrs
Cologne and Mayence	127	9 ,,	12½ ,,
Mayence and Mannheim	46½	3½ ,,	5½ ,,
Mannheim and Strasburg	7½	,,	7 ,,

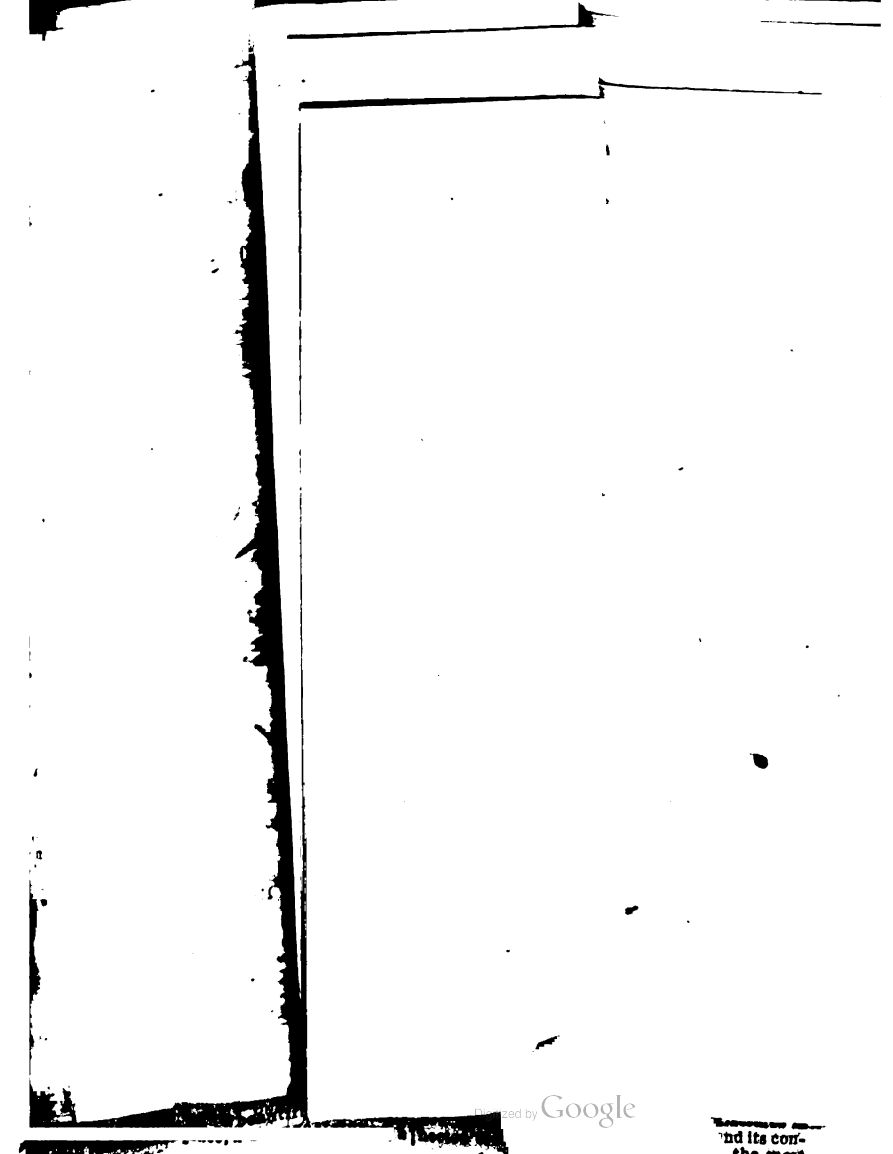
In addition to the above stations, there are 38 small Towns and 21 Landing-places at which the steamers touch, some at the most picturesque points. At any of them, without exception, the tourist may land, and continue his journey when he pleases, up or down the river, by any of the companies' steamers. He has only to take care to have his ticket marked by the conductor of the boat before leaving it, and to re-embark in a steamer belonging to the *same company*. For landing or embarking at any of these points the charge is three halfpence. Upon disembarking, a small charge is made for each article of baggage placed in care of the boatman. A tariff fixes the amount of charge, which is often doubled by the men of the boat; but the Conductor, who generally speaks English, if referred to, will rectify this imposition, and declare the real sums which ought to be paid. In dining on board, the best course to adopt is, to examine, before dinner, the Tariff hung up in the cabin, note the price of dinner and the wine you require, and pay that amount to the waiter without asking what you have to pay. Tickets must be taken before going on board. The Rhine Steamer Company issues Luggage Tickets (A, B, C,) which entitle the holder (in case his luggage is lost), to 30, 10, or 5 thalers compensation. The fee for these tickets between Cologne and Mannheim is A 2, B 2, C 1 groschen.

Money.—See pages lii and liii, and page 432.

Scenery.—Below Bonn, 18 miles from Cologne, or above Mayence, there is scarcely any object striking enough to merit admiration. About Bonn the scenery of the Rhine may be said to begin with the Seven Mountains, between which and Mayence the turreted towns, castellated ruins, and vine-terraced hills, succeed each other in picturesque profusion. The most appropriate starting place to explore the inland glories of the Rhine are Godesberg, Coblenz, St. Goar, Bingen, and Mayence.

The *Sources of the Rhine* (ancient *Rhenus*, and German *Rhein*,) are near those of the Rhône at Ticino, in the Rhein-thal, an elevated region of the Grisons, bordering on Mont St. Gothard, 86 miles from its mouth, 7700 feet above the sea. Passing through Lake Constance, it tumbles over the *Falls* of Schaffhausen, receives between it and Bale the influx of several Swiss rivers, and after a course of nearly 200 miles past Strassburg and Speyer, during which it is increased by the Neckar at Mannheim, and at Mayence by the Main, it enters, near Bingen, the gorge or Rheingau, of 110 or 12 miles, in which its greatest beauties lie. Some parts of the Dart and Tamar at home rival these, but they are on a smaller scale. Passing Cologne, Wesel, and Emmerich, to the Netherlands, it expands into a delta, and creeps by several mouths, into the North Sea, almost losing its identity. The Waal mouth goes to Rotterdam, the Yssel to the Zuyder Zee; and one mouth called Old Rhine, but not wider than a canal, passes by Utrecht and Leyden. The greatest breadth of the river is at Düsseldorf, 2000 feet. Steamers and barges can ascend to Bale. It flows through, and gives name to the Rhenish provinces of Prussia,—Bavaria, (called the Palatinate,) Hesse-Darmstadt, and Baden; and to the former French Departments of Haut and Bas Rhin, annexed as Elsass to Germany, 1871; so that the Rhine is now a German river. The States on the German side formed the Confederation of the Rhine under Napoleon I.

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For a detailed account of the Rhine, see BRADSHAW'S ILLUSTRATED HANDBOOK FOR BELGIUM AND THE RHINE, price 5s.; and with respect to the Baths, see Dr. Lee's *Baths of Germany, France, and Switzerland.* See also ROUTE 18 in the SPECIAL EDITION OF THE CONTINENTAL GUIDE.

Index of Names in the following Section.

Ahrweiler 426	Coblenz 427	Kaiserswerth 421	Neuss 421	Rüdesheim 430
Altenahr 426	Cologne 422	Kehl 432	Neuwied 427	Ruhrort 421
Andernach 426	Deutz 425	Kesselheim 427	Nonendorf 427	Salzig 428
Assmannshausen 429	Duisburg 421	Königswinter ... 425	Oberlahnstein ... 428	Sinzig 426
Bad-Neuenahr ... 426	Düsseldorf 421	Kreuznach 431		St. Goar 428
Bacharach 429	Ehrenthal 428	Krippo 426	Oberwesel 429	St. Goarhausen ... 429
Bilrich 420	Ehrenbreitstein... 427	Linz 426	Oberwinter 426	Stolzenfels 428
Bingen 429	Emmerich 421	Lorch 429	Oppenheim 431	
Bonn 425	Eltville 430	Ludwigshafen ... 432		Unkel 426
Boppard 428	Erpel 426	Mannheim 431	Remagen 426	Weissenthurm ... 427
Braubach 428	Geisenheim 430	Marksburg 428	Rheinbreitbach ... 426	Welmich 428
Castel 430	Godesberg 425	Mayence 431	Rhenso 428	Wesel 421
Caub 429	Johannisberg 430	Muhlhofen 427	Rolandseck 425	Worms 431

ROUTE UP THE RHINE.

Note.—The "**Right,**" and "**Left,**" in the following Notices refer to the Right and Left hand of a Passenger looking towards the bow of the boat, in ascending the river.

Emmerich. (left)—*Stat.*—6700.—HOTEL.—HOTEL DE HOLLAND.

The first Prussian town, on the Rhine. Passports are *visé* here and luggage examined.

CONVEYANCES Railway to Oberhausen (for all parts of Germany), Amsterdam and Rotterdam, see pp. 107, 113, 118, 119 and 144. Steamers 328.

Wesel. (left)—*Stat.*—Pop. 18,400.—HOTEL: DORENBUSCH (Thorn).

Once a Roman post and Hanse town, now a Prussian fortress, at the junction of the Lippe, having an ancient Hotel de Ville, and a monument to 11 Prussian officers of Schill's corps, shot by Napoleon, 1809. Fort Blücher stands opposite near Buderich. Steamers, see page 328.

Ruhrort. (left)—*Stat.* See p. 408 Rail to Dortmund and Essen, &c. See pages 117, 140 and 144.

Kaiserswerth. (left)—*Stat.*—Pop. 1760.

HOTEL:—PALZER HOF.

In the Palatinate; and has an old imperial castle. Near this is Pastor Fliedner's well known Institution for Protestant Deaconesses.

Duisburg. (left)—*Stat.*—EUROPAISCHER HOF 38 m. from Cologne. Pop. (1871) 30,520. A manufacturing town near the Ruhr, three miles from its influx into the Rhine, connected with Cologne by the Minden and Cologne Railway. The valley of the Ruhr is distinguished not only for picturesque scenery, but also for its coal-mines and the industry of its inhabitants; the works of Krupp of Essen, which produce the large Prussian steel cannon.

CONVEYANCES.—Railway to Dusseldorf, Cologne, Hamm, Minden, and Hanover, see pp. 116, 120, 144.

Neuss.—*Stat.*—See page 408.

Railway to Cologne, Cleve, and Rotterdam; to Dusseldorf and Aix-la-Chapelle, see pages 119, 120 140, 144, 148 and 153.

Dusseldorf. (left) *Stat.*—Pop. ('71) 69,360.

BREIDENBACHER HOF, or HOTEL DISCH, the nearest of the first class hotels to the Railway Station.

HOTEL DE L'EUROPE, near the Railway stations Post-office, and landing place of the Rhine steamers; an excellent house and highly recommended. Madame Gœtzen, proprietress.

Düsseldorf is one of the nicest and most regular towns on the Rhine, with a beautiful public garden. In the Market place, a bronze statue on a pedestal of grey marble is erected to the Elector, John William, by Grepello, to whom Düsseldorf owes much of its splendour. The principal buildings are the barracks; churches of Lambert; of the Jesuits, and of the Cordeliers; the ancient Castle, the residence of the Electors; the Hotel de Ville, &c. The present gallery is a remnant of a celebrated one, the best pictures of which were removed to Munich, 1805; but the School of Painting here is very celebrated. Theatre here.

Travellers for Hanover, Berlin, cross the river by omnibus on a bridge of boats.

H. B. M.'s CONSUL-GEN.—J. A. Crowe, Esq., C.B.

ENGLISH CHURCH SERVICE, in the German Church, Berger Strasse. Sundays, 10.30 a.m. Chaplain, Rev. G. Broade, M.A.; appointed by the Colonial and Continental Church Society. Services also every Sunday and Monday, at Geisenkirchen, Herne, Castrop, Dortmund, and two other places, in Westphalia, at collieries belonging to English companies.

CONVEYANCES—Steamers daily to Cologne, Bonn, Mayence, and Mannheim, p. 328. Railway, see pp. 116, 140, 142, and 160. Omnibus to the town.

About 16 miles to the S.E. of Dusseldorf away from the Rhine is

Elberfeld.—*Stat.*—HOTELS:—HOTEL ZUM WEIDENHOF, HOTEL HASENCLEVER.

Elberfeld, in the Wüpperthal, population (1871, 71,400, besides 74,500 in the adjoining town of **Barmen;** a considerable manufacturing town, the cotton capital of Germany. Two centuries since the population of Elberfeld was scarcely a thousand. The pure mountain stream of the Wüpper, particularly adapted for bleaching, first led to the establishment of linen works here. Undressed yarn comes from Hesse, Brunswick, Hildesheim, and Hanover. France, Italy, Spain, Russia, America, &c., consume vast quantities of these goods. Fringes, bed-tickings, thread, thread-lace, &c. also employ a large number of workmen. In fact Elberfeld proves by the quality and quantity of its productions that Prussia which already stands among the first for steel manufactures is not far behind in the article of cotton and its connected branches. The district is now the most

populous in Germany. Dyeing with Turkish red has become another very important branch since 1780; and the silk manufacture, since 1760, has been of equal importance, large quantities being exported annually. View from the Belvidere.

AMERICAN C. AGENT.—E. Hoeckster, Esq.

ENGLISH CHURCH SERVICE.—At the Missions Haus, Barmen, and five Colliery Stations in the Westphalia district adjoining; assistant Chaplain, Rev C. C. Campbell, M.A.

CONVEYANCES.—Railway trains to Dusseldorf and Cologne, see pp. 141, 144.—To Soest, Schwelm, Dortmund, Hamm, Minden and Hanover, see pages 140, 143, 146, 149, 153, 154 and 162.

COLOGNE.—*Stat* -(*Map in Special Edition.*)

On approaching Cologne from Aix-la Chapelle the line passes through one of the forts, and enters the central Railway station close to the cathedral, and the magnificent new tubular bridge over the Rhine. Pop.(1871) 129,240. HOTELS:

N.B.—Travellers proceeding from Cologne to London *via* Antwerp or Rotterdam *per* G.E.R., can Register their Luggage through to London *via* Harwich. Office: 12, Dombof. Travellers who intend proceeding to London by Steamer direct from Antwerp, should Register their Luggage *only as far as Antwerp.*

HOTEL DISCH, in Bridge street, (not the Restaurant of the same name,) very highly recommended. The Hotel Disch is centrally situated, and much frequented by English families and single gentlemen. The proprietors, Messrs. Disch & Capellan, have a large assortment of the best Rhine and Moselle wines for wholesale.

At Deutz, the HOTEL DE BELLE VUE, on the opposite side of the Rhine, facing Cologne, of which it commands a fine view. Reading-rooms, baths, concerts.

HOTEL DE HOLLANDE, facing the Quay, commands a view of the Rhine—very good house. Moderate charges.

HOTEL DU NORD.—Excellent Hotel, near the Central Station, the Cathedral, the Rhine, &c.

GRAND HOTEL VICTORIA.—Situated on the Haymarket, close to the Rhine—exceedingly good in every respect; capital Table d'Hôte.

HOTEL DU DOME, Dome Square, exactly opposite the cathedral, two minutes' walk from the Central Station. A good second-class hotel. Joseph Kupper (Cooper), courier and guide at the Hotel du Dome, is recommended to English visitors.

Hotel Ernst, Hotel Europe, Hotel Holgera, Friedrichs Hof, Wiener Hof, Kolnischer Hof. Cafés Restaurant:— Reichard, Hampshr, Café Kobele, Royal, La Bourse, Gertruden Hof, Brewery Restaurant, Wanscheidt and Leux.

Fiacres—Course in the town, 60 pf. 1 or 2 persons, 3 persons 1m. 4 persons 1 m. 25pf; half an hour for 1 or 2 persons 70pf; 3 or 4 persons 1m 50pf.

EAU DE COLOGNE.—Johann Maria Farina, 4, Julichs Platz, 4.—See Advt., page 755.

BANK AND EXCHANGE OFFICE:—Mr. J. J. Niessen, 12, Cathedral Place.

CONVEYANCE AND GENERAL COMMISSION OFFICE.—W. Timms & Co., 4, Domkloster, opposite the Cathedral, may be entrusted with every commission business.

Cologne, a city and fortress of Prussia, on the Rhine' has 20 churches, 8,500 houses, 19 gates, 23 squares, 270 streets, is strongly fortified, and possesses a *Bridge* upon 39 boats across the Rhine, 1250 feet in length. (Passengers pay 2 pfennings each.) It carries on a brisk trade.

GUIDES may be hired at the Hotels.

OBJECTS OF ATTRACTION.—The *Cathedral* which is 511 ft. by 231 ft. merits the traveller's first notice, (within 50 yards from the Railway Station.) Entrance of the nave and transept free all the day. Choir open 6 to 10 and 3 to 3.30, but you can only walk about in it from 8 to 9. At other hours you must pay: to inspect the Cathedral, 10 sgr. each; to see the Choir, and the Treasury of the Three Kings, 15 silvergroschen each person. Or 25 silvergroschen each, to see everything, and ascend the tower without a guide. It was commenced in 1248, and is not yet finished, but its colossal proportions and magnificent architecture are calculated to inspire feelings of admiration. It is necessary to walk or drive round the area in which the cathedral stands, to see the full beauty of the structure. When it is entirely finished it will be the most splendid and perfect specimen of Gothic architecture in the world. The choir is especially remarkable. The nave is 160, and the aisles are 80 feet high. The height to the ridge of the roof is nearly 250 feet, and the two towers of the west front when finished (there is only one at present) will be more than 500 feet above the level of the square from which they rise. The painted glass in the triforium, clerestory, and aisle windows is very rich, a good deal of the modern work being by Munich artists. The building of the great front towers is in progress.

Notice the chapel of the Holy Three Kings, sepulchre of Maria of Medicis, of Conrad of Hochstetten, and of the Count of Schaumberg, &c.

The grandest church after the cathedral is the church of *St. Martin*, one of the finest specimens of Romanesque in Germany; it is very ancient, and has a magnificent tower. The great church of *St. Maria-in-Capitolio*, is famous for its size, antiquity, and rude grandeur; and those of St. Cunibert, and the Apostles are justly remarkable for their massive construction and elegant proportions. All the churches of Cologne are worth seeing; if possible, in the morning, as they are generally closed at mid-day.

St. Peter's church has the celebrated "Crucifixion of Peter," by Rubens, which is shown on all days, by paying a fixed fee. Church of St. Ursula, and the "Eleven Thousand Virgins;" their relics are to be seen in the walls of the church (fee 1 m. 50 pf. for 1 to 3 persons). At the Jesuits' church are the bells cast out of the cannons which Tilly took in Magdeburg. Other sights are—the houses in which Maria of Medicis died, and in which Rubens was born, 1577, in the Sternengasse, No. 10; the Apostles' church, in the new market, built 1200; the Senate House, with the Hansal room. At the Museum, in Wallraf Platz, there is a splendid collection of stained glass, removed from the Town Hall, which no one should leave Cologne

without seeing; with a good collection of Roman antiquities. It is open daily on payment of 75 pf. ser., and contains some very fine ancient and modern paintings, and a collection of coins, besides several other objects worthy of a visit.

THE ZOOLOGICAL GARDENS are beautifully laid out, with fountains, grottos, &c.: and the collection of animals and waterfowls is unusually good. Concerts almost every evening attract the best society of Cologne.

DIVINE SERVICE at the English Church (Tempelhaus, No. 8 Rheingasse.) On Sundays, at 11 a.m. and 6 p.m. Holy Communion every Sunday. Chaplain, Rev. W. J. Löwenberg, appointed by the Society for the Propagation of the Gospel.

PHYSICIAN.—Dr. Sticker II., Herzogstr., 16. Speaks English well.

Mr. Eyssen, Bookseller, Domhof, 18, speaks English, has excellent photographs of the Rhine. *Bradshaw's Guides* and *Hand-Books* on sale.

AMERICAN CONSUL.—G. Holscher, Esq.

ENGLISH VICE-CONSUL.—W. Hellmers, Esq.

DECHEN GROTTO — Tourists passing Cologne should not omit to visit the Dechen Grotto, near Iserlohn, (p. 462) discovered in 1868 by a workman, whose tools suddenly disappeared in the depths below, while removing a stone on the top of one of the hills. Its interior presents many stalactites of astonishing beauty, caused by the dropping of water through the roof of this wonderful cavern. Special arrangements have been made by the Bergisch Maerkische Railway Company to carry passengers at cheap excursion fares from Cologne to the entrance of the Grotto. Tickets (including charge for admission to the Grotto) as well as description of the same, and full particulars can be had *gratis* on application to Mr. J. J. NIESSEN at Cologne, sole general Agent, appointed by the Company.

CONVEYANCES.—Railway from Cologne to Bonn, Neuwied, Coblenz, Bingen and Mayence.; to Neuss, Crefeld, and Cleve; to Berlin, Dusseldorf, &c., also to Aix-la-Chapelle, Antwerp, and Brussels; to St. Quentin, &c.; to Liege, Paris.

Sailing of the Rhine steamers, see p. 328. From the Cologne Bridge, Frederich Wilhelm Strasse, a steamer starts every quarter of an hour for Mulheim.

On leaving Cologne to sail up the Rhine, the traveller sees nothing as yet of that beauty, of which this river is so justly famed; still the banks,

From COLOGNE to	Itineraries of the most direct Routes from COLOGNE to the following Alphabetically arranged list of Towns.	ORD. FARES. 1 class.	2 Class.	TIME. Exp.	Ordy.
		£ s. d.	£ s. d.	hr. m.	hr. m.
1 Aix-la-Chap.	By Rail, via Duren, pp. 120, 121	0 7 5	0 4 6	1 30	2 15
2 Amsterdam	a Rail via Dusseldorf, Oberhausen, p. 117; change carriages, Emmerich, p. 118; Examination of Baggage and Passport, Utrecht, p. 113; change carriages for Amsterdam, p. 113	1 4 2	0 19 7	6 15	9 30
,,	b Direct via Neuss and Zevenaar, p. 121	1 2 8	0 16 6	6 0	—
3 Antwerp	a *Via* Aix-la-Chapelle, Verviers (Examination of Baggage), Liege, Louvain, p. 89; Malines, p. 86; Change Carriages for Antwerp, p. 82	1 2 1	0 16 2	6 15	9 10
,,	b *Via* Maestricht, pp. 59, 105	—	—	—	—
4 Bale	a See Rtes. to Frankfort, No. 16; thence by rail via Heidelberg, p. 137, and Carlsruhe, Baden-Baden, Freiburg, Bale, p. 132	2 7 3	1 13 6	13 0	—
,,	b See Rte. to Mayence, No. 24; thence by rail via Worms, p. 126, Ludwigshafen, Neustadt, p. 138, Strasburg, Mulhausen, Bale, p. 74	1 19 0	1 3 0	—	—
5 Berlin	a Rail from Deutz, (opposite Cologne,) via Hamm, Minden, p. 117, Hanover, Brunswick, p. 156, Magdeburg (no change), Berlin, p. 154	3 5 6	2 3 9	12 30	—
,,	b Via Hanover and Stendal	2 7 9	1 19 4	9 15	—
6 Bonn	a Rail, p. 122	0 2 6	0 1 3	0 45	0 45
,,	b Steamer up the Rhine, p. 328	0 1 6	0 1 0	2 45	1 30
7 Bieberich	a Rl. via Bonn to Coblenz, p. 122. Str thence to Bieberich, p. 328	0 10 0	0 6 0	9 0	10 0
,,	b Str. from Cologne via Coblenz to Bieberich, p. 328	0 9 2	0 5 2	11 0	11 0
8 Bingen	a Rl. via Bonn and Coblenz, p. 122	0 10 0	0 6 0	3 35	4 45
,,	b Str. from Cologne via Coblenz to Bingen, p. 328	0 9 0	0 7 0	11 35	11 30
9 Brunswick	Rail from Cologne, via Hamm, Minden, p. 117, Hanover to Brunswick, p. 156	1 14 0	1 5 8	7 45	11 50
10 Brussels	a Rte., Rl. via Aix-la-Chapelle, Verviers (Examination of Baggage). Liege and Louvain, p. 89	1 1 0	0 15 8	5 45	7 35
11 Calais	a Rte., via Brussels, see No. 10, Rte. a thence by Rail via Lille, p. 81	2 0 2	1 9 8	13 30	19 0
,,	b Rte., see No. 11, Rte. a to Malines thence by Ghent, p. 86; thence via Lille, p. 14, Calais, p. 13	2 3 2	1 11 11	13 0	19 0
,,	c Rte., via Verviers to Ostend, see No. 11, Rte. a; thence by Rail via Namur, p. 95, Charleroi, Mauges, p. 91, Mons, p. 93, Valenciennes, p. 84, Douai, p. 14, to Lille, p. 14, thence to Calais, p. 13	1 19 0	1 12 5	17 0	24 0
12 Cassel	Rail via Hamm, p. 117; thence to Cassel via Soest, Warburg, pp. 115 and 146	1 9 5	1 0 10	8 38	12 0
13 Coblenz	a Rte., Rl. via Bonn to Coblenz, p. 122	0 7 3	0 5 0	2 0	3 45
,,	b Rte., Str. from Cologne up the Rhine, p. 328	0 5 0	0 3 3	6 30	6 30
14 Dresden	a Rte., via Hamm and Berlin, see No. 5; thence to Dresden, p. 176	3 16 5	2 12 10	21 45	26 0
,,	b Rte., via Hamm, p. 117, Cassel, p. 115, Gotha, Weimar, Leipsic p. 171, and Riesa; thence to Dresden, p. 189	3 14 0	2 9 6	16 45	—
,,	c Same Route as b Ordinary trains	2 18 3	1 19 8	—	—
15 Elberfeld	Rail via Dusseldorf, p. 117; thence to Elberfeld, p. 140	0 6 2	0 4 6	20	2 0
16 Frankfort	a Rte., Rl. via Bonn to Coblentz and Oberlahnstein, p. 122; thence to Frankfort, pp. 130, 131	0 12 6	—	1 0	14 0
,,	b Rte., Str. from Cologne up the Rhine to Castel, p. 328; Rl. thence to Frankfort, p. 131	0 12 6	0 9 0	13 15	14 0
17 Geneva	See No. 4, Route to Bale; thence as per Itinerary, p. 408	3 9 9	2 16 2	40 45	57 60
18 Hamburg	a Rail via Hanover, see No. 20 Rte. to; thence Rl. to Harburg, and Hamburg direct, p. 156	2 16 6	1 16 0	12 15	—
,,	b Same Route as a Ordinary trains	2 2 0	1 10 4	16 30	—

Itinerary of Routes from Cologne — *continued.*	£ s. d.	£ s. d.	hr. m.	hr. m.
19 Hanover	a Rl. from Deutz, (opposite Cologne,) via Hamm, & Minden, pp. 117, 158	1 13 6	1 2 6	6 12	...
"	b Same Route as a Ordinary trains	1 5 3	0 18 0	11 0	...
20 Heidelberg	a Rte., see No. 16 Rte. a or b to Frankfort; Rl. thence via Darmstadt to Heidelberg, p. 137	0 18 0	0 14 6	14 0	18 0
"	b Rte., see No. 24, Rtes. a & b to Mayence; thence via Worms, p. 126, Ludwigshafen, p. 138; Rl. to Mannheim, p. 135; thence to Heidelberg, p. 132	0 15 0	0 12 6	15 0	16 0
21 Leipsic	a Via Hanover, Magdeburg, and Halle, p. 154	3 2 6	2 1 6	13 0	...
	b Same Route as a Ordinary trains	2 3	1 12 6	22 0	...
22 London	a Rte., Via Ostend, see No. 26 Rtes to; thence per Steamer direct to St. Katherine's Wharf London, p. 321	2 3 7	1 13 6	...	22 0
"	b Rte., via Antwerp, Rl. to Malines, see No. 10, Brussels, Rte. a; Malines to Antwerp, p. 82; Str. thence to St. Katherine's Wharf, London, p. 303	2 7 2	1 16 8	...	...
"	c Str. down the Rhine to Rotterdam, No. 25, Rte. b; Str. thence to St. Katherine's Wharf, London, p. 322	1 16	1 1 0	28 0	...
"	d Rte., via Rotterdam, see No. 28, Rtes. to; Str. thence direct to St. Katherine's Wharf London, p. 322	2 13 6	1 16 0	...	28 0
"	e Rte., No. 1, via Calais, see No. 11 Rtes to; thence via Dover, p. 306 Str. Rl. thence to London Bridge Sta.	2 13 9	2 13 1	19 0	...
"	f Rte. No. 2, via Calais, see No. 11, Rtes to; thence per Steamer direct to London Bridge Wharf, p. 306	2 13 6	1 16 6	...	27 6
"	g Rte. via Ostend, see No. 26, Rtes. to; thence via Dover Str. to, p. 321; Rl. thence to London Bridge Sta.	3 6 6	2 7 0	19 0	...
"	h Rte. via Antwerp, Rl. to Malines and Brussels to Antwerp, from thence per Str. G. E. R. to Harwich, short sea route, and per special Train to London	2 8 1	1 11 3	20 30	...
"	i Rte. via Rotterdam, see No. 28 Rtes, from thence per G. E. R. Steamers, short sea route to Harwich, and per special Train to London	2 7 3	1 11 8	20 3	...
23 Mannheim..	Rte. see No. 24, Rtes. to Mayence; thence Rl. to Worms, p. 126 and Ludwigshafen, p. 138, Rl. to Mannheim, p. 135	0 15 0	0 11 0	14 0	...
24 Mayence.....	a Rte., Rl. to Bingen, p. 122, Rl. thence to Mayence, p. 126	0 8 0	0 5 6	4 0	6 0
"	b Rte., Steamer from Cologne up the Rhine to Mayence, p. 328	0 9 0	0 6 2	12 20	14 30
25 Munich.....	See No. 16, Rtes to Frankfort; See Itinerary of Rtes p. 458 via Stuttgart	2 12 6	1 18 9	22 15	...
26 Ostend	a Rte., Rl. via Aix-la-Chapelle, Verviers, (Examination of Baggage) Liege, Louvain, p. 89, Malines, Termonde, Ghent, p. 86, Bruges to Ostend, p. 79	1 11 6	1 3 0	10 0	...
"	b Rte., see No., 10 Rtes. to Brussels; thence via Alost, Ghent, and Bruges to Ostend, p. 79	1 11 6	1 3 0	...	12 0
Paris	a Rte., via Verviers, (Examination of Baggage) change carriages, Liege, p. 89, Namur, Charleroi, St. Quentin, Creil, Paris, p. 17	2 7 6	1 15 0	11 10	...
"	b Rte. via Brussels, see No. 10, Rtes. to; thence as per Itinerary of Rtes. to Paris, p. 401	2 9 7	1 17 6	15 0	22 0
27a Prague	See No. 16 Rtes. to Frankfort; thence via Wurzburg, p. 196, Nurnberg p. 198, and Pilsen, pp. 233, 237	4 0 0	2 17 3	24 15	...
28 Rotterdam	a Rte., Rl. via Dusseldorf, Oberhausen, p. 117 (change carriages,) Emmerich, p. 118, Utrecht, p. 113	1 3 6	0 18 6	...	10 0
"	b Rte., Str. from Cologne down the Rhine via Dusseldorf, Emmerich, and Arnheim, p. 328	0 8 6	0 6 0	...	16 0
"	c Direct Via Neuss and Zevenaar, p. 121	1 4 6	0 18 0	7 15	...
29 Stettin	Rte., see No. 5, Rtes. to Berlin; thence per rail to Stettin, p. 178	3 9 5	2 8 10	19 5	22 30
30 St. Petersb'g	Rte., see No. 5, Rte. to Berlin; Rl. to Eydtkuhnen, p. 180; Rl. thence to St. Petersburg, p. 287	10 8 6	7 12 2	58 0	80 0
30a Stuttgardt	See No. 20 Rtes. to Heidelberg; thence to Bruchsal, p. 132, and Stuttgardt, p. 192	1 12 8	1 2 9	11 30	...
31 Vienna	a Rte., via Berlin, see No. 5, Rtes. to; thence via Dresden, Bodenbach and Brunn, p. 204	7 1 0	5 2 10	45 0	57 30
"	b Rte., via Dresden, see No. 14, Rtes. to; thence as in 31a	3 13 3	2 9 9	27 0	33 0
"	c Rte. to See No. 30 a Stuttgardt, thence direct to Simbach, p. 210	5 5 0	3 15 0	35 0	...
"	d Via Stuttgardt, as in 31 c; thence to Munich, and Salzburg, p. 200	5 9 6	3 19 0	35 30	...
	Cologne to the principal German Baths & Watering-Places				
32 Aix-la-Chap	See No. 1	0 7 0	0 5 4	1 12	...
33 Baden	See No. 20, Rtes. to Heidelberg; thence via Carlsruhe, and Cos. p. 132..	1 5 4	0 17 11	12 0	...
34 Carlsbad.....	Rl. via Hamm, p. 117, Cassel, Gerstungen, p. 146, Eisenach, Warburg, p. 115, to Lichtenfels, p. 109, Rl. to Neuenmarkt, Hof., p. 197, and Eger, p. 196, thence to Carlsbad, p. 208	4 4 6	3 1 11	23 42	34 42
35 Ems	See No. 13, Rtes. to Coblenz; Rail to Ems, p. 129	0 6 8	0 4 8	7 46	7 46
36 Homburg ..	See No. 16, Rtes. to Frankfort; Rl. thence to Homburg, p. 135	0 13 6	0 8 6	15 0	15 0
37 Kissingen ..	a See No. 16, Routes to Frankfort; Rail thence to Gemünden p. 147, and Schweinfurt, thence to Kissingen, p. 197	1 3 7	0 16 1	20 45	26 45
"	b Rte., See No. 24, thence *direct* via Darmstadt, and Aschaffenburg, p. 126: thence as in a	...	...	...	...
38 Marienbad..	See Rte. to Carlsbad, No. 34, Rail from Eger to Marienbad, p. 223	4 10 0	3 7 0	28 0	39 0
39 Pyrmont....	Rl. via Hamm, p. 117, to Altenbeken, p. 115, thence to Pyrmont, p. 119	1 6 0	0 16 11	30 0	...
40 Schwalbach	See No. 43, Rte. to Wiesbaden; Dil. thence to Schwalbach	0 11 6	0 8 6	13 0	13 0
41 Spa	Rl. via Verviers (Examination of Baggage) change carriages, Pepinster Sta. for Spa; (change carriages,) Rl. for Spa, pp. 89, 90	0 14 3	0 10 0	3 0	5 0
42 Teplitz.....	See Rtes. to Dresden, No. 14; Rl. to Aussig and Teplitz, pp. 204, 207	3 19 2	2 17 11	24 0	65 0
43 Wiesbaden	See No. 7, Rtes. to Bieberich; Rl. thence to Wiesbaden, p. 128	0 15 9	0 6 6	12 0	12 0
44 Wildbad	Rl. to Mayence, pp. 122, 126; Rl. thence to Ludwigshafen, p. 138, and Mannheim, p. 135, Carlsruhe, p. 132, Pforzheim & Wildbad, pp. 137, 193	1 4 3	0 6 6	...	...

even here, are by no means devoid of interest, but enlivened by villages and well cultivated fields. As we approach Bonn the summits of the famous *Siebengebirge* (seven mountains) rise gradually into view, sometimes to the right sometimes to the left, with the windings of the stream. These with their rugged sides and ruined castle, on a nearer approach, produce an imposing effect, and mark, as it were, the entrance into the "Paradise of Germany," as that portion of the Rhine is called which lies between Bonn and Mayence.

Deutz (left). — *Stat.* — Opposite Cologne (which see), joined by a bridge of boats.

Cologne to Bonn by rail, 1 hr., see page 122 by steamer 2½ or 3 hrs. up, 1½ hr. down. Terminus at Cologne—St. Pantaleon's Gate.

Bonn. (right)—*Stat.*—HOTELS:—

GOLDEN STAR HOTEL, one of the best on the Continent in every respect, and worthy of the highest recommendation.

THE GRAND HOTEL ROYAL, situated on the banks of the Rhine; comfortable and clean; well recommended. Ermekiel, proprietor.

HOTEL DE BELLE VUE.—Agreeably situated. Kept by Mr. M. Stamm.

RHEINECK, on the Rhine, near the landing-place and the station.

[Prices have much increased at Bonn.]

Pop. (1871) 26,030, including the students and garrison. Here the best part, or gorge, of the *Rhine* begins, and extends nearly to Mayence. The river narrows, and grows more rapid; and above the towns and villages are hills, cut in terraces for the vine, and crowned with ruined castles. A university town in Rhenish-Prussia, of Roman origin (called *Bonna*), and formerly the residence of the Electors of Cologne. Its best edifices are the *University*, for 800 students, formerly the Electoral Palace, in which, besides lecture rooms, are a library of 150,000 volumes; the academical and Rhenish museums, a fine collection of Roman antiquities, including an altar to victory; and the aula, or academical hall, decorated with fresco paintings. The Minster, in which there is a bronze statue of the Empress Helena, mother of Constantine, by whom it was founded in 320, and built in the Byzantine style; the Collegiate Church; that of the Jesuits; St. Remi, in which is a fine painting by Spielberg; and the Schlosskirche. The house where *Beethoven* was born is pointed out in the Bonngasse, and his monument in the Münster-platz. In the *Cemetery* near the Sternenthor, is the monument of Niebuhr, the Roman historian, by Rauch; that of A. von Schlegel; of other professors, generals, &c. There are many beautiful walks, especially to the Hofgarten, with a fine terrace on the Rhine called "der alte Zoll," which gives a magnificent view of the river and the Siebengebirge; of greater extent is that by the Poppelsdorf avenue, with its double rows of chestnut trees, to the castle of Poppelsdorf, and to the Kreutzberg, with its picturesque grounds. Rolsdorf mineral water good.

RAILWAY TERMINUS, close to Popelsdorf avenue. Railways run along both sides of the river to Mayence; with stations at all the best points of view, see pp. 122 and 124. Steamers up and down the river, p. 328.

Fine view of the Seven Mountains on the opposite side of the river. Excursions to Godesberg, the Drachenfels, and the valley of the Ahr.

CHURCH OF ENGLAND SERVICE, every Sunday in the University Church at 11 a.m. and 4 p.m. Licensed Chaplain, Rev. J. Crofts, M.A.

PRESBYTERIAN CHURCH.—Minister, Rev. William Graham, D.D. Irish Presbyterian Church. Service at 10 a.m., and 7 p.m., Thursdays at 7 p.m., in the new Presbyterian Church.

THE ENGLISH READING CLUB, under the presidency of the Rev. M. Anderson, is established at Welters' No. 56 Neue Thor.

Godesberg. (right)—*Stat.*—HOTELS:—BLINZER'S and BELLE VUE.

An agreeable summer residence. Pop. 1200. Fine old Castle on the hill, commanding beautiful view of the Rhine. Mineral springs. Excursions to the volcanic hill of Roderberg; the Seven Mountains; by ferry boat to Königswinter; the Abbey of Heiterbach. Railway, see page 122.

Königswinter (left)—Pop. 2100. HOTELS:

HOTEL DE L'EUROPE, kept by W. Kirch, Proprietor. First-class hotel, well situated; good accommodation.

HOTEL DE BERLIN, First class hotel, very good, and deservedly recommended.

The beauties of the Rhine increase at this town, situated at the foot of the

"Castled crag of *Drachenfels*,"

(*i.e.* the Dragon Rock), the nearest of the Seven Mountains to the river. No traveller ought on any account to omit ascending this hill, even if he have to lose a day by doing so, as the view from its summit is one of the most lovely on the whole course of the Rhine. The walk from the pier to the top is not more than an hour, and mules are always in waiting at the foot of the ascent for those who prefer to ride; charge 10 sgr. A small Hotel at the top of the Drachenfels affords very fair sleeping accommodation, and the view at sunrise is splendid.

The best way of reaching Königswinter from Cologne is, not by the steamers, which occupy nearly four hours, but by rail to the Mehlem ferry opposite Königswinter, where boats are always waiting. By leaving Cologne by the first train, the traveller may easily reach Königswinter, ascend the Drachenfels, and proceed by steamer to Coblentz about noon. But should he be obliged to spend the day at Königswinter, he will not repent the delay, as he may find a delightful and picturesque walk, turn which way he will. Boat to Nonnenswerth and back, 2 marks. Railway, p. 124

Excursions from Königswinter to the Abbey of Heiterbach or to the summit of the Lowenberg, the view from which extends into Westphalia.

Here commences a region of castles and vineyards which extends up the river as far as Wallaf. From Königswinter by steamer or rail to

Rolandseck. (right)—*Stat.*—HOTELS:—

HOTEL ROLANDSECK; HOTEL BILLAU.

This is a delightful residence for a few days.

Visit the Castle and charming island of Nonnenwerth, celebrated in the legend of Roland, and Schiller's ballad of "Ritter Toggenburg."

Near at hand is the church of Apollinarisberg, with frescoes. See Remagen, below.

Oberwinter, (right), merely a village.

Rheinbreitbach, (left), is a large village, with castles and towers, at the entrance of a valley, in which are the copper mines of Birnberg and Marienberg, now no longer worked, the largest having been inundated by the river.

At **Unkel** (left) the cliffs encroach on the bed of the stream, so as to produce a slight rapid on one side. Just above this, and on the opposite bank, is

Remagen. (right)—*Stat.*—HOTELS:—HOTEL FURSTENBERG; this hotel affords excellent accommodation at moderate prices; well recommended. The Hotel "Konig von Prussen" belongs to the same proprietor.

Remagen is a most agreeable place to pass a few days at. Ascend Victoriaberg to the Tempell for a panorama of the Rhine. The hill to the right is *Apollinarisberg*, with its splendid gothic Church, the property of Count Furstenberg; built by Zwirner (the restorer of the Dom of Cologne), and containing fine frescoes.

From Remagen excursions are made to the beautiful **Valley of the Ahr**, called the Rhenish Switzerland. Excursions of one day, in carriages of the hotel; tax prices. To Ahrweiler and Altenahr, the wild and picturesque scenery of which is well worth visiting. At Ahrweiler is the source of the *Apollinaris Spring*, a tonic water now well known in England. A day's excursion can be made to the Lake and Abbey of Laach, passing by the castle of Rheineck, through the beautiful valley of Brohl, and close by quarries of Nieder-Wendig, two miles S.E. of the Abbey.

Ascent of the Ahr—to **Bad Neuenahr**, up the picturesque valley of the Ahr; a very agreeable and healthy spa, near Remagen —*Stat.*

SINZIG:—HOTEL MARIEN SPRUDEL; HOF VON HOLLAND (English spoken); VICTORIA and other Hotels.

The way to Neuenahr is by Remagen, on the Rhine, distant 7 miles (carriages, 4 marks to 6 marks) Mail omnibus and carriages frequently. This watering place, which is similar to Vichy and Carlsbad, has warm alkali springs, good for the lungs, liver, gout, &c. It is full and dear in June and July, when beds should be secured beforehand. The air is highly salubrious. The gardens round the Mariensprudel well are beautifully laid out, and a band plays on the promenade. Walks and excursions to the Apollinaris Kirche; the Landskrone (500 feet above the Ahr; the Neuenahrberg (700 feet above) with a magnificent view of the Rhine; the Schnupp, past the Konigsfeld Cross, and the old town of Ahrweiler; the Calvariensberg Convent, over the Steinenthalskopf.

ENGLISH CHURCH SERVICE, in the New Lutheran Church, at 11.0 a.m. and 4.30 p.m.

PHYSICIANS.—Dr. Briegen, Dr. R. Schmitz, Dr. Anschuld, who speak English.

CONVEYANCES—Railway, see page 122.

Ahrweiler.—Pop. 3000. HOTELS:—HOTEL KRONE; STERN.

This town is the centre of the wine trade of the valley of the Ahr; very prettily situated. The Church is a fine gothic edifice. Further up the valley the Burgundy grape is cultivated on every accessible shelf of rock, and forming most singular but picturesque vineyards. Before reaching Altenahr the scenery becomes very fine—precipitous rocks crowned by the Castle—then a tunnel through the rock leads to the village of

Altenahr.—INN; RHINE HOTEL, at the entrance of the town. Trout.

This village on the Ahr is surrounded by an amphitheatre of slate rocks—partly wooded and partly covered with vines, and on the highest peaks are seen the ruins of the *Castle* of Altenahr, the finest object in the whole valley. The view is magnificent.

A little below **Erpel**, on the left bank, is a basaltic mountain, 700 ft. high, called the Erpeler Ley. The vines planted on its slopes are rooted in baskets forced into the clefts of the rock.

Coming back to the Rhine, is **Sinzig**, (*Stat.*) a small old town on the road, about 1½ mile from the Rhine, well worth visiting. Close to the confluence of the Ahr is the village of **Krippe**, (right), communicating by a flying bridge with

Linz. (left)—*Stat.*—Pop. 2330.—HOTEL NASSAU.

A commercial town, at which the steam vessels put in. Charles the Bold took this town in 1476; in 1632 it was taken by the Swedes, and in 1688 it was garrisoned by the French. The *Castle*, as well as the town walls of Linz, are built of basalt, and the streets are paved with the same material. The surrounding country produces copper, iron, lead, &c., which are exported from the town.

Andernach. (right)—*Stat.*—Pop. 3800.

HOTEL:—HACKENBRUCH HOTEL.

An ancient town, founded by the Romans, and in the middle ages, a free city of the empire. Enclosed with lofty old walls, it contrasts strikingly with Neuwied, further on, which lies quite open. Its Roman gate, and the ruins of the Pfalz or Episcopal palace, its ancient church and tower, with the town arms, at least 1000 years old, are well worthy of notice. Much tarrass (or trass) made hereabout, quarried and burnt; it is a mortar or cement which stands both water and heat; and is used in the dykes of Holland.

The *Laacher See* is a singular sheet of deep blue water, of almost circular form, occupying what would seem the crater of an extinct volcano, 666 feet above the Rhine, about 1½ mile long, and 1¼ broad, depth in the centre 250 feet, surrounded by hills richly wooded to the water's edge. A jet of carbonic acid gas issues from a little opening on the N.E. side, and this, together with the scoriæ, ashes, pumice, &c., found on the banks, gives evidence of its volcanic origin. The deserted *Abbey of Laach*, with its five towers, forms a picturesque object.

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Beyond this town the mountains again approach the river, forming a magnificent defile, and having, at the water's edge on the left bank, the ruined *Castle of Friedrichstein*, the building of which was begun in the 17th century, but never finished. On the same side (left) lies the village of Irrlich, connected by an avenue of poplars with the town of

Neuwied. (left)—*Stat.*—HOTELS:—

HOTEL ZUM GOLDENEN ANCHOR.—The best in the town, and deservedly recommended.

MORAVIAN HOTEL.

Population 7,300. Capital of the mediatized principality of Wied. Overlooking the river is the Prince's *Palace*, which contained a collection of very interesting Roman antiquities (chiefly from the buried city of Victoria, near Niederbiber, a village 2 miles to the N.), has been transferred to New York. The Museum of natural history is in the Pheasantry, (Fasanerie Gebaude,) and consists for the most part of collections made by Prince Maximilian of Neuwied, during his travels in Brazil and North America. A distinct quarter of the town is occupied by *Moravian brethren*, whose schools and workshops are worth visiting.

The chateau of Monrepos, with its park and gardens, 6 miles N.N.E., is the object of a very pleasant excursion. Neuwied has also a flying bridge over the Rhine.

The *Castle of Altwied*, at 3½ miles distance, is a magnificent ruin, and commands a splendid view. Carriage there and back 4 thalers.

Weissenthurm (White Tower), on the right bank, so called from the old watch-tower which stands at the extremity of the village; on an eminence to the left of which is the memorial to *General Hoche*, erected by the "Army of the Sambre and Meuse," 1797. Here it is asserted that Julius Cæsar constructed the famous Bridge described in his Commentaries; but this is very improbable, as he makes no mention of the island in mid-channel, of which Hoche availed himself in his passage.

Further on (to the left) is **Muhlhofen**, a village at the mouth of the Sayn, from which pleasant excursions may be made through the beautifully wooded valley traversed by that stream. Royal Iron-works here.

Kesselheim. (right)—Near this are the ruins of Schönbornlust, once a palace of the Elector of Treves; famous also as the residence of the exiled Bourbon princes, and head-quarters of the army of refugees during the Revolution.

Near the junction of the Moselle and Rhine stands the monument of General Marceau (1796).

Neuendorf.—Here the smaller timber-rafts from the Upper Rhine and its branches, as also from the Moselle, are formed into the great rafts which go down to Holland.

Long before the steamer approaches Coblenz, the fortress of *Ehrenbreitstein* is visible; while, as she reaches her moorings at that city, one of the most conspicuous objects is the stately Palace of the King of Prussia, formerly belonging to the Electors of Treves, stretching along the bank of the river.

Coblenz. (right)—*Stat.*—Pop. (1871) 33,405.

HOTEL BELLE VUE.—First-rate, and highly recommended. Mrs. Hoche, landlady.

THE ANKER HOTEL.—Prices moderate and good; overlooking the Rhine.

HOTEL DU GRAND.—One of the best on the Rhine. Proprietors, Messrs. Ehrmann, Brothers.

HOTEL DE TREVES just opposite the Palace of the Empress. Proprietor, F. Mass.

HOTEL ZUR TRAUBE.

Coblenz possesses good Pensions, well adapted to a prolonged sojourn.

CAB FARES.—Inside the town. For 1 or 2 persons a fiacre or two-horse carriage, 7sgr. 6pf.; one-horse carriage or "Ein-Spänner," 5sgr. For 3 persons, two-horse carriage, 12sgr. 6pfg.; one-horse carriage, 10sgr. For 4 persons, two-horse carriage, 15sgr.; one-horse carriage, 12sgr. 6pfg. For 1—4 persons to Capellen, Niederlahnstein, and Ballendar or Metternich, two-horse carriage, 1th. 5sgr.; or thence back, with two hours' delay, 2th.; one-horse carriage, 25sgr., or there and back, with two hours' delay, 1th. 10sgr.; to Neuendorf, Ehrenbreitstein, Pfaffendorf, and Laubach, two-horse carriage, 20sgr.; or there and back, with two hours' delay, 1th. 15sgr.; one horse carriage, 15sgr.; or there and back, with two hours' delay, 1th. 5sgr.

Coblenz, the "Confluentia" of the Romans, is a strongly fortified town, on the left bank of the Rhine and right of the Moselle: capital and seat of government of the Rhine province, with a strong garrison. It occupies a large triangle, formed by the influx of the Moselle into the Rhine, and has an old stone bridge over the Moselle, from which a charming view is obtained. On the opposite bank of the river is the rocky fortress of EHRENBREITSTEIN, (the "broad stone of honour"), called the Gibraltar of the Rhine, with a little town at its foot, containing 2,800 inhabitants, and connected with Coblenz by a bridge of boats 486 paces in length. The view from the summit of the fortress extends as far as the mountains of Lorraine, and amply repays the ascent, (tickets, 5 groschen, issued at foot of fortress). The old *Château*, near the Moselle bridge, possesses historical interest, having been occupied by several Emperors. The venerable church of *St. Castor*, at the confluence of the two rivers, conspicuous by its four towers, dates from 836. Here the grandsons of Charlemagne met to divide amongst them their splendid inheritance into France, Germany, and Italy. There also, Edward III. of England was installed Vicar of the Empire by Lewis of Bavaria. In the open space before the church stands the celebrated *Monument* erected by the French in 1812, to commemorate their ill-fated expedition against the Russians. A sarcastic addition to the inscription by the Russian General St. Priest, records that it was "seen and approved" by him as Russian Commandant of the town, 1814. The fortifications of Coblenz are of vast extent, and rank amongst the strongest in Europe,—of these, Ehrenbreitstein is the most remarkable: it is said, the enormous sum of £1,800,000 has been expended on these stupendous works, of which 15,000,000 of francs was extracted from France after the Revolutionary

war. A quarter of a mile from the Moselle bridge, on the road to Andernach, and sheltered by the lofty walls of Fort Franz, stands the pyramidical monument to the young Republican General, *Marceau*, who was killed at the battle of Altenkirchen in 1796. Additional interest attaches to this spot as the last resting place of a vast number of French soldiers who died during their captivity 1870-71.

Hood, in 1838-7, lived at Castor Hof and Altes Graben, and here wrote his "Up the Rhine." The beautiful Rhine Anlagen, or, as they are familiarly called, "the Queen's Gardens," owe their existence to the taste and liberality of the Empress Queen, who frequently resides in Coblenz; they extend from the town almost to the adjacent hydropathic establishment at Laubbach. A military band plays once a week on the Anlagen, opposite the "trinkhalle," where refreshments can be obtained.

Church of England Service, in the chapel of the Palais, by a resident Chaplain.

In the *environs* of Coblenz are Moselweiss, a pretty village buried in cherry orchards, and much resorted to; Lahnstein, on the left bank of the Rhine; Saya, with its ruin and modern chateau; the abbey of Rommersdorf; the Kühkopf, the highest hill near the town, and commanding a most magnificent view; the fine plateau of the Karthause, separating the Rhine from the Moselle, and on which many thousand French prisoners were encamped during the late war. More distant are the romantic castle of Eltz, to which a visit is strongly recommended; the abbey and lake of Laach; the castle of Marksburg, a well preserved stronghold of the middle ages; Ems and Nassau.

For Through Route from London to the Rhine, see first Time Tables of Belgian Railways.

Conveyances.—Ems may be reached in less than an hour by train, or by taking the 2.30 p.m. steamer to Lahnstein. Steamers several times daily to Biebrich (Wiesbaden), Mayence, and Mannheim, also to Bonn, Cologne, Emmerich, and Rotterdam. Steamers also ascend the Moselle as far as Treves and Metz daily at 7. 0 a.m. during the summer months. Numerous trains to Bonn, Cologne, Bingen, Mayence, &c. (See pp. 122, 124): *Horchetm*, on the left—the last village before entering the province of Nassau.

Stolzenfels, a fine castle of the middle ages, on a projecting rock overlooking the Rhine and the village of **Capellen**, (*Stat*) the property of the Dowager Queen of Prussia. It was presented as a ruin by the city of Coblenz to the late King William IV., when Crown Prince, by whom it was judiciously restored. Here Queen Victoria was entertained in 1845 by the King, and asked the question, "How do you like the Rhine?" Admission is readily granted. The view is magnificent, and embraces the lovely valley of the Lahn, and the confluence of that river with the Rhine, whilst down the stream the eye rests on Coblenz and its gigantic fortifications, with the mountains of Andernach in the distance.

There is a ferry from Stolzenfels to Lahnstein, and another over the mouth of the Lahn; up the right bank of which a railway runs to Ems, (see below "Friesel,"). On the summit of a rock at the mouth of the Lahn is the restored castle of Lahneck.

Oberlahnstein, (left).—*Stat.*—Hotel:—Die Lahneck.

An old walled town, with a conspicuous red building at the edge of the Rhine, once a Castle of the electors of Mayence. Near it is a small white chapel among trees, where, in 1400, the deposition of the emperor Wenceslaus, and the election of Rupert, were pronounced by the Elector.

Railway to Ems and Nassau, and to Rudesheim and Wiesbaden, see pages 122, 124 and 129.

Rhense (right).—Hotel: Zum Königstuhl.—A very antique town, scarcely altered since the middle ages. Near it is the *Königstuhl* (King's seat), an open vaulted hall, with 7 stone seats for the 7 Electors, who met to discuss affairs of state.

Braubach. (left)—Hotel, Zur Philippsburg.

Another ancient little town, at the entrance of the valley that winds round the Marksburg, with a fine old castle. Copper and silver mines in the neighbourhood; also a road to Ems from this place.

Marksburg, (left), a fortress of the middle ages, in perfect preservation, being the only one of the Rhine castles which has escaped destruction.

Boppard. (right)—*Stat.*—Hotels:—Rheinischer Hof; civil and moderate. Post.—An ancient walled town (pop. 4000), (a gloomy but interesting place, of Roman origin, having been one of the 50 castles of Drusus on the Rhine. The walls of the Roman castrum, a quadrangle of strong masonry, still exists in the heart of the town. In it are the remains of the Palace of the Frankish kings, and the ruins of a fine chapel. Behind the town is the ancient nunnery of Marienberg, now a water-cure. The Muhlbad is another. The situation of Boppard is remarkably beautiful. The Rhine here makes one of its most considerable curves, and at some distance further the mountains recede a little from the river, giving way to meadows and corn fields.

Salzig, (right), an agreeable village, with large plantations of cherry trees. Opposite (left), on the twin peaks of a lofty rock, are the ruins of Sternberg and Liebenstein, called the two brothers, and the subject of a legend. At the foot of the steep mountain, in a narrow valley, is the village and ancient convent of Bornhofen.

In **Rhenthal** (left) are silver, lead, and copper works, whose annual produce is 100,000 florins.

Welmich, (left), a little village with a fine old church, at the foot of the mountain on which stands the *Castle* of Thurnberg, called "the Monte," now fast falling into ruin; the walls are, however, still perfect. The Castle called "the Cat" is above St. Goarhausen (left).

St. Goar. (right)—*Stat*—Pop. 1808.—Hotels: Rheinfels; Istr. Sonnenmen; being enlarged.

English Church Service, twice every Sunday in the season at the Lutheran Chapel; Chaplain supplied by the Col. and Cont. Church society.

The position of St. Goar is eminently beautiful. On the hill are the ruins of *Rheinfels*, formerly one of the most extensive fortresses; now a picture of desolation. Opposite is the pretty village of St.

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Goarhausen, and the ruins of "the Cat Castle." Above this point a narrow defile confines the river, where there used to be rapids, which have now almost disappeared. On the left is the precipitous rock of Lurlei, or the Lurleiberg, a good point of view, with an echo which repeats 15 times; and a little higher, in mid-channel, are discovered the rocks called the *Seven Sisters* (Sieben Jungfrauen), the subject of a legend.

This immense stronghold of Rheinfels was built in 1245 by a count of Katzenelenbogen. It became afterwards in the hands of the Landgrave of Hesse, a modern fortress which baffled the French in 1692, but was taken and blown up by them in 1794.

St. Goar is very desirable as a sojourn for the purpose of making excursions in the vicinity, as it lies in the midst of some of the finest of the Rhine scenery. There is also a salmon fishery near the rapids. On the opposite side of the river is

St. Goarhausen (left), (*Stat.*) in Nassau.—Pop. 800.—HOTEL ADLER.

Still partly surrounded with its old walls. Here begins the *Forstbach*, or Swiss valley, celebrated for its beauty, being traversed by a clear stream, forming numerous cascades between precipitous masses of rock. At the entrance of this valley stands the *Cat Castle*, a very picturesque object in the landscape. An excursion well worth taking is that to the ruined Castle of Reichenberg, at a distance of a mile and a half inland.

Oberwesel. (right) *Stat.*—HOTELS:—RHEINISCHER HOF; TRIERISCHER HOF.

The *Vesalia* of the Romans; a small town of 2500 inhabitants; very interesting to visit, and delightfully situated. The Church of Our Lady is considered a model of the gothic style; in St. Martin's is a "Descent from the Cross," by Diepenbrock. The picturesque appearance of this town is much increased by its turreted walls and the lofty round tower called the Ox Tower, by the water side. The village of Engehölle is well worth a visit as also the ruins of Schönberg Castle, known for the tradition of the Seven Sisters.

Caub, or Kaub (left)—HOTEL: NASSAUER HOF.

A small town, above which, on a steep rock, rise the ruins of the *Castle* of Gutenfels. In the middle of the river, between Caub and Bacharach, is a well-preserved old Castle, called the Pfalz, built by the Emperor Lewis of Bavaria for a toll-house. In the lateral valleys are extensive slate-quarries.

Bacharach. (right)—HOTEL FOST; Hotel Warum and Pension.

A busy town of 1800 inhabitants; formerly the entrepôt for the fine Rhenish wines, which were named on this account "the wines of Bacharach." In the Rhine, when the water is low, a large stone appears, called the Altar of Bacchus (Bacchi Ara)—hence the name. Here Blücher crossed, 1 Jan., 1814. Notice the Church of St. Peter, of the 13th century; the ruins of the *Castle of Stahleck*, with its truncated walls, on a high hill behind the town, from whence there is a fine view; and the town walls, with twelve towers of peculiar construction.

Lorch (left)—*Stat.*—Pop. 1800.—HOTEL SCHWAN.

One of the oldest towns on the Rhine, situated at the embouchure of the *Wisperbach* in the entrance of its picturesque valley, rich in legends of sprites, dwarfs, and giants; leading through Geroldstein and Langenseifen to Schwalbach, a walk of five hours. On the right bank of the Wisp is a rocky eminence called the Devil's Ladder, with the ruins of *Nollingen Castle* on its summit. Above the village of Rheindiebach stand the round tower and broken walls of Fürstenburg, devastated by the French in 1687. The Church is a handsome relic of the 12th century; in front of it is a carved stone cross dated 1491.

As we approach Bingen and Assmanshausen, the picturesque monuments of the old iron times become still more numerous.

One of them called the *Rheinstein*, which has been restored and fitted up in the antique style for a summer residence of Prince Frederick of Prussia, is well worth visiting. It stands upon a projecting cliff, rising almost perpendicularly from the water side. Opposite to this is the village of

Assmanshausen (left), *Stat.*, with a warm mineral spring. The fine red wine of that name is produced from the vines in the neighbourood, which are cultivated on such steep heights as to require baskets and other contrivances to secure them in their places. Some of the terraced heights are one thousand feet above the river.

One of the finest views in the whole course of the river may be obtained by ascending to the *Rotsel*, a little tower on the edge of the heights above Assmanshausen. From this village also may be made the ascent of the Niederwald.

The picturesque gorge of the Rhine, the commencement of which is above Boppart terminates near here. The *Bingerloch* obstructed for a long time the navigation of the Rhine; but the passage was widened to 210 feet—ten times its former breadth—by the Prussians, in 1830–32; and the fragments, taken from the river bed by blasting, were formed into a monument on the road side to commemorate the work. This channel is near the right bank, and overlooked by the ruins of the fortress of Ehrenfels.

On the right, and adjacent to the influx of the Nahe, is an islet, with a ruin, called the Mäusethurm (Mice tower), the scene of a strange tradition, which Southey gives in his ballad of Bishop Hatto.

Bingen (right)—*Stat.*—Pop. 7000.—HOTEL: VICTORIA.

In an angle of the beautiful valley of the Nahe; a considerable entrepôt for trade in corn and wine; much frequented by strangers. The Rhine here makes a considerable curve, and the scenery around is in the highest degree attractive. The ruins of Klopp, on the *Drususberg* (once a Roman castle) afford a favourite promenade and a view from the tower of the celebrated *Nahethal*, and the environs as far as the Donnersberg.

An agreeable tour may be made to the Rochusberg and its chapel, from whence there is a prospect of extraordinary beauty; as also up the Nahe

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to Kreuznach and Oberstein. Opposite Bingen, on the right of the Nahe, stands the Rupertsberg, and, about a mile and a half distant, the Ellisenhöhe, from the moss-house of which there is another magnificent view. An excursion to Rüdesheim (another wine place), and to the heights of the Niederwald is also recommended. From Rüdesheim, on the opposite bank of the Rhine, the railway is open to Wiesbaden, Castel, and Frankfort; see p. 131, also to Ems and Nassau see p. 129. Consult Time Tables before crossing per Steamer from Bingerbrücke to Rüdesheim. The trains do not await arrival of steamer, if 10 minutes behind time; it is safer and more agreeable every way to proceed by the left bank of the river to Kappel. From Bingen (Bingerbrücke) by rail to Kreuznach, see p. 125. To Coblenz, Bonn, and Cologne, p. 123. To Mayence, p. 126. Away from the Rhine to the right, is

Kreuznach.—*Stat.*—Pop. 12,000. HOTELS: HOTEL DE HOLLANDE, kept by Mrs. Clauer; first-class Hotel, well situated near the Kurhaus. Fine Garden; moderate charges.

HOTEL ORANIENHOF.—Well situated, close to the Kurhaus; baths in the Hotel, large garden &c

PRIVATE HOTEL DEKEL SCHMIDT.—Well situated close to the Kurhaus and Railway Station. Large and beautiful gardens, comfortable and reasonable.

ADLER; PFALZER HOF; BERLINER HOF.

A Prussian town in a picturesque situation in the valley of the Nahe, and a fashionable watering place, on account of its *Saline Spring* which is situated on an island a quarter of a mile above the town, at BAD-KREUZNACH (with a Railway Station), now united to the older part of the town. The waters are highly beneficial in scrofulous diseases. There is a Kurhaus very prettily situated amidst beautiful gardens and fine old forest trees. A good band of music performs in the early morning, and again from 4 to 6 in the afternoon. Carriages, horses, donkeys, and boats to row on the river Nahe, including Grönlander, or Greenland, canoes, with double-blade paddles, can be had at price rather higher than those at Wiesbaden.

EXCURSIONS to the top of the Rheingrafenstein which commands a fine view of the two rivers. 1. At the foot of this fine rock and ruin is the picturesque village of MUNSTER-AM-STEIN, with an excellent Kurhaus (Herr Schmuck's) where visitors can stay *en pension*, and dine at the table d'hôte. Munster has other hotels and baths; is a quiet, charming spot, in a picturesque country, full of attraction, including the ruined *Castle of Ebernberg* (good hotel and wine), with beautiful views, where Luther stopped for a time; the Huttenthal, the very romantic ruins of Alten Baumburg, and many other points. The baths at Munster-am-Stein are very efficacious, especially in the case of children. They are chiefly saline. 2. To the salt works of Theodorshalle. 3. To the valley of the Alsenz, containing several picturesque scenes and ruined castles.

RESIDENT ENGLISH PHYSICIAN.—Henry Blumberg, M.D., and Extra Licentiate of the Royal College of Physicians of England, Villa Blumberg.

ENGLISH CHURCH SERVICE, held at St. Paul's church, near the Nahe bridge, at 11 a. m. and 5 p. m., Chaplain supplied by Colonial and Continental Church Society.

Beckhardt & Söhne, BANKERS and agents for London bankers for cashing Circular Notes; WINE MERCHANTS growers of Hock, Wines, and Manufacturers of Sparkling Hock and Moselle. On applying to the office, Market Place, tickets may be obtained for viewing their factory and extensive cellars.

Rüdesheim. (left)—*Stat.*—HOTELS:—

RHEINSTEIN; BELLE VUE; DRAMSTADTER HOF; KRASS AND EHRARD.

Pop. 3000. Situated nearly opposite Bingen, at the foot of the mountain, which is covered with vineyards, and produces the best quality of the celebrated Rüdesheimer wine. The old tower and the *Castles* close to the water's edge are worthy of notice. Persons who have not seen the views from the Niederwald should land at Rüdesheim, and ascend the heights above, which command several of the finest views of the Rhine. On the left will be seen a beautiful panorama of the Rhine; the château and vineyards of Johannisberg, and the castle and park of Bieberich; further on, the town of Mayence, and opposite Bingen, at the junction of the Nahe with the Rhine, the view of the ruin of Ehrenfels; and lastly, the Bezauberte Höhle (magic cave), whence there are miniature views of three different landscapes, so exquisitely beautiful, as to elicit the greatest admiration. Returning from this excursion, a draught of the Rüdesheimer, Rottland, or Hinterhausen wines, will be found a luxury.

CONVEYANCES.—Rail to Wiesbaden, Frankfort, &c., see page 128. Steamers up and down the Rhine. Carriage drive to Schlangenbad in 2 hours.

Geisenheim. (left)—*Stat.*—Pop. 2,650.

HOTELS:—AUSSICHT AND STADT FRANKFORT.

Noted as well as Rüdesheim for its wines; and one of the most beautiful places in the Rheingau, situated at the widest part of the stream, which here is 2000 feet. There are many handsome country seats, among which the villa of Baron V. Zwierlein is worth visiting, for its collection of painted glass and its gardens, in which various modes of training fruit trees are practised.

The vineyards of Lade & Sons adjoining Rüdesheim and Johannisberg are worth a visit.

Professor Uihlein of the Real School.

Johannisberg, (left), on its celebrated vine-clad hill, is a prominent object there. The castle belongs to Prince Metternich, who has laid out the grounds with much taste. The vines cover a space of 65 acres; those most esteemed grow round the castle, and indeed partly over the cellars.

Eltville, or **Elfeld.** (left)—*Stat.*—3000 inhabitants. Omnibus from here to Schwalbach and Schlangenbad.

Biebrich (left)—*Stat.*—EUROPEAN HOTEL, RHINE HOTEL, and DE BELLE VUE. Pop. 7000.

Railway to Wiesbaden and Frankfort, see p. 128. Steamers up and down the Rhine. see pp. 326, 330.

Castel. (left)—*Stat.*—HOTEL:—BARTHS INN.

A town and fortress on the right bank, almost a suburb of Mayence (3,500 inhabitants), and con-

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nected with it by a bridge of boats. Here is a station of the Wiesbaden and Frankfort Railway. The Rhine and Netherland Steam Navigation Companies have established a commodious landing jetty, to spare travellers the détour by the bridge, see pages 128, 328 and 330.

Travellers bound for Frankfort have to leave the steamer here. The station is close to the jetty.

Mayence—German **Mainz.**—*Stat.*—(*with Map in Special Edition*).—Pop. (1871) 53,920.

HOTEL D'ANGLETERRE—an excellent hotel, in front of the bridge, and commanding beautiful views of the Rhine; proprietor, Gustave Humbert, of Frankfort-on-Main, wine merchant and grower, exports Rhine wines at wholesale prices.

RHEINISCHER HOF—Kept by Mr. Haenlin. One of the best hotels on the Rhine, and deservedly recommended.

HOTEL DE HOLLANDE.—Ferdinand Budingen, proprietor. First class hotel, well situated, opposite the landing-place.

Price of beds at the Hotels from 1 fl. to 1 fl. 30 kr.; 1 horse Droschken the course, 18 kr.; 2 horses the course, 24 kr.

Mayence (the Roman Moguntiacum), since the campaign of 1866 has become one of the most important Prussian fortresses, with a powerful garrison. The *Cathedral* dates from 978, and has several good monuments; it is built of red sandstone, peculiar architecture, and very picturesque style. The interior has been magnificently restored, and is embellished with rich gilding and sumptuous frescoes. It contains a statue of Gutenberg. In the old Electoral *Palace* are the museum of Roman antiquities, the finest perhaps in Germany; paintings; large cabinet of natural history; coins and medals; model of a double bridge, seemingly very suitable for the Thames, intended to have been built by Napoleon over the Rhine; the astronomical clock by Alexius Johann one of the most scientific pieces of mechanism extant; also, the town Library, (open daily, excepting Saturday and Sunday) containing about 100,000 vols., manuscripts of 10th century downwards; the first psalter of *Gutenberg*, inventor of printing, who was born here, 1397. His bronze statue, after Thorwaldsen, stands before the theatre. The site of his house is now a literary club. For the *Tomb of Drusus*, in the Citadel, an order is requisite. On Wednesday afternoon from 2 o'clock, much company is attracted from Wiesbaden, &c., by the splendid performance of the regimental bands, in the public Gardens. A fine view is had here of the Rhine, with the Taunus mountains in the distance, and of the Main; on the right bank of which, about three miles off, is seen Hochheim with its vineyards producing the celebrated Hock. This river, which gives name to Mainz, divides N. and S. Germany.

Visitors desirous of tasting or obtaining the wines of the well-known Firm, **J. Mayer & Co.** (Messrs. Ludwig, Otto, and Stephen Mayer), should observe that the establishment of these gentlemen is situated at **No. 7, Walpodenstrasse.**

Visitors should also see "The Belvedere," the property of **Messrs. Nassauer Brothers, 16, Mathilden Terrace,** whence (independently of the beautiful internal architecture) the finest and loviest views of the Rhine can be obtained.

Messrs. H. and G. Hirsch, wine merchants, and exporters, supply German and French wines (all well selected, and of the best quality), 3, Walpodenstrasse.

Outside the Munster-Thor, beyond the cemetery, at Zahlbach, are very considerable remains of the Roman *Aqueduct*. This is reached more expeditiously by the Gau Thor than by the Munster Thor. The Ludwigsbahn crosses the Rhine to Frankfort by a fine new bridge, 1000 metres long.

AMERICAN CONSULAR AGENT.—P. Figyelmesy.

CONVEYANCES.—Railway, see pages, 120, 122, 124, 126, 147, 128; steamer, see pages 328 and 330.

Oppenheim. (right)—*Stat.*—2,580. Once free town. The Church of St. Catherine, in the purest gothic style, (built 1262-1317), contains several superb sculptures and tombs, and stained glass in a good state of preservation.

Worms. (right)—*Stat.*—HOTELS:—

HOTEL HARTMANN.—First class hotel, well situated, and deservedly recommended.

GASTHOF ZUM ALTEN KAISER.

Pop. 11,500, besides the garrison. A very old place, older than the Roman invasion of Germany, and an ancient imperial city, where the Parliamentary Diets of the Empire used to meet. The *Cathedral* is a venerable Romanesque monument of the 11th, 12th, and 13th centuries, completed in 1016, and inaugurated in the presence of the Emperor, Henry II. The memorable Diet at which Luther appeared was held here by Charles V, in 1521. Rosenwald, on an island where the valiant Siegfried killed the dragon, is the scene of the old German romantic poem, the *Niebelungen Lied*. NOTICE—the Markets, the Place St. Andre, St. Martin, and St. Paul, Hotel de Ville, &c. There existed a convent of Capucines, the *Church* of which is called the Liebfrau Kirche, erected in the 14th century. The edifice is constructed in the gothic style, and is very well worth a visit on account of its architectural merits. Immediately on the south and south-eastern sides of the church lie the celebrated vineyards, where the Liebfrauenmilch is grown, the best quality is produced nearest the walls, and the estate which is enclosed by a wall, and called the Garden of the Capucines, is the property of the house of P. J. Valckenberg. The grapes which yield this fine Rhine wine are of the Riesling kind. The new *Monument* to Luther Huss, Wickliffe, Philip the Magnanimous, Savonarola, Renchlin, &c., is one of the most considerable in bronze, consisting of 12 figures.

CONVEYANCES.—Railway, see pp. 126, 127, 138.

Mannheim. (left)—*Stat.*—Pop. (1871) 39,610

HOTEL PALATINAT (Pfälzer Hof).—A first-class Hotel, well situated in the centre of the town—recommended. DEUTSCHER HOF.

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Try the Forster Kirchenstück, one of the best white wines in the Palatinate.

At the influx of the Neckar into the Rhine (1200 feet wide), in Baden. It is a clean and well built town, but monotonous on account of the regularity of the buildings. The largest building in the town is the Grand Duke's Palace, wherein is a picture gallery and a cabinet of natural history. The most pleasant walks are, the garden behind the palace and the Plankenstrasse. It has a good Lyceum, and one of the best theatres in the South of Germany, with a statue of Schiller facing it; holds 2,000; price of orchestra stall, 1 fl. 2 kr. In the neighbourhood of Heidelberg lies Schwetzingen, with its beautiful garden There is here a chain bridge.

AMERICAN C. AGENT.—M. Dittenhoeffer, Esq.

CONVEYANCES.—Rail over the Rhine to Ludwigshafen, see pp. 132, 133, 135 & 137, Rail to **Heidelberg** (up the Neckar), Darmstadt, Bruchsal, Speyer (or Spires), Rastadt, Baden, Kehl and Strasburg; for which places see section "Germany." For Saarbrück and Metz, change at Neunkirchen. —Steamers on the Rhine, see pp. 328 and 331.

Ludwigshafen.—*Stat.*

Connected with Mannheim by a Railway-bridge across the Rhine: it is also a Station of the Railway to **Mayence**, see pages 125, 126, 135 and 136.

Kehl. (right)—*Stat.*—2200.—HOTEL:—

HOTEL DE L'AGNEAU BLANC—Post house.

Persons wishing merely to visit **Strassburg** will find an omnibus at the Station on arrival of each train, to convey them to the above Hotel, where they will be as well lodged as at Strassburg. Carriages are always ready to take them to Strasburg and back. The blowing up of the bridge here (now restored) was the first military event in the Franco German war of 1870-71.

GERMANY,

INCLUDING SAXONY, BAVARIA, WURTEMBURG, & THE STATES OUTSIDE PRUSSIA

[For **Prussia** and the new **German Empire**, see Prussian Section. For **The Rhine**, see preceding Section.]

ROUTES TO GERMANY.—1. Grimsby to Hamburg.—By the Manchester, Sheffield, and Lincolnshire Railway Company's Steamer. Average passage, — hours. See advertisement, page 715. **2 Hull to Bremen.**—By the North German Lloyd's Steamers. See advertisement, page 695. **3. Hull to Hamburg.**—By Lofthouse, Glover, & Co.'s Steamers, the Hull Steam Packet Company's Vessels, and Gee & Co.'s Steamers. See advertisements pp. 704 and 705. **4. London to Bremen.**—By the North German Lloyd's Steamers. See advertisement, p. 696. **5. London to Hamburg.**—Steamers leave the Tower two or three times a week for Hamburg early in the morning. (See Advt. p. 714.) The average passage is 37 hours. By the day and night mail routes *via* Dover and Ostend, thence to Cologne, from which place Hamburg may be reached in 19 hours, making the whole time from London about 37 hours; see pages 700 & 701. By the General Steam Navigation Co.'s Steamers, every Wednesday and Saturday. **6. London to Rotterdam.**—By the Great Eastern Railway, *via* Harwich, from Bishopsgate Station, Daily (Sundays excepted.) Refer to page opposite the cover.—By General Steam Navigation, or Netherland Co.'s Steam Boats direct from St. Katharine's Steam Wharf. From Rotterdam by the Dutch Rhenish Railway, by which passengers can book through. **7. West Hartlepool to Hamburg.**—The West Hartlepool Steam Navigation Co.'s Steamers.

MONEY.—The Imperial Monetary System for all Germany, introduced in December, 1871, is as follows:—100 Pfennige = 1 Reichs-Mark = 1s. English.

GOLD COINS.—20, 10, 5 Reichs-Mark, respectively, £1; 10s.; and 5s. English.

SILVER COINS.—5, 2, and 1 Reichs-Mark pieces, and 50 and 20 Pfennige pieces, = respectively, 5s.; 2s.; 1s; 6d; and 2½d. English.

NICKEL COINS.—10 and 5 Pfennige pieces, = respectively, 1½d. & ½d. English.

BRONZE COINS.—2 and 1 Pfennige pieces = respectively, ½d. & ¼d. English.

Compared with the Old System of North and South Germany, (see p. 451 for Old System) the value of Imperial German money is as follows:—

Imperial German Money.	Old South German Currency.	Old North German Currency.	Lubec or Hamburg Customary Currency.	Bremen Value. Gold Reckoning.	English Value.
	Fl. Kr. Pf.	Th. Sg. Pf.	Mk. Sch. Pf.	Th. Gr. Sc.	£ s. d.
Gold Coins.					
20 Reichmarks	11 40 0	6 20 0	16 10 8	6 1 3	1 0 0
10 Do.	5 50 0	3 10 0	8 5 4	3 0 4	0 10 0
5 Do.	2 55 0	1 20 0	4 2 8	1 37 4	0 5 0
Silver Coins.					
5 Reichsmarks	2 55 0	1 20 0	4 2 8	1 37 4	0 5 0
2 Do.	1 10 0	0 20 0	1 10 9	0 45 0	0 2 0
1 Do.	0 35 0	0 10 0	0 13 4	0 25 3	0 1 0
50 Pfennige	0 17 3	0 5 0	0 6 8	0 12 4	0 0 6
20 Do.	0 7 0	0 4 0	0 2 7	0 5 3-5th	0 0 2½
Nickel Coins.					
10 Pfennige	0 3 2	0 2 0	0 1 4	0 2 1	0 0 1¼
5 Do.	0 1 3	0 1 0	0 0 6	0 1 ½	0 0 0½
Bronze Coins.					
2 Pfennige	2 4-5th Pfn.	0 0 2½	0 0 3	0 0 ½	0 0 0¼
1 Do.	1 2-5th „	0 0 1½	0 0 1½	0 0 ¼	0 0 0⅛

BANK NOTES.—100, 200, 500 and 1000, Reichsmarks (see page 451.) From "*The Merchant's Handbook of Money, Weights Measures.*"—By W. A BROWNE, LL.D.† London: Stanford.

Hotels.—Hotel charges throughout South Germany are moderate, and the accommodation is generally excellent. The Dinner hour (table d'hôte) is One o'clock, sometimes as early as Twelve. When travellers cannot dine at that hour they should order a dinner for 2 Reichsmarks 50 pf. including wine, if in a wine country; for which price a good dinner will be provided, except in the large towns and fashionable watering-places.

Luggage.—In Bavaria luggage is ½d. per mile for 100lbs., and so on in proportion. The rate in Würtemberg, and in North Germany, for excess luggage is considerably higher.

Railways.—The carriages are excellent, and superior to those of the corresponding classes in England. The fares are half those charged in England, and return tickets are issued on most of the important lines (non-smoking and ladies' carriages attached to all trains). Throughout Würtemburg the cars are on the American principle. Railways are called *Eisenbahn*; Express Trains, *Schnellzug*.

Altenburg-*Stat.*—Pop. (1871) 20,000. HOTELS: PREUSSISCHER HOF; STADT GOTHA; DE RUSSIE.

Capital of the Duchy of Saxe-Altenburg, on the Pleisse. Rathhaus; Promenade. The Ducal Castle consists of two parts, the older portion built in the 13th, and the newer part in the 17th century.

CONVEYANCES:—Railway, pp. 172, 187, & 189.

Aschaffenburg.—*Stat.*—Pop. 16,769.—

HOTELS:—EAGLE HOTEL; BAIERISCHER HOF.

In Bavaria, prettily situated on the right bank of the Main, not far from the large forest of Spessart; the ancient Hercynia of Cæsar and Tacitus. Here was the station for the 10th and 22rd Roman Legions. The Frankish kings had a palace built on the ruins of a Roman castle. The ex-King of Bavaria, Ludwig, caused an exact model of a Roman villa to be built on the banks of the Main, after the plan of one in the ruins of Pompeii; the paintings on the walls are executed by the first artists. The present royal residence is a handsome Palace, built in 1606, by the Archbishop-Electors of Mayence, as a summer residence. The church is worthy of attention, built in 974. There is a monument in bronze of Cardinal Albert of Brandenburg, by Peter Vischer, a bronze Virgin by his son Hermann, and another monument in bronze, by Hack. It has boat yards and a transit trade. The other road to Kissingen recommended to travellers is by rail from Frankfort to Hanau, and by post to Schlichterne and Bruckenau.

CONVEYANCES:—Railway, pp. 126, 128, 196, & 198.

Augsburg.—*Stat.*—Pop. (1871) 51,300.

HOTEL BAYERISCHER HOF, good accommodation, moderate charges, recommended.

DREI MOHREN (Three Moors); HOTEL WURTEMBURG; GRUNER HOF; WEISSES LAMM.

In Bavaria, at the influx of the Wertach into the Lech; a considerable manufacturing town, with picturesque houses, on the site of the Roman *Augusta Vindelicorum*; and a free city till annexed, 1806. Great trade in money and exchange.

OBJECTS OF ATTRACTION.—The Maximilian street, with its bronze fountains, by Adrian de Vries, 1599, and the well of Augustus, by Hubert Gerhard, 1590; the Town-Hall, a beautiful building in the Italian style of architecture, by Elias Hole, 1620; the Cathedral, an irregular building in the Byzantine style; the castle or Palace in which the Emperor Charles V. resided when the Augsburg Confession was presented to him, 1635; with its Golden Chamber, Confession Hall; the St. Ulrich and Anna Kirchen, with many monuments of the family of Fugger; the so-called Fuggerei; the INN of the Three Moors, of which mention was made in the year 1364, and no doubt one of the oldest in Germany; the store-house; the museum and news-room; the poor-house, and industrial school; the academy for the study of painting, and the Picture gallery in St. Catherine's old Convent. In the neighbourhood,—Park, Bavarian and Schwabian Himmelreich, Tivoli, Rosenau, Göginan, Schatzler's villa. *Allgemeine Zeitung* published here.

AMERICAN CONSUL.—G. Jarecki, Esq.

CONVEYANCES:—Railway, pp. 194, 198, & 200.

Baden-Baden.—*Stat.*—Pop. 10,000—HOTELS:

VICTORIA HOTEL, on the new promenade, near the Kursaal, one of the best in Germany. Table d'hôte at 1 and at 5 o'clock. Proprietor, Mr. Franz Grosholz. Highly recommended.

HOTEL DE LA HOLLANDE, near the Kursaal, one of the best in Germany Table d'hôte at 1 and 5 p.m. Highly recommended. Proprietor, Mr. A Roessler.

HOTEL DE L'EUROPE.—Well situated hotel, opposite the Conversation room and Trinkhalle. Recommended.

COURT OF BADEN HOTEL (Badescher Hof), an old established and unexceptionable hotel. Terms moderate.

HOTEL DE RUSSIE, kept by Mr. Gme. Hillengass. Delightfully situated near the Kursaal, &c. Recommended.

HOTEL ROYAL, first-class establishment, superintended by Mr. J. Th. Kaub. Recommended.

HOTEL DE FRANCE.—Exceedingly well situated, in the midst of the park. Good accommodation, moderate charges.

HOTEL DU CERF ET PENSION.—Second class hotel, very good and very well situated.

HOTEL ET BAINS DE LA COUR DE DARMSTADT.—Close to the Conversation House. Excellent cuisine. Moderate charges. Pension all the year.

HOTEL ET BAINS ST. PETERSBOURG, kept by F. Stambach.

HOTEL DE VILLE DE BADE, a newly furnished house, conveniently situated, with a beautiful garden; deservedly recommended.

HOTEL D'AMERIQUE, beautifully situated on the new promenade. See advertisement. HOTEL D'ANGLETERRE.

GRAND HOTEL ET PENSION BELLE VUE.—Rheinischer Hof, Stadt Baden, Zaehringer Hof, Sonne, Sterne, Stadt Strasburg, St. Petersburg, Stadt Paris, Hotel Royal, Hotel Hirsch, Hotel de la Couronne, Hotel Zur Blume, Hotel des Trois Rois.

Prices of the first class hotels:—Table d'hôte, at 1 o'clock, without wine, 3 m.; at 5 o'clock, 4 m. without wine; a bedroom, from 1 m. 70 pf.; sitting-room, 6 m. to 17.; breakfast, from 1 m. to 1 m. 50 pf.; service, 70 pfg. per day.

POST OFFICE in the Leopold Platz, open from 8 a.m. to 8 p.m. except on Sundays, when closed till 9 and 11, and 2 and half-past 3.

BANKERS.—Müller & Co., in the Sophia Strasse. Many furnished apartments. Telegraph at Station.

Hackney Cab Fares:—For 2 persons, 24 kr., for ½ hour, and for ½ hour for 3 or 4 persons, 36 and 45 kr.; for 1 hour, 1 fl. and 1 fl. 15 kr.; each box or portmanteau pays 6 kr.; drinkgelt, 6 to 10 kr., according to distance. Saddle-horses, 4 sh. per h.

Baden-Baden, in the Duchy of Baden, is 6 miles from the Rhine, and 18 miles from the capital

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Carlsruhe, romantically seated on the Oos, and among the hills of the Black Forest. It is chiefly built on the slope of a hill, owing to the narrowness of the valley, which consists, for the most part, of charming meadows, making a pleasant contrast to the dark fir trees on the surrounding hills. Numerous agreeable promenades. The season is at its height during July, August, and September, when there is a succession of concerts, dramatic performances, balls, &c., in the new Saloon, and the races and hunting take place; but from May to October visitors continue to arrive and depart. The time for assembling to drink the waters, is between 6½ and 7½ a.m., when the band plays from a pavilion. On the left bank of the Oosbach, are the Promenade and "Conversationshaus"—a magnificent building, and surrounded by gardens and pleasure-grounds.

The avenue leading to the Conversation House is filled with stalls of traders from Switzerland and the Tyrol, and even from Paris; and in the evening, the entire place is filled with chairs and tables, occupied by visitors sipping coffee, ices, &c., while listening to the music played by bands.

Baden-Baden, with the exception of Carlsbad in Bohemia, is the most aristocratic and fashionable lounge in Europe. It is a beautiful spot, situated in a delightful country, sheltered in summer, warm in winter, abounding in lovely walks and drives, with good fishing and shooting. Those whose appetite for balls and operas, a London season has failed to satiate, will find these amusements abundantly provided here, though deprived of the opportunity of trying their luck at the gaming table; a nuisance which was abolished in 1872, in common with those at Homburg, Ems, &c. Notice Villa Lombourg, which was occupied by Queen Victoria, 1872, on the occasion of her visit of condolence to her half-sister, who resided at Villa Friesenburg. She took the Vapour baths, and paid visits to the High Rocks, and other interesting spots. The High Rocks (Die Hohe Felsen), are within ten minutes' walk of the fine Old Castle (Das Alte Schloss), within an hour's easy walk or drive of the town: and, as there is an excellent road and path, and plenty of sign-posts to direct the pedestrian, no one can possibly mistake the way. Few scenes can surpass the grandeur of these wonderful rocks and the immense forests of gigantic pines above which they tower.

The most charming distant excursion near Baden Baden is to the Murg Thal or valley of the Murg, a river flowing down to the fortress of Rastadt. The scenery on the bank of the Murg is highly romantic, the torrent rushing along over a bed full of rocks and boulders, among precipitous heights covered with fir forests. Amalienberg Castle, commanding a fine prospect of the valley, is Dr. Hedler's educational establishment, for the sons of English and American families. It is under the patronage of the Grand Duchess, and was visited by Prince Leopold, 1872. Other excursions can be made to Eberstein Castle 3 hours, ancient arms, pictures, &c. To la Favorite, Maison de Chasse, and Auberge 1 hour; Staufenberg or Mercury 746 metres, with an altar to Mercury found here. Devil's Pulpit, Alley of Sighs, Road of the Echo, and Cross of Keller, 30 minutes.

The new Theatre is a *chef-d'œuvre*, and does honour to the munificence of Mr. Benazet, and the abilities of Mr. Couteau, the architect. The performances are in German, Italian, and French, by the best artists in Europe.

The ENGLISH CHURCH is beautiful, and has weekly celebrations and daily service throughout the year.—Chaplain, the Rev. T. A. S. White.

CONVEYANCES:—Railway, see page 133.

THE BLACK FOREST.

(SEE FREIBURG-IN-THE-BREISGAU, below.)

There are several entrances into that part of the Grand Duchy of Baden which goes under the name of the Black Forest, which may be justly called one of the most interesting districts of Southern Germany. The scenery is wild and romantic, and the views from its mountains extensive. The population has also many of the best qualities of the German race, and is remarkable for primitive manners, idiom, and costume. Accommodation, at once good and *cheap*, will be met with even in its most remote parts. The principal *Railway Route* is viâ Offenburg. Villingen, and Singen, one of the best and easiest routes through the district, (p. 136) That part of the line, between **Hornberg** and **Sommerau**, "doubles itself up again and again, in rising to the summit level, 2,000 feet above sea. **Triberg**, between the two stations first mentioned is an attractive little place and a very convenient centre, close to a fine waterfall, and surrounded by richly wooded hills. HOTELS—Ochsen; Poste; Löwe—all small but very fair."—*W. A. P.* Other routes are, as follows:—

I.—*Coming from England.*

No. 1.—Start from Baden or Achern (Post-house) for Allerheiligen and the Baths of Giesbach, on to Peterstha, Rippoldsau, Triberg, Furtwangen, Waldkirch, to FREIBURG—3 days.

No. 2.—Start from Offenburg, through the Valley of the Kinzig, for Hornberg, Triberg, Furtwangen, and Neustadt, through the Hoellenthal to FREIBURG—2½ days.

No. 3.—Start from Freiburg for the Hoellenthal, Lenzkirch, Schluchsee, St. Blasien, Albbruck, to Schaffhausen or Zürich—1½ days.

No. 4.—Start from Freiburg for the Hoellenthal, for Schaffhausen—1 day.

No. 5.—Start from FREIBURG for Feldberg, Todnau, Wiesenthal, and Baden Weiler—2 days.

No. 6.—Start from Carlsruhe for Wilferdingen, Wildbad, Freudenthal, Rippoldsau, and over the Kniebis to Appenweier—3 days.

II.—*Coming from Switzerland.*

No. 1.—Start from the Boden See (Constance), through Donaueschingen, for FREIBURG—2 days.

No. 2—Start from the Boden See (Constance) for Villingen, Triberg, and Offenburg—2½ days.

No. 3.—Start from Schaffhausen, Bonndorf and Lenzkirch, for FREIBURG—1 day.

No. 4.—Start from Zürich for Schaffhausen, Albbruck, Albthal, St. Blasien, Hoellenthal, and FREIBURG—1 day.

No. 5.—Start from Brennet, Wehrathal, Todnau, Feldberg, for FREIBURG—2 days.

No. 6.—Start from Bâle for Wiesenthal, over the Belchen mountain, to FREIBURG—2 days.

N.B.—The time is calculated according to the rate of travelling in a private conveyance, the cost of which is—For a two-horse carriage, 10 fl. (16s. 8d.) per diem, and 48 kr. (1s. 4d.) for the driver is ample; total, 18s.—for a one-horse carriage, 6 fl. (10s.), and 30 kr. (10d.); total, 10s. 10d. Public conveyances may be had.

From **Freiburg** to **Müllheim** Station, 18½ miles, see page 132.

From Müllheim (SWAN HOTEL, good red wine) to Baden Weiler is 4 miles, 30 kr. (10d.) by Post omnibus, passing through Müllheim and Niederweiler; time occupied ½ hour.

Badenweiler,—(also in Baden.)—Pop. 2100.

HOTELS:—RÖMER BAD.—Large, close to castle, charges for an apartment, 1 Gulden.

STADT CARLSRUHE.—Smaller. Diligences meet the trains at Müllheim from both the hotels, (p. 132).

This is another of the Roman *Aquæ*, (in the Black Forest,) about an hour from Freiburg-in-Breisgau; now a fashionable watering-place, frequented by the Bale people, and the Germans. It has a warm spring, 22° Reaumur, 84° Fahrenheit, containing sulphur, kali natron, and chalk. Useful when cold water cannot be taken. The spring is not much used; goat's milk alone and the air are recommended for diseases of the chest and nerves.

The *bath* is useful for rheumatism, gout, abdominal plethora, and neuralgia.

PHYSICIAN.—Dr. Wever.

SIGHTS.—The Castle on a commanding eminence. fine view of Black Forest and Rhine Plain. Gardens and walks round the castle.

Some of the most perfect remains in Germany, of Roman baths. The key may be had of the gardener.

AMUSEMENTS.—Reading-rooms close to the Romer Bad Hotel. All the French and German papers, magazines, &c.

A Conversations haus, adjoining the reading-rooms. Balls twice a week in the season, *i. e.*, from June till September.

MUSIC.—In castle gardens daily in the season.

LODGINGS.—In the village. Printed tariff for houses, &c., opposite the Römer Bad Hotel.

EXCURSIONS FROM BADENWEILER.—Sophienruhe immediately behind Badenweiler. A road leads to Sophienruhe, an open space on the borders of the forest; the view is more picturesque than from the castle, Badenweiler itself forming the foreground.

BURGELER (2338 feet).—Commonly called Bürgler Schloss, within an easy distance (on foot) from Badenweiler. Burgeler was formerly a Priory of the Benedictine Society, St. Blasien. View very fine and extensive. The interior contains portraits of benefactors.

BADENWEILER TO HOCH BLAUEN. — *Ascent of Blauen*, 3729 feet above sea. A good road for the first mile, after that good paths through the Black Forest. The ascent is steep, but no guide is needed. It is better to dispense with horses if possible; any tolerably good pedestrian can walk to the top in 2½ hours. The forest here is unusually *black*. There are hardly any openings till the summit is attained, and then the view is magnificent. The Alps stand out nobly; Strassburg Cathedral and Freiburg Minster are distinctly visible; while to the westward lie the Vosges Mountains. It is worth while waiting on the top for the sunset, as the Vosges and Rhine plain are at that time variegated with most exquisite tints of alternate light and shade. The descent can be made rapidly, and those who have their alpenstocks with them will find them useful in making a quick descent. A hut is erected on the top of Blauen for shelter, but as the view can only be enjoyed *sub Jove frigido*, travellers had better provide plaids as a protection against cold, after the close air of the forest, which has to be encountered in the ascent.

Todtnau.—

INN.—The Ox (ochs) near the church. From Todtnau to Schonan, through Wiesenthal, 2 stunden. INN at Schonan, Sonne.

The street winds through picturesque cliffs; at Neuenweg (½ stunden) is a road to Badenweiler, on the right, pass Ober Bollen on to some houses called Halden (2 stunden), whence the Belchen can be ascended.

Baireuth or Beyreuth.—*Stat.*—Pop. 19,208

HOTEL:—ANKER.

In Bavaria, and formerly a royal residence. Its two palaces are now public offices and barracks; in the one called Neue Schloss, there is a small collection of paintings and a large public garden. The town contains a bronze statue of Jean Paul Richter, and it is within an easy distance of the Franconian Switzerland. At the Hermitage, Frederick the II.'s sister wrote her *Memoirs*. An Inauguration festival was held June, 1872, at the laying of the first stone of a German National Theatre, by Wagner, the composer of Lohengrin, and a resident here.

CONVEYANCES.—Railway to Neumarket, *en route* to Frankfort, see pages 193 and 282. Omnibus to Müggerdorf and Streitberg, by Weischenfels.

Bamberg.—*Stat.*—Pop. 25,240—INNS.—BAMBERGER HOF.

Excellent table d'hôte at the extensive Buffet at Bamberg; trains stop 30 minutes.

A beautiful town and archbishopric, in Bavaria, on the Regnitz and the Ludwig canal. Junction of the Regnitz and the Main effected here, thus joining the Baltic and the Black Sea. Chief objects of attraction are the Cathedral, one of the finest in Germany; the Palace; the Pfarrkirche; and the Rathaus. Fine view from the ruined Castle of Altenberg, about a mile and a half from the town.

AMERICAN C. AGENT.—F. Bohl, Esq.

CONVEYANCES:—Railway, see pages 196, 197, 198, and 223.

Bautzen.—*Stat.*—Pop. 13,000.—HOTELS:—GOLDEN KRONE; LAMM; ADLER.

A flourishing manufacturing town, capital of the Saxon portion of Upper Lusatia, situated on the Spree in the midst of a charming country. The only buildings of interest are the Church of St. Peter, the Rathhaus, and the old Castle of Ortenburg. Near the town the battle of Bautzen

has fought, 1813, when Napoleon gained the field over the Allied armies of Russia and Prussia.

CONVEYANCES.—Railway to Dresden, Lobau Zittau, Gorlitz, &c., see page 150.

Bremen.—*Stat.*—Pop. in 1871, 82,087.

HOTELS:—

HOTEL DE L'EUROPE, a first-class house, highly recommended.

HILLMAN'S HOTEL, first-rate, and worthy of our best recommendation.

GRAND HOTEL DU NORD; ALBERTI'S HOTEL.

STADT FRANKFURT; SIEDENBURG; HANOVERSCHES HAUS.

RESTAURANTS.—Kappfs Keller, Rheinischer-Keller, Rath's Keller. Cafés:—Hillmann, Stebenburg, Bierhalle.

HACKNEY CARRIAGES.—Droschken, 1 horse, for hour, 90 pf.; 2 horse, for 1 or 2 persons, 1 Rm. 20 pf. for ½ hour, 1 Rm. 50 pf., or 1 Rm. 80 pf.; for 1 hour, 2 Rm. 40 pf., to 3 Rm.; every person beyond two pays, 20 pf.; a portmanteau, 10 pf.; carpet-bag, 20 pf. PORTERS.—For carrying a portmanteau, 60 pf.; a hat-box or carpet-bag, 30 pf.

H. B. M.'s CONSUL.—W. Ward, Esq.

AMERICAN CONSUL.—J. Wilson, Esq.

A free Hanseatic city, on the Weser; divided by the river into old and new towns. The fortifications having been destroyed, the ground on which they stood has been laid out as public gardens, in the English style, with runing water, sheltered walks, &c. The principal buildings, besides its Dom and other churches, are the City Hall, the Exchange, Museum, Theatre, and Hospital. Paintings at Mr. Albir's, and the Kunsthalle. Olbers and Heeren were born at Bremen. Bremen does an immense trade in tobacco, and has the largest cigar manufactories in Germany; shipbuilding is carried on to a considerable extent, and there is a large trade between it and America. Port at Bremerhafen. Railway, see pages 118, 144, 148, 150, 151, and 163. Steamers, see page 305.

Bremerhafen, or **Geestemunde.**—*Stat.*—Pop. 7500.—HOTELS:—

LLOYD; BEHRMANN; STEINHOF.

Port of Bremen; splendid docks, lighthouse with fine view. Immense hotel; and Auswanderhaus, built 1850 for the emigrants to America.

H. B. M.'s CONSUL.—W. Ward, Esq.

Brackenau.—Pop. 1,800.

A fashionable resort in Bavaria, on account of its chalybeate waters; 17 miles north of Kissingen, to which a diligence goes in 4½ hours.

Cannstadt.—*Stat.*—Pop. 8100.—HOTELS:—HERMANN and H. FORNIS's.

In Würtemburg, on the fertile banks of the Neckar, three quarters of an hour from Stuttgardt, by a pleasant walk through the Royal Park, or 10 minutes by railway; and celebrated for its mineral springs, and the beauty of its situation, besides its salubrity, and mild climate during winter. The elegant Kursaal is distinguished for its fresco paintings. It has an Institution for the cure of all distortions of the human frame. Waters good for stomach complaints.

Educational establishment for young English gentlemen, conducted by Professor Hirsch, and well recommended.

CONVEYANCES:—Railway, see pp. 191 and 192.

Carlsruhe.—*Stat.*—Pop. (1871) 36,580

HOTELS:—ERBPRINZ; ENGLISCHER HOF; PARISER HOF; GRUNER HOF; GOLDENER ADLER.

Carlsruhe, or "Charles' Rest," capital of the Grand Duchy of Baden, is built like a fan, the streets radiating from the Palace. Principal street the Lange Strasse. Amongst the edifices are the Palace; the Protestant and Catholic churches, built by Weinbrenner; the Palace of the Count Palatine of Baden, and the Polytechnic School the latter in the architectural style of the middle centuries. Palace library with 90,000 vols. under care of Dr. Mone; has some valuable palimpsests. The Academy or Kunsthalle is open Saturday from 11 to 1 and 2 to 4. Every day for 30 kr. Built in 1845 by Halbech; it has a good collection of paintings.

Before the castle is a bronze statue of the deceased Grand Duke of Baden by Schwanthaler; a pyramid of red sandstone in the interior of the town points out the grave of the founder and builder of the town. Botanic garden and promenades in Palace garden, all open. Magnificent new Theatre. Hospital built by Baron Stultz.

ENGLISH CHURCH.—Occasional Service, in the Aula of the Lyceum, at the Marktplatz.

CONVEYANCES:—Railway, see pages 64, 74, 132, 133 and 137.

Chemnitz.—*Stat.*—Pop. (1871) 68,230.

HOTELS:—ROEMISCHER KAISER; STADT BERLIN ENGEL.

47 m. S.W. of Dresden. The most considerable manufacturing town in Saxony, producing hosiery which rivals that of England. The condition of the factory-people here is superior to that in most other places, as they almost all possess freehold cottages, with gardens. Chemnitz is also noted for its manufactures of machinery for spinning. Its ancient fortifications, having been levelled, afford agreeable promenades. Outside the town is the former Schloss, once the residence of the Elector, but now an inn.

AMERICAN CONSUL.—Louis E. Croppey, Esq

CONVEYANCES:—Railway, see pages 153, 171, 172, 188 and 189.

Coburg.—*Stat.*—Pop. (1871) 12,820. HOTELS: GOLDNER LÖWE; GRUN BAUM.

The capital of the Duchy of Saxe-Coburg-Gotha, on the river Itz or Itsch. The market-place is a fine square, and contains the government offices and town-house, with the *statue* of Prince Albert, inaugurated 1865, by the presence of the Queen, Prince of Wales, &c. Here is a celebrated Academy, founded in 1597, also the castle, or Ehrenberg Palace, and a good theatre. Leopold, who married Princess Charlotte of England, and afterwards became King of Belgium, was of the Coburg family, the Prince Consort was his nephew, of the same family. The line will be kept up by the Duke of Edinburgh; King Ferdinand of Portugal is another member of the family. The inhabitants carry on some traffic in wool.

CONVEYANCES.—Railway to Eisenach, Lichtenfels &c., see page 169.

Darmstadt.—*Stat.*—Pop. (1871) 39,600.

HOTEL ZUR TRAUBE OR AU RAISIN.—See Advert.

HOTEL DARMSTANDTER HOF—very good house kept by M. Wiener.

ALTE POSTE; KOEHLER.

Café Restaurant:—Stangel.

Capital of the grand duchy of Hesse Darmstadt, and residence of the Grand Duke; with a new Palace, built 1864; an old one or Castle, which has some valuable MSS. in the library, which contains 20,000 vols.; open Tuesday, Thursday, and Saturday, 10 to 12, every day for 5 Rm. Collection of antiquities, arms, paintings, (Raphael, Van Dyck, Rembrandt,) natural history, &c.

The inhabitants are principally Protestants. In the new town the streets are wide and regularly built. There is one good square, the Louisenplatz, in which is a fine monument, 42 mètres high, with a statue of Grand Duke Louis I. by Schwanthaler. Museum of paintings; and Casino. The Railway Station is outside the Rheinthor.

ENGLISH CHURCH SERVICE in the Schloss Chapel—Morning, 11.30; Evening, 6.30; and on Fridays and Saints' Days at 11 a.m. Chaplain, Rev. Cecil G. Moore, M.A.

CONVEYANCES.—Railway see pages 64, 123, 126, 127 and 137.

Donauwerth—*Stat.*—Pop. 3,600.—HOTEL KRONE—good.

A small town in Bavaria, on the Danube, where the Wernitz joins; easily reached from Munich, &c. Here, Marlborough defeated the Bavarians, 1704. The scenery along *the Danube* to Ratisbon is interesting as far as Neustadt; from there extremely grand. The steamers are very small, and not over comfortable, and the fares are high, (9 Rm. 1st class from Donauwerth to Ratisbon, less up the River. They run daily in summer, starting from Donauwerth about 9.0 a.m., and reaching Ratisbon about 5.0 p.m., in time to drive to the *Walhalla* (p. 447) before dark. Travellers may breakfast comfortably and reasonably on board, but should avoid dining if possible, the food being bad, and the charges exorbitant. Beyond Ratisbon to Passau, Linz, and Vienna, the Danube scenery is magnificent, and the steamers are good—Rail to Munich, see p. 198.

DRESDEN.—*Stat.*—Pop. (1871) 177,100 including soldiers.—(*Map in Special Edition.*)

The HOTELS in Dresden are of a superior description, and those mentioned below are well-situated and considered among the best. The charges are moderate and the fare is excellent

VICTORIA HOTEL—This magnificent, first rate, and highly recommended house is kept by Mr. Carl Weiss.

HOTEL ZUM KRONPRINZ.—First-class Hotel, kept by Mr. Reinhold-Schulze.

HOTEL ZUM GOLDNEN ENGEL.—Kept by Jos. Henrion, proprietor.—A very good house, highly recommended.

GREAT UNION HOTEL—See Advertisement.

HOTEL DE ROME.

HOTEL BELLE VUE, DE RUSSIE, DE FRANCE, KRONPRINZ, STADT LEIPZIG, STADT WIEN, STADT LONDON, ROYAL, STADT COBURG, PREUSSISCHER HOF

Restaurants: Belvedere, Deville, Hellig, Brewery Restaurants, Engel, Lussert. Cafés: Trepp, Lessig, Français.

BOARDING HOUSE.—Mad. F. Gori, 3 & 4, Bismarck Platz.—See Advertisement.

During the height of the Dresden season it is scarcely possible to secure rooms in the principal hotels by writing beforehand; the hotels, however, are numerous, and accommodation ample.

Prices of first class hotels:—Room, 1 Rm. to 1 Rm. 60 pf; dinner, at 4 o'clock, 2 Rm., with wine; candles 80 pf. to 1 Rm.; breakfast 70 pf. to 1 Rm.; service per day, 1 Rm.

HACKNEY CARRIAGES:—1 hour for 1 person, each course, 5 ngr.; for 2 persons, 7½ ngr.; 2 horses, for 2 persons, each course, 11 ngr.; 3 persons, 15 ngr.; 1 horse, each ½ hour, 7½ and 12½ ngr.; 2 horses, 10, 15, and 20 ngr.; a carriage and pair of horses, for 1 day, 4 th. 10 gr.; the coachman (valet de place), per day, 1 th., ½ day, 20 gr.

THEATRES, every day; begin at 6 or 6.30 p.m.

RAILWAY.—The Berlin Stations are distant about a mile from the principal Hotels. Passengers from Dresden *vis* Leipzig to Hof, must proceed at their own cost from the terminus to the Bavarian Station, a mile distant, except by some trains.

Droskeys, with one horse for three persons and baggage, 30 pf.

Between Dresden & Prague (at Bodenbach) passports are given up, examined, and reclaimed before departure of train. Baggage of travellers is scarcely looked at; the same formalities are observed in leaving the Austrian frontier. The buffet here is bad.

Capital of the kingdom of Saxony and a favourite residence of English people, by whom it is considered the "Florence" of the North; celebrated for cheap living, cheap good music, and works of art. It is situated on both banks of the Elbe, which are united by two beautiful bridges, 552 yards long, and consists of the Altstadt on the left bank, and Neustadt on the right bank. The terminus of the Leipsic and Dresden Railway is in the Neustadt. By way of Ostend and Cologne, Dresden may be reached in 38 hours. The traveller should, by all means, visit The Saxon Switzerland.

A week or fortnight may be most pleasantly passed in Dresden, and, unlike most continental towns, the principal places of resort are at easy walking distances. The abundance of cheap good music is remarkable; for 3d. an excellent concert may be heard; 16 or more musical selections are given at the Belvedere Café for the small sum above named. During the winter months, skating of the best kind is to be had on the Dresden waters.

The Museum, and other objects of curiosity should be visited mornings and afternoons, a drive before sunset in the charming environs; the opera and café concerts make up the day's amusements.

Exquisitely finished miniatures for brooches, bracelets, or pictures are taken here for moderate prices; also, copies on enamel of the celebrated pictures in the gallery. The prices of these latter range from 5*l.* upwards.

CHURCHES, &c.—Hofkirche. Ascension by Mengs, fine music, Sundays, 11.30 to 3 p.m. Frauenkirche, steeple 200 feet high.

PALACES.—Palace of Bruhl; Japanese palace; fine gardens.

Königsschloss, tower 250 feet high. Hof Theatre, one of the finest in Germany; statues of Göthe, Schiller, Mozart, Sophocles, Aristophanes, &c. Arsenal.

Nunes Museum, entrance for Sundays, 12 to 3; Tuesday, Thursday, and Saturday, 10 to 4; Monday and Wednesday, 10 to 4; fee 50 pfennigo. contains ancient sculpture, 250,000 engravings, some the richest that exist. On the first story is the celebrated *Picture Gallery*, containing 1882 paintings, and 2059 works, including pastels. The most noted pieces are Raphael's Virgin of St. Sixtus, Coreggio's Notte, Titian's Peter's Pence, &c., 50 landscapes of Canaletti. Catalogues to be had at the doors. The *Grune Gewölbe*, or Green Vaults, underneath contains treasures of art valued at three million thalers. The historical museum has a fine collection of arms (Sobieski's, worn at the siege of Vienna), tents (of Kara Mustapha) same siege, the sword of Charles XII., a fine collection of porcelain, an antiquity museum (Alterthumer museum,) rich in mediæval treasures, a library (300,000 vols), fee, 1 Reichsmark, a mineralogical collection, open 10 to 12 o'clock. Tickets for the Green Vaults, engravings, china, and armoury, are good for 6 persons. Royal Library, open daily for public use, till 1 o'clock.

Dresden was entered by the Prussians, 1866, on their way to Sadowa. Here, Napoleon defeated the allies, 1813.

WALKS.—The best are the gardens of the Japanese Palace, and the Gross Garten by the Elbe. Excursions—Monument to Moreau (red granite) on spot where he fell in battle. 1813. Baths of Linke, half hour. Hostenwitz, where Weber composed "Oberon" and the "Freyschütz;" Loschwitz, where the poet Kerner was born; and Schiller composed Don Carlos, &c.

Saxon Switzerland, (Hotel des Bains,) is a district of minature mountain scenery on both banks of the Elbe, consisting of green valleys, narrow ravines, panoramic views, and quaint basaltic rocks. Three days' walking will exhaust the country, which is over-rated.—1st day, Rail from Dresden to Potscha, 1 hour; Ottwalder Grund, curious narrow gorge, 1½ hour; ascend Bastei, 307 mètres, fine view, 1½ hour. Hochstein 300 mètres, fine view. At Hohnstein, 45 min. (Hotels, Sachsische, Schweiz, and Hirsch); 1100 inhabitants; old castle, 1½ hour. Brand, 324 metres from river, 2 hours. Schandau (Hotel Engel, Dampechiff), population, 2000; ascent of Lilienstein, 1½ hour.—2nd day, 2 hours from Schandau; Kuhstall cavern, 33 mètres deep, 2 hours. Gross Winterberg, 573 mètres, fine panorama, 1 hour. Prebischthor, splendid natural gallery in the rock, 1½ hour. Herrns Kretschen, hence by rail or boat to Bodenbach.—3rd day, ascend Schneeberg, 740 mètres. Konigstein Rock and its old fortress, Hotel, Blaser, Stern. Visit fortress, 4 Reichsmarks for 1 to 8 persons. Ascend Lilienstein, 409 mètres. Rail or boat to Dresden.

Railway travellers coming down from Prague will do well to leave the railway at Aussig, and to go from this place on the steamer, the trifling sacrifice of time being richly repaid by the charming beauty of the scenery on the river.

PHYSICIANS.—Dr. F. Elb, 30, Waisenhaus Strasse, and Dr. Bernhard, Hirschel, 7, Johannisstrasse, are homœopathic; and Dr. Carus, Lüttichau Strasse, Dr. Vaust, Waisenhaus Strasse, and Dr. Walter, are allopathic physicians.

BANKERS.—Mr. Philipp Elimyer, Wilsdrufferstrasse, No. 7.

AMERICAN AND ENGLISH BANKERS, Messrs. Robert Thode & Co., 1 Wilsdruffer Strasse.

POST OFFICE.—All letters posted before 3 o'clock in the afternoon, will be forwarded the same day.

Daily post of letters from England, France, Russia. Delivery of letters after arrival of respective trains. Letters to and from London commonly take 3 days.

ELECTRIC TELEGRAPH in operation between Dresden, Belgium, France, Vienna, Berlin, Breslau.

ENGLISH CHURCH.—Waisenhaus Kirche, Georg Platz. Early Communion at 8 o'clock. Morning Service at 11 30. Afternoon Service at 5 o'clock. Rev. S. H. Atkins, M.A., British Chaplain, licensed by the Bishop of London. Appointed by the Colonial and Continental Church Society.

ALL SAINTS CHURCH, Wiener Strasse, opened 1869.—Services on Sundays and Festivals at 11 a.m. and 6 p.m. Weekly celebration of Holy Communion, and on Festivals—1st and 3rd Sundays, at 11 a.m.; other Sundays, 8 a.m., Morning Prayers daily; with Litany, on Wednesday and Friday, at 11; on other days, at 8 a.m. Chaplain, licensed by the Bishop of London, Rev. J. S. Gilderdale, M.A., Oriel Coll., Oxon.

PRESBYTERIAN SERVICE, every Sunday at No. 7, Ferdinand Strasse. G. Laurie Fogo, M.A., Minister of the Church of Scotland, is the permanent Minister.

AMERICAN EPISCOPAL CHURCH.—Waisenhaus-Kirche, Georg Platz. Chaplain, Rev. Dr. Mombert, Villa Emma, Strehlen. Service on Sunday, at 11.30; except the first Sunday of the month, at 12.30.

ROMAN CATHOLIC CHURCH—Musical Mass—Sun. at 11 in the morning.

ENGLISH CHARGE D'AFFAIRES, J. H. Burnley, Esq., No. 1, Wilsdruffer Strasse.

AMERICAN CONSUL—T. Brentano, Esq.

CONVEYANCES.—Railway, see pp. 176.186, 189, 190 204; Eilwagen to Marienburg, &c. Steamers ascend the Elbe to Leitmeritz, (whence there is a Railway to Prague) passing through the Saxon Switzerland.

Driburg Baths.—One German mile distant from Buke Station, on the line between Paderborn and Cassel (page 115).

Driburg is the strongest carbonic-acid iron spring in North Germany.

The water in the baths is heated by steam in a few minutes, and with the least possible loss of gas

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Should the Driburg water be found too powerful, that of Hersterbrunnen (a contiguous spring) can be used, which is in the highest degree mild and relaxing, and is very successfully used in diseases of the bladder and kidneys.

Baths of sulphurated mud. A whey cure can be had.

Season from 15th May to 15th September.

PHYSICIAN.—Dr. Brück, member of the medical council.

Arrangements as to lodgings, baths, &c., may be made with Administrator Vollmer, Driburg, Westphalia.

Eisenach. — *Stat.* — Pop. (1871) 13,970.— HOTELS:—

HOTEL ZUM GROSSHERZOG VON SACHSEN.

HOTEL HALBE MOND; THURINGER HOF.

A well-built town on the Nesse, 40 miles west of Weimar, and 26 west of Erfurt, with which places, as well as Halle, &c., it is connected by railway (see page 170). Its inhabitants, are chiefly engaged in woollen manufactures. It contains five churches, a high school, and a library. From here the "Wartburg," Luther's residence from May 1521, to March, 1522, may be reached in an hour's walk. Carriages and guides always to be had. The scenery around Eisenach is very pleasing.

CONVEYANCES.—Railway to Coburg and Lichtenfels for Bamberg and Hof, p. 169.—To Halle and Leipzig, see page 172.

Esslingen or **Eszlingen.**—*Stat.*— Pop. (1871) 17,915.—INNS:—HOTEL KRONE; ADLER.

A cotton and hardware manufacturing town on the Neckar. Fine view from the old castles. Here is the establishment of Dr. Stummel for the cure of nervous affections. In the neighbourhood, on the Rothenberg, is situated the Russian chapel; worth notice on account of the statues of the Four Evangelists, by Dannecker and Thorwaldsen. Esslingen has a vast manufactory of locomotives. For Railway see page 192.

Freiberg. — *Stat.* — Pop. (1871) 21,673. — HOTELS:—

BUCKWALD'S. SCHWARZAS ROSS.

An ancient city and capital of the mining district of Saxony, situated in the Mulde, noted for a cathedral, its silver, lead, and copper mines, and for its mining Academy, which is attended by students from all parts of the world. Railway see page 189.

Freiburg-im-Breisgau. — Grand Duchy of Baden.— *Stat.*—Pop. (1871) 24,670.—HOTELS:—

HOTEL SOMMER'S ZUM ZAHRINGER HOF, the best in the town, opposite the railway station

HOTEL VICTORIA, well situated, near the Railway station. Kept by FRANZ ZIMMERMANN.

PENSION LANG. New family hotel beautifully situated and with a large garden, will be open 1st of July.

HOTEL DEUTSCHER HOF (GERMAN HOTEL).

HOTEL ENGEL; FORRERENBACH; FARSCHER, (FRAUN)

Droschken, ½ hour 1 person, 34 pf.; 2 persons, 43 pf.; 3 persons, 52 pf., and 4 persons, 60 pf.; ¼ hour 65 pf. 1 Rm., 3 pf., & 1 Rm. 18 pf.; 1 hour, 1 Rm, 36 pf. 53 pf., 1 Rm. 72 pf., & 1 Rm. 90 pf.

The ancient capital of the Breisgau, situated on the Dreisam, at the entrance into the Höllenthal, in the Black Forest. The Minster is worth seeing; a large gothic church; begun under Conrad III., of Zähringen, 1122 to 1152; the beautiful tower is 385 feet high. The University, with its collection; the merchant's hall; the St. Ludwig's church. In the neighbourhood: the Schlossberg—Alt Breisach, the Glacis, the coffee-house (Kopf); the Carthusian monastry, Bad-Pfersich, Botanical garden, the small castle Jägerhaus, Gunterstha, Bad Littenweiler, Schauin's Land, 3920 feet high. Very fine view from the Ludwighoehe, a hill a quarter of an hour's walk behind the cathedral.

ENGLISH SERVICE every Sunday at 10.30 a.m. and 6 p.m., in a large room lent by the Government, in the court of the Post-office. Holy Communion on the first and third Sundays of the month, after morning Service; and every other Sunday, at 8.30 a.m.

CONVEYANCES. — Railway, see pp. 132 and 137, Diligences, see p. 340, but return carriages may be bargained for; the best way is to apply to the landlord of the hotel.

EXCURSIONS FROM FREIBURG.

Ascent of the Belchen.

Excursions, No. 1.—The ascent of this mountain is best performed by taking the Rail to Müllheim, and thence by Badenweiler, where guides and donkeys may be had; or from Freiburg in a carriage, by Staufen and Neumühle. The new road from Staufen to the Wiesenthal, (Schoonau) good and very picturesque. The *Belchen* is the second highest mountain of the Black Forest-chain (the Feldberg being higher) 4526 feet above the level of the sea. The tourist may then make for Freiburg or for Badenweiler, as described anon.

In ascending, the view is less interrupted by trees than from Blauen, and is very picturesque over the neighbouring valleys of Münsterthal and Wiesenthal—the distant view same as Blauen. Descending the same side the road must be followed from Halden to Sirnitz (1¼ stunden), where refreshments (and at need a bed) may be had. From Sirnitz follow the course of the Klemback on to Badenweiler (distance 2½ stunden) Belchen and Münsterthal. Ascend the Belchen from Halden (see Todtnau and Badenweiler) and descend the other side (north) to Neuhmuhl (1½ stunden.)

NEUHMUHL.—INN, KRONE.—Here a one-horse carriage (einspänner) can be taken to Krozingen railway station (3 stunden) for 2 Rm. 57 pf. passing Staufen. Most excellent beer may be had at Krozingen, close to railway station. From Krozingen to Müllheim Station, 9½ miles by rail (see Time Tables); from Müllheim to Badenweiler by diligence (see Müllheim to Badenweiler.)

Mullheim Station to Oberweiler, 4½ miles; one-horse *voitures à deux places* with luggage, 3 Reichsmarks 9 pfennige.

OBERWEILER, a charming village situated in a lovely valley south of the Black Forest, a quarter of an hour's walk from its more fashionable neighbour, Badenweiler; from Oberweiler all the excursions named above may be made as easily as from Baden Weiler. The air is warmer, and the village more sheltered than Badenweiler,

INNS: - WILDEN MANN;-landlord, Ch. Baumann. French spoken. Baths in house. Charges moderate.

OCHS.—Unvisited, but similar in most respects.

LODGINGS may be obtained in the village. *Pension*, 5 francs a day; the Inn is cheaper.

Beautiful carved walking-sticks may be bought at No. 26. Fishing may be had in the neighbourhood, but leave must be obtained from the proprietor. A skilful *horloger* who can speak French lives in the village.

EXCURSIONS.—Neuenfels Castle, (2 miles,) situated on an eminence in the Black Forest; no guide necessary; sign-posts all the way. Good paths. Fine view of Black Forest, Freiburg, Vosges and Rhine plain,—pass lovely valleys (to the left.) Several ferns may be found on ascending Neuenfels.

No. 2.—The Hoellenthal—15 miles.

No. 3.—The Suggenthal (Badhaus) and Waldkirch (Post-house), 9 miles, where there is capital trout fishing. Apply to the landlord.

No. 4.—The Lake Titisee, by the Hoellenthal—21 miles.

No. 5.—St. Peter—9 miles.

No. 6.—The Mountain Kaiserstuhl, near the Rhine—12 miles. This is a curious volcanic construction.

No. 7.—The Schauinsland, 3930 feet, has a splendid view of the Alps—10 miles.

No. 8.—The Feldberg, 5,000 feet high, the *highest mountain* of the Black Forest range—24 miles. Near this is the lake Feldsee, where the largest trout of the Black Forest may be caught. A new Inn has been established on this mountain, with good accommodation; the landlord has hired the right of fishing and shooting in the neighbourhood, with which he accommodates his guests.

The above are some of the chief excursions to be made from Freiburg; but the whole country round abounds in beautiful walks and objects worth visiting.

Tourists who wish to explore the beautiful and wild scenery of the Black Forest on their road to Switzerland should take this route from FREIBURG as follows:—The Hoellenthal, Titi See, Lenzkirch (Post-house), a large village with clock and straw-hat manufactories, the Schluch See much frequented for its pure air (Stern), St. Blasien, with its fine church, built after the Pantheon at Rome, a Benedictine abbey, well worthy of a visit; thence through the wild and most picturesque valley of the Alb, *hitherto unknown*, to Albbruck Station (good Inn), hence by Rail, in two hours, to Schaffhausen, Zürich or Bale. The Swiss Guide writer calls this route "the new entrance into Switzerland." Carriages may be had at fixed prices; but agree beforehand, not forgetting the "trinkgeld."

Friedrichshafen.—*Stat.*—Pop. 1200.—

HOTEL D'ALLEMAGNE ET DE LA POSTE, with a large beautiful garden and Bath establishment.

DE BELLE VUE and DE LA COURONNE.

A small town in Wortemberg, on the Lake of Constance, with free port and royal pleasure-house. This is a Port for steamers plying upon the lake.

ENGLISH VICE-CONSUL.—W. Schmidt, Esq.

CONVEYANCES.—Rail to Ulm, see pp. 192 & 194.

Furth.—*Stat.*—Pop. (1871) 24,570. INNS:—

CROWN PRINCE OF PRUSSIA; EISENHARNGASTHOF.

A flourishing manufacturing town of Bavaria situated on the Pegnitz at its confluence with the Rodnitz. It is the seat of extensive manufactures, and owes its prosperity to the Jews. The manufactures are what may be termed "Birmingham ware," being principally buttons, medals, pipes, mirrors, trinkets, &c. The first railway in Germany was made from this place to Nuremberg.

CONVEYANCES.—Railway, see pp. 196, 198, 203, 237.

Gelnhausen.—*Stat.*—Pop. 4400. HOTELS:—

A small town in Hesse Cassel, on the Kinzig, on the rail from Frankfurt to Leipsic. The Cathedral is a building of great antiquity, and massive grandeur.

CONVEYANCES.—Railway, see pp. 131 and 147.

Giessen.—*Stat.*—Pop. 9,500.—HOTELS:—

HOTEL KUHNE, close to the Railway.

HOTEL EINHORN.

A fortified town, and the capital of Upper-Hesse, beautifully situated on the Lahn. It possesses a University of celebrity, with a chemical school, founded by the late Baron Liebig.

CONVEYANCES.—Railway to Frankfort, Neustadt, Cassel, &c. see pp. 116, 129, 130, 131 and 146.

Gotha.—*Stat.*—Pop. (1871) 20,600. HOTELS: DEUTSCHER HOF. Good restaurant at Station. HOTEL WUNSCHER.

This town is built on an eminence, over the Sale, in the heart of Thuringia, and is the capital of Saxe-Coburg-Gotha. The Lutheran is the prevalent religion. It has a Ducal residence at the old Castle, or Friedenstein Palace, containing 150,000 volumes and many valuable manuscripts, one of the best cabinets of coins in Germany, a fine numismatic library, an Oriental museum, which includes the Chinese and Japanese Collections, many curiosities of nature and art, and a gallery of paintings, rich in the productions of the old German school. The seminary for teachers is the oldest in Germany; there is also a high school, and considerable manufactures and commerce; pretty environs; celebrated *Almanach de Gotha* published here since 1764; also the *Mittheilungen*, or geographical record, at the house of Baron Perthes.

CONVEYANCES.—Railway, see pp. 150, 170 & 171.

Gmund.—*Stat.*—Pop. 7,000.

An ancient town of Swabia, beautifully situated, and certainly worth a visit. The Cathedral is one of the best in South Germany, having magnificent portals. Fine mountain drive to Süssen.

CONVEYANCES.—Railway, see pages 191 and 233.

Harz (The).—A group of woody hills, 12 to 18 German miles wide, 4 to 6 long. Bounded N. by the sand plains of North Germany, S.E. by Thuringia, W. by the last slopes of the Weser Gebirge. Divided into Ober and Unter Harz. Highest point of Ober Harz the Brocken, 1201 metres high; of Unter Harz, Victor's Höhe, 763 metres. The Harz is remarkable for its large forests and deep ravines, but especially for its geological treasures. Two railways bring you to its borders, and it is intersected in all directions by carriage roads. The *Brocken*, the scene of the adventures of Göthe's Faust is the favourite point to visit. In most towns near the Harz, carriages with 2 horses

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can be had, 15 Reichsmarks a day, and guides for 3 R. m. a day. This is a good stopping-place with a large Hotel, see page 448.

Harzburg— *Stat.*—Pop. 2000.—Hotel:—Belle Vue.

17 English miles from Brunswick, and one of the most favoured points for the commencement of a tour in the Harts. In the environs is Harzburg-on-the-Burgberg, a ruin, with a fine view, and good accommodation: ascent in half an hour.

Conveyances:—Rail, see pp. 149, 154, 158, 162, 166

Heidelberg.—*Stat.*—Pop. (1871) 20,000.

Hotel and Pension Schrieder.—First class Hotel, immediately opposite the Railway Station. Terms strictly moderate. See Advt.

Muller's Victoria Hotel is most respectable, and deservedly recommended.

The Adler Hotel, in the grand place, opposite the castle. Deservedly recommended for its excellent situation, comfort, and moderate charges. M. Lehr, proprietor.

Hotel French Charles, first-rate hotel, close to the castle—highly recommended. Messrs. Sommer and Bilmer, Proprietors.

Hotel de l'Europe.—First-class house, standing in its own gardens, close to railway station. Well managed.

Court of Baden Hotel (Badischer Hof.) An old-established and unexceptionable hotel; terms moderate; close to the English church.

Hotel de Russie: newly fitted up. On the promenade, near the Station.

Hotel et Pension du Nord, close to the Railway Station, kept by Ferd. Bender, proprietor.

Hotel de Hollande, a very comfortable and highly respectable hotel, beautifully situated on the banks of the Neckar, quiet and moderate. Mr. Spitz, proprietor.

Castle Hotel, first class establishment opened from the first of May, 1875. Beautiful situation. Proprietor: H. Albert.

Pension Anglaise.—Private Boarding house, kept by Miss Sutton.

Omnibuses from the railway to the steamboat or principal hotels, without baggage, 6kr., with baggage, 12kr., distance about one mile (see Steam information). Droschken Tariff, by the course: From the Railway to the Town—taking in Meta's Museum (at Hausacker), Diemer Brewery, the gasworks, &c.—for 1 person, 12 kr.; 2 persons, 20 kr.; 3 to 4, each 12 kr. Boxes, 6 kr. each. Direct to the Castle (Schloss), 2 fr. For a round taking in Wolfsbrunnen, Molkenkur, Königstuhl, and the Castle, for 2 persons, 3 fl. 30 kr. Neckar-Steinach, the day, 8 fl.—Tariff, by time—½ hour, 1 or 2 persons, 18 kr. each; 3 or 4 persons, 12 kr. each. One hour, 1 or 2 persons, 1 fl. 12 kr. each; 3 or 4, 1 fl. 30 kr. Donkeys: to the castle, 24kr.; Wolfsbrunnen, 1 fl.; to Koenigstuhl, 1 fl. 45 kr. The little stream which supplies the fish-ponds is made use of for the propagation of trout. The innkeeper is the enterprising proprietor. The tourist should order some fried trout to be got ready by his return from the Castle.

An old and cheerful-looking town, on the Neckar, in Bavaria, and a pleasant place of sojourn in summer. The price of apartments is rather high. Education is excellent and very cheap. There is intellectual society and a good theatre. A pleasant walk called the Anlage is carried along the foot of the hills flanking the town on the left bank of the Neckar, clothed with vineyards and fine pleasant woods, and affording a variety of delightful views. The picturesque noble ruins of the *Castle* one of the most interesting objects in Europe formerly the residence of the Electors-Palatine, occupy the hill behind the town. The view is very fine, and there are charming promenades. In a cellar under the castle may be seen the celebrated "Tun of Heidelberg," the largest wine cask in the world. The *University* is attended by about 500 students, who wear fancy caps to distinguish their country, and are much given to duelling. It is noted for its excellent professors of chemistry (Bunsen), physical and medical science, and jurisprudence. The environs are a perfect garden, producing abundance of grain and fruit. Excursions are numberless. At hand is the delightful Philosophen Gang. The ascent of the Heiliger Berg; a row up the Neckar to Siecheihausen, &c.

A delightful excursion may be made to **Neckar Steinach.** The country around is very lovely; the castle (residence of Baron Dort) commands a fine view of the river and valley. The village lies close to the water's edge, and there is a picturesque running stream twice bridged over flowing through the village. There is an old ruined church in the castle grounds, and another ruin called the "Swallows' Nest," about half a mile from the village; perched half-way up the high hill side, with a beautiful view of the banks of the Neckar. The access is either by steamer from Heidelberg or by rail to Neckar-Gemund (a station about half an hour from Heidelberg), whence an omnibus takes you and will drop you close to the Harp, a small but comfortable inn; from Neckar-Gemund to Neckar-Steinach is a short hour's walk.

English Chaplain.—Rev. J. H. Hodges, M.A., 47, Anlage. Services: Sundays, 8, 10.30, and 6. Holy Communion, weekly. Wednesdays, Fridays, and Holy Days, at 11.

Church of Scotland.—A Minister officiates during the months of June, July, August, and September, in Heiliggeist Kirche.

Conveyances.—Railway, see pages 131, 132, 133, 135, 137, 150 and 198.

Steamers ascend the Neckar daily to Heilbronn.

Heilbronn.—*Stat.*—Pop. (1871) 16,960.

Hotels: Falke; Rox.

Situated on the Neckar. Formerly a free city, and place of commerce in Würtemburg.

Conveyances.—Railway to Stuttgardt and Ulm, pages 191, 195.

Homburg.—*Stat.*—Pop. 7000—Hotels:—

Hotel de Russie.—First-class Hotel, elegantly furnished apartments.

Hotel Victoria.—Very good hotel, excellent table d'hôte, moderate charges.

Hotel de l'Europe.—Old-established family hotel, nicely situated, opposite the Kursaal. Proprietor, Geo. Schmidt.

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Hôtel des Quatre Saisons, kept by Mr. W. Schlotterbeck. Well situated; moderate charges.

Also the following: Stadt Frankfurt; Goldener Adler, good; table d'hote at 1 o'clock, 1 fl. 12 kr.; Badischer Hof; Rheinischer Hof; Goldene Rose.

Pension.—Louisen Strasse, No. 111.

Homburg, formerly in Hessen Homburg, but now belonging to Prussia, is 9 or 10 miles from Frankfort, has attained its present reputation with unexampled rapidity. The Kursaal is one of the most splendid in Germany; table d'hôte charges average from 1 fl. 12 kr. to 2 fl. N.B.—The gaming table was closed 1872.

It stands on a breezy table-land, where the climate is very healthy; for there is always a fine fresh current of air from the Taunus mountains; and even in the hottest weather no one experiences that feeling of languor so much complained of in the narrow valleys.

Principal Springs.—The Stahl or Steel, the Kaiser, and the Elisabeth, near which last the band plays. There are excellent baths of various sorts; and entertainments in the shape of balls, operas, fêtes-champêtres, etc., almost daily.

For twenty florins (little more than one guinea and a half) per week, you can have two excellent apartments in the best part of the town; and the hotel charges are, upon the whole, moderate, while the admittance to all the amusements is gratuitous. A through ticket can be taken at Mayence. Roman remains near Taunus, a few miles off.

English Church.—Rev. C. B. Brigstocke, M.A., Chaplain. Divine Service on Sundays at 11 a.m. and 3.30 p.m. Holy Communion every Sunday during summer months.

The handsome new Church near the Station, opened 1868, has sittings for 500 persons; but the interior is incomplete. Donations will be thankfully received by the Chaplain.

Church of Scotland.—A Minister officiates during the summer months.

Bank.—The Lund bank; Director, Herr Schules.

English Physician.—Dr. Lewis.

Several German Physicians.

Conveyances.—Omnibuses correspond with the trains to and from Frankfort almost every hour. For railway, see p. 136. 1 and 2 horse carriages by the quarter, the half, and the hour. Horses and donkeys the same. There is a tariff for each.

Konigs See, in Bavaria, see **Berchtesgaden.**

Ingolstadt.—*Stat.*—Pop. 20,000.—**Hotels:**—**Munchner Hof**; **Goldener Adler.**

A fortified town of Bavaria, on the Danube, and the principal place between Donauworth and Ratisbon. The new fortifications are very fine.

Conveyances:—Railway, see pages 195 and 196.

Jena.—In Saxe-Weimar.—Pop. 7000.—**Hotel Deutschen Haus.**

Jena is a very quaint university town, (400 students) beautifully situated on the river Saale, and surrounded by the wood-clad mountains of the Thuringer Wald. It is composed of ancient, narrow streets lined with houses, which are curious by their many-storied roofs, quaint archways, and antique mouldings. The great Church has a lofty tower and fine organ. The old city gates and the market place will repay a visit. Living and education very cheap. Beautiful walks and drives in the neighbourhood. It gives name to the memorable battle of October 14th, 1806, which laid Prussia at the foot of Napoleon I., and led to the gradual reconstruction of her military forces, which culminated in the great triumph of Sedan over Napoleon III., 1870. The traveller should ascend the Hausberg (the view from the summit being very extensive), and go round the Horseshoe Mountain to the ruins of the old castle on the Cunitsberg.

Conveyances—Railway, see page 171.

Kaiserslautern, a *Stat.* on the rail between Mannheim and Saarbrücken (p. 138). "Excellent beer brewed here."—R. C. S.

Kelheim.—Pop. 2000.—A small town in Bavaria beautifully situated on the Danube, where it issues from the precipices of the Lange Wand (long wall), one of the grandest of defiles. (The best Hotel is Ehrenthaler, clean and decent.) On the summit of the Michaelsberg, a mountain overhanging the town, is situated the Befreiungshalle, a rotunda. Temple of great magnificence, erected by the late king of Bavaria, to commemorate the War of Liberation. The caves and grottoes at Kelheim are very curious. In the neighbourhood is the "Schuller Loch," a grotto, thence over the bridge to the convent of Kloster-Weltenburg, (where bread, cheese and beer may be had) and thence by boat down to Kelheim. The Canal which joins the Rhine and the Danube starts from this place.

Steamers daily in summer to Ratisbon, and up the Danube to Ingolstadt and Donauwerth.

Kissingen.—In Bavaria. See Prussian Sec.

Kreuth.—A watering place in the Bavarian Tyrol, 40 miles from Munich, 3370 feet above sea; reached by post waggon from Holzkirchen Station, which makes the journey in 5 hours, giving time for lunch at Tegernsee, on the Tegern Lake. It is a healthy spot, among thick woods, and has sulphur and iron springs, vapour and douche baths, and a goats' whey cure. Excursions to the Soinder, Galtalp, and other fine points of view. The Schinder being nearly 6500 feet high.

Leipsic, or **Leipzig.**—*Stat.*—Pop (1871) 106,920 **Hotels:**—

Hotel de Prusse, Roosplatz.—First-class hotel, beautifully situated on a large square; newly and comfortably furnished.

Hotel Hauffe.—First-class hotel, well-situated, comfortable, and clean.

De Russie; **De Baviere**; **Stadt Rom**; **Stadt Wien**; **Stadt Dresden**, etc.

Omnibuses attend the Railway stations. Droschken, 1 horse under 20 minutes for 1 person, 3 ngr; 2 persons, 4 ngr.; 3 persons, 6 ngr.; by the hour, 8, 10, and 12 ngr. The Leipsic terminus is between the Halle and Grimma Gates.

Leipsic (Saxony) is of great historical note and commercial celebrity. At the fair-time, or "Leipziger Messe," hotels charge double. The number of visitors amounts to more than 60,000, and the market-wares to 80,000,000 dollars yearly. Leipsic is the centre of the German *book-trade*; has 200 booksellers' establishments, 100 steam-

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presses, and above 200 hand-presses; Booksellers' Exchange; University, founded 1409, containing three colleges, viz., the Augusteum, the Paulinum, with the museum of natural history and anatomy, and the Fürsten Collegium. Also, the town library, with a collection of eastern manuscripts; pictures in the Städtischen museum; the St. Nicolas' church; the large market-place, in which are the Town-hall and the so-called King's-hall (Konig's-haus). In the latter lived Napoleon during the battle near Leipsic; near it is Auerbach's Keller (cellar), celebrated in Göthe's Faust. There is now a good ordinary in it. Notice the Sternwarte (Observatory), on the Pleissenburg; Gerhard's garden, in which is placed the monument of Poniatowsky; Gellert's grave, in the Friedhof; besides many monuments to great men, such as Hunemann, Sebastian Bach, etc.; the Rosenthal (park). Round about the town are many public gardens. It is 1½ hours to the *Battle-field*; where the French army under Napoleon was defeated by the Allies, October 1813.

H. B. M.'s Consul General.—Baron Von Tauchnitz, the celebrated Publisher.

American Consul.—J. H. Steuart, Esq.

United (British and American) Episcopal Service every Sunday in S. Johannis-Kirche; in Summer, at 10.30 and 6.30; in Winter, at 11.0, and 5.30. Holy Communion, monthly and at festivals. Rev. R. Wells, Whitford, M. A. Oxen. licensed Chaplain, Elisenstrasse, 17 B; who will receive subscriptions for a proposed New Church to cost £3,400. Messrs. Frühling and Göschen, of Austin Friars, London also receive subscriptions.

American Chapel.—(Evangelical Alliance.)—Hall of the First Bürgerschule. Sunday, as announced at Hotels. No pastor in charge. Caspar Rene Gregory, Chairman of committee.

Lenskirch.—Pop. 600.—Hotel: —Adler.—

A romantic town, about 10 hours from Schaffhausen, and 14½ hours from Constance. The inhabitants are clockmakers.

Liebenstein, (Baths of)—Pop. 1000.

Hotels: —Kurhause; Bellevue; Hotel Aschermann; H. Muller; H. Krchner.

An attractive and increasing bathing-place, in a fine part of the Thuringer-Wald, belonging to the Grand Duke of Saxe-Meiningen, whose summer residence is at Altenstein, 7 miles from Immelborn, the nearest station. Visited in 1871 by 1700 patients, and 4000 tourists. The three iron springs, with the Kurhause, Bath-house, theatre, &c., have been bought by a Company, who are building new lodging-houses.

Excursions—To the Burg Stein, (a good point of view), the ruined castle of the Ducal family; Erdfall grotto, and the Glücksbrunn cave and lake; the seat of Duke Bernhard, Queen Adelaide's brother; Wilhelmsthal, belonging to the Grand Duke of Weimar; Reinhardsbrunn, the residence of the Duke of Coburg, brother to the Prince Consort; Luther's Beech, on the Ruhla road; and the Trusenthal, or valley of the Truse or Druse, leading to the *Inselberg*, one of the highest peaks of the Thuringian Forest, 3060 feet above sea.

Limburg.—*Stat.*—Hotel Nassau.—

A little town, very prettily situated on the Lahn. The cathedral, though small, is interesting, from its great antiquity and rude grandeur; it is built upon a steep rock, rising above the river. The valley of the Lahn is perhaps as beautiful as any in Germany. The railway follows the course of the stream to Ems, amidst rocks and forests, which form the chief charms of this lovely country.

Conveyances—Railway, to Ems, Coblenz, and Cologne; and to Wetzlar, Giessen, and Deutz (Cologne), see page 130.

Lübeck.—*Stat.*—Pop. (1871) 39,745. Hotels: Stadt Hamburg; Du Nord; Stadt London; Duffeke; Brockmuller; Funf Thurme.

One of the three great Hanse towns, on a ridge between the rivers Trave and Wackenitz, by whose waters it is completely surrounded. It bears unmistakable marks of former grandeur in the handsome citizens' houses, the fine old brick-built Rathhaus, and the noble specimens of Gothic brick architecture in the Cathedral and Marien-Kirche. Sir Godfrey Kneller and the brothers Van Ostade were born in Lübeck, where their houses are still shown. In the Rathhaus is the famous *Hall of the Hanse*, in which the deputies from 85 cities used to meet and hold council. Observe the bronze work on the outer door, the quaint seats, and the wood-carving on the council-chamber door.

The Holstein Gate is a good specimen of Norman brick architecture, with heavy towers. The Burg-gate, built at a later period, is a beautiful example of mediæval work. *Cathedral.*—Notice the ornamental gateway, the wood-work of the altar screen, curious clock, and, above all, Hans Hemling's fine triptich of the crucifixion, &c. The *Marien-Kirche* is a very interesting specimen of pointed Gothic. Notice Overbeck's painting, the Dance of Death. See the wood-carving in the house No. 800, Breite Strasse.

English Vice-Consul.—W. Behncke, Esq.

American C. Agent.—J. Meyer, Esq.

Conveyances.—Railways to Buchen, page 168, Eutin, page 169; and Hamburg, page 165; to Rostock, page 173. From Wismar a steamer to Stockholm, 50 hours. Fares, Chief Cabin, 40 ds. banco. Lubeck to Stralsund, about 110 Eng. miles. Lubeck to Copenhagen every evening.

25 miles from Lübeck, on the Schwerin road, is **Gadebusch,** an old town on an island in a picturesque lake, marked by a church with a tall brick tower. Near it is the battle-field where Theodore Körner, the poet, fell 26th August, 1813. An iron memorial stands on the spot.

Luxemburg.—See Belgian Section.

Marburg.—*Stat.*—Hotels:—

Hotel Pfeiffer, and Hotel Zum Ritter, both good, and very moderate.

A prettily situated University town on the rail from Frankfort to Cassel (page 146) worth seeing for its Cathedral.

Meiningen.—*Stat.*—Pop. 7300.—Hotels:—Sachsischer Hof; Hirsch.

Capital of the Saxo-Meiningen Duchy, among wooded hills on the Werra, 900 feet above sea. It has a Ducal Palace, picture gallery, and English garden, with a new gothic chapel in it. In 1874, a great fire burnt one half of the little town, and made 3,000 persons homeless.

CONVEYANCES.—Railway, see page 169.

Metz.—*Stat.*— Pop. about 40,000, *i.e.*, 8,000 less since it was annexed to Germany, 1870.

HOTELS:—

GRAND HOTEL DE METZ.—Combining comfort with reasonable prices. Engelmann, proprietor.

GRAND HOTEL DE L'EUROPE.—First-class hotel, well situated. A. Moulet, Proprietor. English spoken.

Mr. Hamilton and L. Mankiewicz are guides to Gravelotte and other battle fields.

Buffet at the Station, half a mile from the town. Omnibuses convey passengers to the hotels.

198¼ English miles E. of Paris, 180 miles from Brussels, via Luxemburg. The ancient Divodurum, a strongly fortified town, at the confluence of the Seille and Moselle. Circumference of the fortifications between three and four miles. The rivers are bordered in some parts with quays, and crossed by a number of small bridges. An Esplanade planted with fine trees, separates the town from the old Citadel. The great *Cathedral* (forming one of the sides of the Place d'Armes), for size, elevation, and majestic beauty of design, is equal to any gothic building on the continent. Other principal buildings are the Governor's residence on the Esplanade; the Hospitals, a number of Churches and religious houses; extensive Barracks: and a public Library. The leather trade is considerable. There are remains of a Roman aqueduct.

On 28th July, 1870, the Emperor Napoleon here joined the army of the Rhine, issued a proclamation stating that the war would be long and serious, but the "God of battles will be with us," and then crossed the frontier to **Saarbruck**, which was taken in presence of the Prince Imperial, who here received his "baptism of fire." Further progress being arrested by the German victories at Weissenburg and Woerth, on 4th and 6th August, the army then concentrated on Metz; and on 14th, under Bazaine, began to retreat towards Châlons, to effect a junction with MacMahon. It was arrested however by the Germans who had got in front; and after desperate fighting, with the loss of tens of thousands on both sides, at Courcelles or **Borney** on 14th; at **Mars la Tours**, or Rezonville on the 16th, with P. Fred. Chas.; at Vionville or Doncourt—a battle in which the Germans lost 17,000 men, and had their left nearly turned; at **Gravelotte** or St. Privat on the 18th, with the King of Prussia, after nine hours' fighting; Bazaine was finally driven back to Metz, which was invested by the forces of Prince Frederick Charles. He tried to break through on several occasions, as 26th August, 1st, 23rd, and 27th September, and again on the 6th and 7th October, along the Thionville road, when the losses were 10,000 on each side Being at length exhausted, he sent General Boyer to the German head-quarters at Versailles, with proposals to capitulate; which took effect on the 28th October, when 3 Marshals, 66 Generals, 6000 Officers, and 173,000 men, surrendered as prisoners of war, and were transported to Germany.

CONVEYANCES.—Railway to Nancy, Forbach, and Thionville, &c., pp. 64, 67, 73, 74, 77, 125 and 128.

Mühlhausen or Mulhouse, (now German).—*Stat.*—Pop. (1871) 53,826. HOTELS.

295¼ English miles from Paris and 19 K. miles from Bale, situated between two arms of the river Ille, and on the canal of Monsieur. It is well built, and contains some fine edifices, of which the chief are the church of St. Stephen, belonging to the Reformed Church, the Catholic church, the town-hall, the college, hospital, &c. There are numerous manufactures of printed silks, cottons, ribbons, wool and cotton yarns, laces, watchwork, sugar from beet-root and chemical products. Among the manufacturing establishments, that of the brothers Koechlin is remarkable. Also the Naghelin Spinning Factory (95,000 spindles). In the neighbourhood at Dornach there are the works of the Messrs. Dolfus, Mies and Co. The trade consists of corn, wines, ardent spirits, and native manufactures. Here is a picture gallery.

CONVEYANCES:—Railway, see page 68.

MUNICH.—*Stat.*—Pop. (1871) 169,480.—(*with Map in Special Edition*).

HOTEL LEINFELDER, well situated on Maximilian Square, central for business and pleasure.

HOTEL DU RHIN.—Well situated, close to the Railway Station. Large refreshment room. Table d' Hôte at 1 and 5 o'clock. Diner à la carte.

HOTEL D'ANGLETERRE (formerly ZUR BLAUEN TRAUBE (Blue Grape).—A most comfortable and reasonable house.

HOTEL DE BAVIERE; beautiful situation on the Promenade Platz; see Advertisement.

HOTEL NATIONAL; HOTEL DES QUATRE SAISONS.

HOTEL DETZER; HOTEL BELLE VUE; HOTEL MARIENBAD, a boarding-house; HOTEL MAX EMANUEL; GOLDENER BAR; RHEINISCHER HOF; and ZUM DEUTSCHENHAUS.

CAFES.—Tanner, Probst, Tambosi, Maximilian, Holzinger.

RESTAURANTS.—Zum Senor Mayer, Weinhalle, prices moderate; with frescoes from Wagner's Tannhäuser. Rathhaus Keller, under the Town-Hall.

BATHS, Marienbad, Brunnthal, Dianabad, Hofbad.

BANKERS.—Merck, Christian, & Co., (Exchange Offices) Pfandhaus Strasse, No. 4.

Munich (*München*, German) on the Isar, is the capital of Bavaria, the head quarters of modern German art, and one of the most beautiful towns in Germany. The most important *Churches* are the Frauen-kirche, or Cathedral, built of brick in 1488; the Jesuit church, (or St. Michaels) corner of Werte and Neuhaus sts., a beautiful structure in the Italian style, with the tomb of Prince Eugene Beauharnois, by Thorwaldsen—on each Sunday is to be heard classical music; the St. Peter's church, the oldest in Munich. The Theatiner Kirche, in the cumbersome Italian style, with the vault of the royal family; the Ludwig's kirche, completed 1842, has admirable frescoes from designs of Cornelius; the All Saints' chapel, in the royal palace; the Mariahilfkirche, in the suburb, in pure gothic style, with nineteen beautifully painted glass windows, paintings after designs by H. Hess; the Basilica of *St. Bonifacio*, in the Carlstrasse, without exception the

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most beautiful church in Germany, in the Byzantine style,—adorned with frescoes by living artists.

The *Royal Palace* consists of two parts, the old and new, a beautiful edifice, after the model of the Pitti-palace in Florence. It is open on certain days to the public, by tickets obtained previously in the morning, at the palace. It is rich in fresco paintings. The *Glyptothek*, or sculpture gallery, is a very noble and classical building; admission gratis, on most days of the week, from 10 to 2, and from 2 to 4; but the particular days of admission to this and the other galleries in Munich are frequently varied, and the traveller should refer to the small daily German newspaper, called the "Taglicher Anzeiger," for all particulars relating to public exhibitions and amusements at Munich. When the king is not in town the gallery is only open on the Wednesday and Saturday. The two galleries of paintings called the *Pinacothek*, contain old paintings, and modern works. For catalogue, see page 571. It numbers six grand Salles, five small Salles, and eleven Cabinets, with 300 paintings, by Kaulbach, Schnorr, Schadow, Rottmann, and Oberbeck. Admission free; for times refer to the "Taglicher Anzeiger." The collection of painted glass, formerly belonging to Messrs. Boiserie and Bertran, is now in the Pinacothek. The Erzgiesserei or Royal *Bronze Foundry*, under F. Müller, is worth seeing; open 12 to 1. Among several fine works produced here, are the statue of Bavaria, and the beautiful Fountain at Cincinnati in America, dedicated to that town by two of its citizens, of which a description is published. The colossal *Statue of Bavaria*, and her Lion, half a mile from the Sendlinger Thor, is of copper, upwards of 60 feet high, on a pedestal of marble 40 feet high. A spiral staircase leads to the top; the head will hold eight persons, and there are holes to enable them to view the surrounding country. It is erected on a hill, with temple and colonnade behind, called the Hall of the Heroes—in German, Ruhmeshalle; admission 12 kr. each. Engraving from the Custodian, 24 kr.

Notice also the Jesuits' college, with the cabinet of coins and the natural history museum; the Royal Library, a superb edifice, in the Ludwigstrasse, with room enough to hold two millions of volumes, and in richness the second in the world; its reading-room is open Monday, Wednesday, and Friday, from 8 to 1 o'clock. The University, a new building, in the Ludwigstrasse, has also a good library, consisting of 500,000 volumes, the largest after Paris and London; the Isarthor, newly renovated by King Ludwig, and adorned with beautiful frescoes. The *Odeon*, a beautiful building allotted to musical soirées. The Hoftheater is adorned with frescoes by H. Hess.

New Town Hall (Rathhaus) in Marian Platz, a picturesque Gothic building of brick and stone, erected 1867-74. Close to it is the Marian Column dedicated to the Virgin 1638; with Knoll's Fischbrunnen or fountain. Underneath the Hall is Steidl's wine cellar (Rathskeller) containing two large rooms adorned with F. Wagner's numerous wall paintings and mottoes. Every kind of wine may be tasted here. The Old Town Hall, restored 1865, is on the east side of the Platz.

The Bavarian National Museum is a rich and well assorted collection.—Every day, Monday excepted.

EXHIBITION OF FINE ARTS, for show and sale see Advertisements.

H. B. M.'s CHARGÉ D'AFFAIRES—R. Morier, Esq.

AMERICAN CONSUL, G. Horstmann, Esq.

ENGLISH CHURCH SERVICE, twice every Sunday, in the Odeon; a new church is projected; Chaplain, Rev. F. Jones, M.A., appointed by Colonial and Continental Church Society.

PHYSICIAN.—H. Ranke, M.D., M.R.C.S. Eng.

ENGLISH AND AMERICAN AGENCY, 1, Promenade Strasse. For Steam and Railway Tickets; Apartments; valets de place. Information given; Luggage forwarded. Papers at the Reading Room.

HIRED SERVANTS (valets de place) charge for a day's hire, 3 to 4 swanzigern.

CAB FARES.—*Two horse Carriage* (Fiaker or Zweispänner) for 1 or 4 persons—½ hour, 30 kr; ¾ hour, 1 florin; ¾ hour, 1fl. 15kr.; 1 hour. 1fl. 30kr.; 1¼ hours, 1fl. 51kr; 1½ hours, 2fl. 12kr; 2 hours, 2fl. 54kr.; Bavaria Monument, 54kr. *One horse Carriage* (Droschke or Einspänner) ¼ hour, 15kr.; ½ hr., 30kr.; ¾ hour, 45kr.; 1 hour, 1fl.; 1¼ hr., 1fl. 15kr.; 1½ hrs. 1fl. 30 kr.; Bavaria Monument, 30kr.

OMNIBUSES.—Ply between the principal public places and call at the various appointed Inns lying in their route.

Drivers are responsible for the loss of luggage or for damage done to it Charge—if without luggage, 6 kreutzers; with luggage, 12 kreutzers; with two or more trunks or boxes, 18 kreutzers. Cabs, called droschke await the trains at the various stations.

CONVEYANCES.—Railway; Innsbrück may be reached by rail, or by way of the Lake of Starnberg and Partenkirch, by Benedictbeuern and the Lake, of Kochel and Walchen, or by the Tegernsee, Baths of Kreuth, and Achensee. It passes the Ammerthal, leading up to **Ober Ammergau**, where the Passion Play is acted every ten years. It was acted August, 1871. **Starnberg** deserves a visit. HOTELS—BELLEVUE; POSTE; PELLET; TUTZINGERHOF. It stands on the lake of the same name, 2¼ German miles long and 1 broad. A steamer navigates its waters twice-a-day in summer, coasting its banks which present a succession of villages. The ancient kirche, country houses and chateaux. Fare up and down the lake, 1 fl. 30 kr.

Near Holzkirchen (20 miles from Munich), a branch road strikes off for the charming

Tegern See. HOTELS:—GUGGEMOS, POST.

Surrounded by hills, and on the north by high mountains. There are very pretty walks near Tegern See, especially to an old abbey converted into a Royal *Palace*, by Maximillian I., with a church containing frescoes.

Nassau.—*Stat.*—Pop. 1,200.—INNS.—KRONE NASSAUER HOF.

This small capital of the former Duchy, now annexed to Prussia, is a charming spot for tou-

who wish to explore the picturesque beauties of the Lahn Valley—the ruins of the numerous Castles—the woods and villages of Nassau—and to enjoy the splendid view from different heights.

CONVEYANCES.—Railway, see page 129.

Nauheim.—*Stat.*—Pop. 2000. HOTELS:—

L'EUROPE; BELLE VUE; DEUTSCHE HOF; GOLDNER ENGEL.

This Prussian bath, the fame of which is yearly increasing, is on the line from Frankfort to Cassel, (p. 126) about an hour distant from the former city. The resident population amounts to about 2000; the air is light and bracing, the environs are pleasing, and the extensive public grounds tastily laid out. It has a handsome Kursaal, containing a spacious ball-room, restaurant, etc [N.B.—The gaming table was closed 1872.] The springs are warm saline, and so rich in gas as to form a jet to the height of 40 or 50 feet. For further information, see the *Nauheimer Kurliste*.

Norderney—(Steamer 3 times a week, 6 to 8 hours from Bremen, 4 thalers),

HOTELS:— BRETHORST, SCHMID, LOGIERHAUS.

Tariff of prices in hotels, also private apartments.

Norderney is an island 2 miles long (½ German mile) wide, much frequented from June to October for sea-bathing, by the German aristocracy. Reading and bath-rooms. Boating. Excursions, &c.

Nurnberg or **Nurcmberg.**—*Stat.*—Pop. (1871) 84,930

HOTEL DE BAVIERE (BAYERISCHER HOF), well situated, moderate charges.

SCHLENK'S HOTEL OF THE GOLDEN EAGLE. Well situated. English spoken. Moderate charges.

ROTHES ROSS HOTEL.—This is an excellent old-established house, highly recommended for its comfortable accommodation, and good Italian cuisine.

HOTEL ZUM STRAUSS (Ostrich Hotel).—Excellent Hotel, centrally situated, entirely new, and furnished in the best style.

ROTHER HAHN; COMMERCIAL.

Cafés:—Lother, Leghitz, Noris.

Nürnberg, one of the oldest and most noted towns of Germany, and the centre of trade between South and North Germany. The toys called "Dutch," manufactured here, are of European repute. The appearance of St. Sebald's gothic church from the river is most romantic. This church and the ancient *Castle*, the residence of the emperors in the middle ages, and afterwards of the mayors of the town, are the most attractive of its public edifices. The church of St. Giles (rebuilt in 1718, and called the New Church) contains an altar-piece by Vandyck.

Its houses are remarkable for numerous oriel windows projecting into the street, many of which are beautifully sculptured.

OTHER OBJECTS OF ATTRACTION.—The Town-Hall, with paintings by Albrecht Dürer, and also the old prison-hole; the Reichsfeilte, where formerly the regalia were kept; Albrecht Dürer's house in the Dürerstrasse, No. 376; Dürer's statue in the Milk-market (Milch-markt); the Lindauer picture gallery; the Catholic church; the beautiful fountain; the Ganse-markt (Goose-market), with a singular statue in bronze of Labenwolf; the house of Hans Sachs; the church of St. Lawrence, built 1274, completed 1477; the German Haus kirche, in the new Italian style; the churchyard of St. John, about half a mile from the town, where are the tombs of Albrecht Dürer and Hans Sachs, the vaults of the family Behein and Holzschuher. Many private collections. Fine promenades. Rosenau Tea Gardens.

ENGLISH CHURCH.—Divine service every Sunday till October, in the Hotel de Baviere, at 11 a.m.

AMERICAN CONSUL, Colonel James M. Wilson. Americans proceeding direct from Cologne or Frankfort to Austria can have their passports visée at the Consulate, 21, Spittelerthor-Graben, near Rosenau.

LETTERS "POST RESTANTE" are delivered only at the Post-Office at the terminus, outside the town, distant ½ mile from the hotels.

OMNIBUSES run to and from the new Thor, Guttenhof in the suburbs, and the Lauferthor; they belong mostly to the Hotels, and they charge mostly about 6krs., (2d.) — The same fare from the railway station to any part of the town. CABS, ½ hour 1 person, 12 kreutzers; 2 persons, 18 kr.; 3 or 4 persons, 24 kr.

CONVEYANCES.—Railway, see pp. 130, 196, 198, 213, 223 and 232.

Passau.—*Stat.*—Pop. 13,500.—HOTELS:—

HOTEL ADLER AND WILDERMAN. The latter near the steam-boat pier.

Passau, in Bavaria, on the banks of the Danube, beautifully situated at the junction of the River Inn and Ilz. It is the Cobienz of the Danube, and a frontier station, near the Austrian border, where luggage is examined. The most remarkable objects are the Cathedral; Church of Mariahilf; castle of Oberhaus, from which there are charming views. Jesuits college; the convent of our Lady of Good Aid, from which there is a splendid view. The sands of the Inn are washed for gold, and pearls are obtained from mussels found in the Ilz.

The scenery along the river Danube from Passau to Linz, is magnificent; succession of defiles and mountain chasms covered with forests.

CONVEYANCES.—Railway, see pp. 201, 203, 210, 232 and 231. Steamers to Linz and Vienna; to Linz in 4 hours; from Linz to Passau in 9 hours.—See Linz.

Regensburg, (in French, **Ratisbon,**)—*Stat.*—Pop. (1871) 29,225. HOTEL GOLDENES KREUTZ.

A Bavarian town, and the Roman *Regina*, beautifully situated on the banks of the Danube, where it is joined by the river Regen. A considerable fortress in ruins, blown up in the Thirty Years' war, after a siege of two months, stands on the hill above. Here are a Rathhaus, with the dungeons of former days, the torture chamber, with the instruments of torture, as they were used as late as 1784; a Cathedral, restored in a magnificent manner; an old Church behind it, of great

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antiquity, in good preservation, Jacob's Kirche, or Scotch church, possessing a splendid restored perch of the 12th century. It is now the Episcopal Seminary. Omnibuses to the Walhalla once a-day; 2 p.m. return 6 p.m; fares 24 krs, time 1¼ hour. A hired carriage, 1 horse, there and back 2fl. 30krs. and 3fl. with 2 horses 3fl. 30krs. & 4fl.

The **Walhalla,** six miles north-east, near the village of Donaustauf, is among the finest modern classical buildings in Europe. It is a Grecian Doric temple, a copy of the celebrated "Parthenon," at Athens, the two buildings having the same proportions, 225 feet, by 104 feet. It is majestically seated on a hill overlooking the valley of the Danube, and surrounded by mountains covered by thick forests. Built 1830-42, for King Ludwig, by Klenze, as a "Temple of the Elect," *i. e.*, of eminent Germans of all ages and classes; whose busts are collected here, from Heinrich der Flinker, (A.D. 926), down to Goethe and Radetsky. It is richly adorned with bas-reliefs, and ornaments in marble, bronze, and mosaic

STEAMERS—Steamers daily in summer up the Danube (very slow and tedious) to Donauwerth in 1 or 2 days; scenery fine as far as Neustadt. Steamers to and from Ingolstadt, daily in summer. Pass from Weltenberg to Kelheim, literally a wall of rock, with sharp curves.

CONVEYANCES.—Railway, see pp. 195, 202 203.

Reichenhall.—*Stat.*—Pop. 3,000.—HOTELS: LUISENBAD; ACHSELMANSTEIN; BURKERT.

Omnibuses wait on the trains Luggage is examined here. Visitors' tax, 3 fl. a week.

A fashionable watering-place, 1 hour from Salzburg, 4 hours from Munich, in the valley of the Saal, in a fine part of the Bavarian Alps, among mountains 4,000 ft. to 6,500 ft. high; having a peculiarly mild climate.

During the season (1st May to 30th Sept.), as many as 5,000 invalids and 10,000 visitors come here. Furnished apartments and villas at moderate prices. Brine baths and baths of all kinds may be had. Many resident Medical men. *Church Service*, supplied by the Col. and Cont. Ch. Soc. Books, music, etc., at Bühler's *Library*; one of his guide-books is entitled. "Bad Reichenhall und seine Umgebung." *Reading-room*, bazaar, and gardens, at the lately remodelled Kurhaus, in the new suburb of Achselmanstein.

Here are the government Brunnhaus, or Forcing house (tickets to see it, 24 kr.) supplied from 12 or 14 salt springs; the Saline, or Boiling house; and the Gradirhaus (for evaporating the salt). and its Fountains. A band plays at the Kirchberg Kurhaus across the river. In the well-wooded neighbourhood are many delightful walks and much romantic scenery: St. Zeno's old convent, now a school; with St. Pancras Chapel, and the Zwelsel, among good points of view. Long conduits transport the brine to Berchtesgaden, Traunstein, etc. The drives to these and other places are remarkably fine.

RAIL—see p. 209 Through tickets from all the principal places in Germany.

CONVEYANCES.—Railway, see page 206.

Rippoldsau.—In the Black Forest, at the foot of the Kniebis, 2000 feet above the sea, in the Grand Duchy of Baden, possessing valuable saline and chalybeate springs, and surrounded by highly romantic scenery. Two hours' drive from Hausach station, (p. 136.)

Rostock.—*Stat.*—Pop (1871) 30,980.—INNS.—HOTEL DU NORD; RUSSIA and DU NORD.

The largest town in Mecklenburg, on the Warnow; and birth-place of Blücher, whose statue in bronze stands in the square called after him the Blücher-platz. The Marienkirche has a magnificent altar and altar-piece by Rhode, an astronomical clock behind the altar, and the tomb of the renowned Hugo Grotius. Peter's Church, in the Altstadt, is surmounted by a tower 380 feet high. This town altogether wears an aspect of antiquity. The famous Kepler was for a while professor in the University of Rostock. Its port and bathing-place is **Warnemunde** at 9 miles distance on the Baltic, and on the mouth of the Warnow, as the name implies.

ENGLISH VICE-CONSUL, C. Lesenberg, Esq.

CONVEYANCES.—Railway, see page 157.

Saxon Switzerland.—See **Dresden.**

Schandau.—Pop. 2,000.—HOTEL SACHSISCHE SCHWEITZ; FORSTHAUS; STELLWAGEN; DAMPFSCHIFF.

A small town in the heart of Saxon Switzerland. By sleeping here, this district can be seen in a day.

Speyer, or **Spires.**—*Stat* —Pop. 13,700.

HOTEL:—WITTELSBACHER HOF.

One of the oldest towns of Rhenish Germany, and capital of the Bavarian Palatinate. Good club; and promenades. Remarkable buildings—the Cathedral; Trinity Church; the Altportel; and remains of the Palace in which the Protestants first made their famous protest before the Diet of 1529. The restored *Cathedral* of colossal dimensions is the finest specimen in Germany of the Romanesque style. It has been decorated with beautiful fresco paintings.

CONVEYANCES.—Railway. see pp. 131, 135, 138.

Strassburg or Strasbourg—*Stat.*—Pop. (1871) 85,530. The capital of Alsace or Elsass, now annexed to Germany. HOTELS:—

The HOTEL DE PARIS (Branch H. de France). First Class Hotel, well situated and well managed. See Adv.

HOTEL D'ANGLETERRE.—Opposite the Railway Station, kept by A. Goebel. Good accommodation, moderate charges.

HOTEL DE LA MAISON ROUGE, kept by Mr. Freyss. Old-established hotel; well situated on the Grand Place.

HOTEL DE LA VILLE DE VIENNE.—Opposite the Station, near the Cathedral and the Post-office.

HOTEL DE LA VIGNETTE.

CERF; OURS NOIR; FLEUR; VILLE DE NANCY.

There is a good BUFFET at the Station, which is within the fortifications, and close to the town.

Travellers *en route* for Bâle are recommended to proceed via Frieburg; on which side the scenery is grander.

OMNIBUSES to the Hotels, 50 centimes without luggage; 75 c. with luggage, each person.

POST OFFICE, in the Münster Platz.

CHURCH SERVICE at the English Chapel, 1 Munzhasse; supplied by Col. & Cont. Ch. Soc.

Strasbourg stands about a mile eastward of the Rhine, at the conflux of the small rivers Ill and Breusche. Until 1681 it was a free Imperial city during peace surprized and taken by the French to whom it was ceded by the Peace of Ryswick in 1697. The Fortifications of the city and citadel, which is a regular pentagon, are remarkably strong, and were constructed by Vauban in 1682, extending almost to the Rhine.

Strasbourg thus taken by treachery, 169 years before, from the Germans, was invested by them 10th August, 1870, (the bridge of Kehl having been blown up by them, on the 23rd of July, at the outbreak of the war), and the bombardment began on the 19th. The famous Library was set fire to on 30th August; and on 27nd September the Theatre was burnt with 200 persons in it. On 28th September, General Uhrich, its gallant defender, surrendered with 400 officers and 17,000 men.

The *Cathedral* perhaps the most remarkable in Europe, was fortunately spared; it is an admirable structure; its steeple, which you ascend by 725 steps, is the highest pyramidal building in the world, except the largest Egyptian pyramid, which is 30 feet higher. It is built of stone, cut with such delicacy as to give it a strong resemblance to lace. The tower was planned by Erwin of Steinbach, by whom it was commenced, but it was completed by his brother John, on the death of the former, in 1318. Promenade of Ruprechtsau. A remarkable clock connected with this Cathedral is a complete astronomical almanac, from which (when in good order) you can read the revolutions of the heavenly bodies. Strasbourg claims the honour of the discovery of the art of printing, by Gutenburg, in 1436. The Lycée is on the spot where he made his first attempts. The University, which was abolished 1794, was re-opened by the Germans, 1872; and the Library having been restored since 1870, now contains 200,000 volumes.

On Isle des Epis is a monument to General Desaix, who fell at Marengo.

Strasbourg is favourably situated for commerce. There is a cannon foundry.

CONVEYANCES.—Railway, see pp. 64, 71, 72, 74, 76 77, 125, 132, 137, 194, 200, and 201.

Stuttgardt.—*Stat.*—Pop. (1871) 91,625.—

HOTEL MARQUARDT.—This splendid establishment cannot be too highly recommended.

ROYAL, near the Station; KONIG VON WURTEMBERG; ADLER, in the Markt Platz; HIRSCH, Hirschstrasse: KRAUS.

HOTEL PENSION RUTHLING.—Eugen Strasse, 6,—First class house, recommended. See Advt.

PENSION HAUSSMANN.—24, Blumenstrasse.

RESTAURANTS: Marquard; Tivoli, Militarstrasse; Englischer Garten, in the Park.

The Capital of Würtemberg, and residence of the Court, recommends itself by the beauty of the surrounding country, every street presenting a fresh view of vine covered hills, and the moderate cost and easiness of living here. In the immediate neighbourhood, too, there are admirable mineral waters, and every thing else requisite to make a residence agreeable, not only in summer but even in winter time.

PRINCIPAL OBJECTS.—The Stiftskirche. Collegiate Church, begun 1419; portico with bas reliefs; interior with stained glass, and an organ of 6 stops, built by Walter de Ladwigsburg. Englischkirche, with fine window. (Konigsbau, a vast modern building of 1836 to 1860, containing a coffee-house, the Bourse, and the concert-hall. Residenz Schloss (entrance every day 1 to 3 p.m., 36 kreutzers), a fine building, erected 1746, finished 1806; has 365 rooms, many frescoes and statues, a Bacchante of Thorwaldsen, a Venus of Hofer, a Gladiator of Canova. The Theatre, adjoining the Palace. The Jubilaeum Saule, a column of granite, 16 metres high, was erected 1841. Statue of Schiller (1839) in the square by the Royal Palace. Collections of Natural history; Library and archives opposite the Schloss: collections open 2 to 3 p.m., Sunday, 11 to 1; library, with 300,000 vols., open 10 to 12 and 2 to 3 p.m.; 3544 bibles in 60 languages. The Museum der bildenden Kunste; open Monday, Wednesday, and Friday, 10 to 12 and 2 to 4. Sculpture, rich in groups and statues of Thorwaldsen, Dannecker, Rauch, and Schwanthaler. 1st Story: Paintings of Giorgione, Titian, Guercino, Durer, &c. The gardens of the Schloss (Anlager) are charming.

EXCURSIONS to Rosenstein Palace (30 minutes) with frescoes of Kaulbach, statues of Dannecker; and **Cannstadt** (45 minutes).

ENGLISH CHARGÉ D'AFFAIRES—G. Petre, Esq.

AMERICAN CONSUL—E. Sammis, Esq.

ENGLISH CHAPLAIN—Rev. W. G. Palmister.

CONVEYANCES. — Railway, see pages 190, 191, 192, 193, 194, 200, 201 and 210.

A tramway traverses all the chief streets, extending from Stuttgart to Berg (2 miles distant). Diligences, see page 346. Droschken, ½ hour, one horse, 1 or 2 persons, 12 kr.; for 3 or 4 persons, 18krs.; 1 hour, 48krs.; 1 day, 6fl. 30krs.

Thale. — *Stat.* — HOTEL: — Zehnpfund, (Ten Pounds:) "a very good house making up 200 beds, and where every necessary can be obtained."—T.C.T.

Thale, in Brunswick, at the mouth of Bodenthal, is one of the best places for excursions in the Hartz mountains. Railway, see pp, 154, 158, 160, 162, 166.

Tharandt.—*Stat.*—Pop. 1,800.—HOTEL:—DEUTSCHES HAUS.

A watering-place in Saxony, at the junction of three valleys, much frequented during summer.

CONVEYANCES.—Railway to Dresden. See p. 169.

Treves, or **Trier.**—See Belgian section.

Ulm.—*Stat.*—Pop. (1871) 26,290.—HOTELS:—HOTEL DE RUSSIE.—An excellent hotel for families and gentlemen, close to the railway station.

HOTEL EUROPAISCHER HOF.—See Advt.

HOTEL DE L'EUROPE

KRONPRINZ HIRSCH, LAMM.

Droschken from the railway station to the hotels,

A town of Wurtemberg, on the left bank of the Danube, with a fortress remarkable for its capture with 30,000 men by Napoleon, 1805. The streets are crooked and narrow and the houses old-fashioned. The *Cathedral* is a fine gothic building, being upwards of 500 feet long by 200 broad. It is now a Protestant place of worship.

CONVEYANCES.—Railway, see pages 192, 193, 194, and 200.

Walhalla.—See **Ratisbon.**

Warnemunde.—Pop. 2000. HOTELS:—LINDENHOF, LOGIERHAUS.

The Port of Rostock, in Mecklenburg, at the mouth of the Warnau on the Baltic. Its baths are frequented by about 4,000 people yearly. Gothic church of the 13th century.

Weilbach—In Nassau; here is a valuable sulphur spring, resembling Harrogate, about a mile from Flörsheim, a station on the Taunus Railway. The waters are useful in hæmorrhoidal complaints, or affections of the chest. Extremely quiet. Good hotel accommodation.

Weimar.—*Stat.*—Pop. (1871) 16,000—HOTELS: DE RUSSIE; ERBPRINZ; ADLER.

This capital of the Saxe Weimar Duchy, on the rail from Eisenach or Halle (p. 170), on the river Ilm, is built in a plain but antique style, Weimar during the reign of Ch. Augustus was for half a century, (1776 to 1832,) the home of the most eminent men of Germany. Schiller, Göthe, Wieland, and Herder resided here. There are statues erected to them. The houses of Schiller and Göthe are shown. Good Theatre, Picture Gallery, open Thursdays 10 to 1. The town Church, built 1400, has one of the finest pictures of Cranach, "The Crucifixion." The Grand Ducal palace, admission 10 to 6, 1sh. Grand Ducal library, 143,000 vols., 9000 maps; admission 1 sh. Good Maps are published at the Geographical Institut; and Geographical and Statistical Works, at the Landes-Industrie Comptoir.

Omnibus from the railway station 2½ sgr. Droschken 1 person 8 gr., 2 persons 7½ sgr., 3 persons 9 sgr.

CONVEYANCES:—Railway, see pp. 170 and 171.

Weissenburg.—*Stat.*—Pop. 6,000.—HOTELS: HOTEL DE L'ANGE.

An old and free city in the Palatinate, on the Lauter, forty two miles from Strassburg, and the scene of the first battle in the war of 1870, when the Crown Prince defeated a wing of MacMahon's forces, 4th August. Here are remains of the Lines raised by Villars in the War of Succession, 1705. About 15 miles S.W. is **Woerth**, where MacMahon was defeated on 6th August by the Crown Prince, with the loss of six thousand prisoners and thirty guns. General Frossard was defeated at **Forbach** and **Spicheren** the same day.

CONVEYANCES.—Rail, see pp. 72, 74, 76, & 188.

Wildbad.—*Stat.*—Pop. 2,000.—HOTELS:—

HOTEL BELLE VUE, fitted up with every English comfort.

HOTEL KLUMP.—A large first-class hotel, affording excellent and extensive accommodation.

POST; HOTEL DE RUSSIE.

This place, belonging to Würtemberg, beautifully situated in the picturesque valley of the Enz, in the Black Forest, has a far-famed reputation for its mineral baths, which are efficacious in paralysis and chronic rheumatism. It is reached by rail direct from Carlsruhe, and by rail from Pforsheim. An English Chaplain is permanently established at the Church now open here. Daily communication to Stuttgart, Heidelberg, &c

CONVEYANCES.—Railway, see pages 137 and 193.

Wilhelmsbad.—*Stat.*—HOTELS:—

THE DUCAL PALACE; BATH HOUSE; KURSAAL

This charming watering place in Hesse, is within fifteen minutes railway distance from Frankfort-on-the-Main.

CONVEYANCES:—Railway, see page 128.

Wolfenbuttel.—*Stat.*—Pop. 10,000.—INNS. GOLDEN LION; GOLDEN ANGEL; and HEREDITARY PRINCE.

A town in Brunswick, on the Ocker, noted on account of its large library. Amongst its books is to be found the Bible belonging to Luther, with notes in his handwriting, his wedding and doctor's ring, spoon, drinking glass, and likeness by Cranach. Lessing lived a long time here as librarian, and here published, in the latter half of the last century, the "Wolfenbuttelscher Unbekannter."

CONVEYANCES.—Railway, to Brunswick and Harzburg, see pages 149, 160 and 162.

Wurzburg.—*Stat.*—Pop. 40,100.—HOTELS:—HOTEL DE RUSSIE.—Centrally situated, well furnished apartments. Omnibuses at the station.

HOTEL KRONPRINZ, proprietor, J. Ammon. First Class Hotel, well situated near the Station. See Advt.

FRANKISCHER HOF; ADLER; WEISSER SCHWANN; WITTELSBACHER HOF; HOTEL DE WURTEMBERG; PENSION HEFFNER.

"Try the Steinwein and the Leisten wine, especially the white Leisten."—R.S.C.

Beautifully placed on the Main, in Bavaria. It was formerly the capital of an ecclesiastical principality, governed by a bishop, who was a primate of the German empire. Fine public and other gardens.

OBJECTS OF ATTRACTION.—The Cathedral; the Church of the Augustinians, beyond all comparison the finest church in the city, royal (formerly episcopal) palace; Julius Spital; Marienkirche; and the citadel. The former Scotch Church, on the opposite side of the river Main, in the "Schotten Anger," should be seen. It is beautifully situated on a height, and, though now a military storehouse, is of very graceful gothic architecture.

CONVEYANCES.—Railway, see pages 135, 147, 176, 196, 197, and 198.

Zwickau.—*Stat.*—Pop. ('71) 27,325 HOTELS: TANNE; POST; ANKER.

A picturesque town in Saxony, on the Mulde. The Marien-kirche is a beautiful gothic building, built 1453 to 1536; having a superb altar-piece, by M. Wohlgemuth (1479). Luther often ascended the high steeple that he might enjoy the fine prospect.

CONVEYANCES.—Rail. to Leipsic & Hof; see p. 187.

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PRUSSIA.

PRUSSIA—formerly a duchy, now an extensive kingdom of first rank, and head of the German Empire—was formed on the ancient electoral possessions, as a nucleus, by means of successive territorial acquisitions, particularly in Poland, Westphalia, and the Rhine. It had for its original inhabitants the Slavi, or Sarmatiæ, on the E. and N.E.,—the Vandals on the shores of the Baltic, to the N. of Pomerania—and the Suevi in the remainder of the kingdom. Prussia has been engaged, during a succession of ages, in very many wars—the particulars of which do not require to be noticed here. Her part in the campaigns of the earlier portion of this century is well known, particularly in the campaigns of 1814 and 1815. At the Congress of Vienna (1814), Prussia had secured to her the restitution of the provinces formerly wrested from her, excepting part of Poland, united to the Duchy of Warsaw; and for this small sacrifice she was amply indemnified by the concession of such territories in Saxony and the Lower Rhine, as were deemed consistent with the stability and security of the balance of power in Europe. And thus, after experiencing violent shocks and vicissitudes, by which the kingdom had been broken into pieces, and little more than the name of the monarchy saved from the wreck, we behold Prussia, after a series of unparalleled changes in another direction, again taking her station among the first sovereign states of Europe, as firm and stable as in the days of Frederick the Great—and with a territory and population far exceeding any thing he could boast of. Her political supremacy as head of the German nation, under the leadership of Bismarck, was furthered by the victory of Sadowa or Königgratz, 3rd July 1866, against Austria; confirmed by the astonishing events of the war of 1870–1 against France (see p. 347); and consummated by the election of King William, as German Emperor, at Versailles, on 18th January, 1871.

William I., German Emperor and King of Prussia, was born 1797 (son of Frederic-William III.), married 1829; and has issue, Frederic-William, Prince Imperial and Royal, born 1831, and married, 1858, to Victoria, Princess Royal of England. The Government is a Constitutional Monarchy since 1850. The State Religion is called *Evangelical*; being a fusion of Lutheranism and Calvinism.

German Empire, as finally settled in May, 1871, comprises 26 States, in the order of precedence indicated by the *numbers*, and divided into North and South Germany by the River Main, as follows:—**North German States.**—1, Kingdom of Prussia. 3, Kingdom of Saxony. 7, Grand Duchy of Mecklenburg-Schwerin. 8, Grand Duchy of Saxe-Weimar-Eisenach. 9, Grand Duchy of Mecklenburg-Strelitz. 10, Grand Duchy of Oldenburg. 11, Duchy of Brunswick and Luneburg. 12, Duchy of Saxe-Meiningen and Hildburghausen. 13, Saxe-Altenburg. 14, Duchy of Saxe-Coburg and Gotha. 15, Duchy of Anhalt. 16, Principality of Schwarzburg-Rudolstadt. 17, Principality of Schwarzburg-Sonderhausen. 18, Principality of Waldeck and Pyrmont. 19. Principality of Reuss (Elder line). 20, Principality of Reuss (Younger line). 21, Principality of Schaumburg-Lippe. 22, Principality of Lippe-Detmold. 23, Free Town of Lübeck. 24, Free Town of Bremen. 25, Free Town of Hamburg. 26, Alsace-Lorraine, annexed to the Empire, 1871. **South German States.**—2, Kingdom of Bavaria. 4, Kingdom of Würtemburg. 5, Grand Duchy of Baden. 6, Grand Duchy of Hesse. The Imperial Parliament consists of a Bundesrath of 58 delegates from the respective States, and a Reichstag of 382 members elected by ballot. REVENUE (1873), 17½ millions sterling; no Debt. NAVY—76 steamers. ARMY—396,000 in peace; 1½ million in war. Railways, about 13,000 miles.

Population.—Total of the German Empire, (1871) 41,058,109; of whom 30½ millions are in North Germany; 24½ millions belong to Prussia, 1½ millions to Alsace-Lorraine, 25 millions are Protestants, and 14½ millions Catholics. This is exclusive of 10 million Germans in the Austro-Hungarian Empire, now shut out from the new political Germany.

The **Kingdom of Prussia** is situated in the northern part of Germany. It is bounded on the N. by the Baltic Sea, Denmark, and the Duchy of Mecklenburg; on the E. by Russia and Poland; on the S.E. by Austria; on the S. by Saxony and the Saxon Duchies; on the S.W. by Bavaria and part of France; and on the W. by France and the Netherlands. Previous to 1866, some parts of the kingdom were small detached portions, entirely insulated by the dominions of other powers. There was no communication between the eastern and western provinces, without passing through the States of other princes. It is now more consolidated; and is divided as follows:—Prussia, Posen, Brandenburg, Pomerania, Silesia, Saxony, and Westphalia. The Population is 24,693,066, and the area in English sq. miles is 107,627. Revenue, 31½ millions sterling; Debt, 67 millions. The surface of the Prussian States is generally flat, except a part of the Harz Mountains, in the province of Saxony. The volcanic districts in it are the Lower Rhine, and the Riesengebirge, on the S.W. confines of Silesia, and some other mountains in Westphalia. The quality of the soil is very various, and the country is, on the whole, well watered. Along the Baltic, and in Ducal Prussia especially, the winter is long. It is also severe in the south parts of Silesia, contiguous to the Carpathian Mountains.

Commerce.—Exports consist principally of corn, wool, timber, Westphalian hams, zinc, flax, bristles, salted provisions, and other articles of raw produce; with linen and woollen cloth, silk wares, iron and hardware, jewellery, watches, and wooden clocks; Prussian blue, spirits, beer, &c. The Imports are sugar, coffee, and other coloured products; raw cotton, and cotton twist and stuffs, indigo and other dye-stuffs, &c. Of late years the steel manufacture of Prussia has risen to high importance, besides the manufacture of locomotives; and the cotton manufactures of Elberfeld are far ahead of France, and almost equalling those of England. The steel works of Krupp, at Essen

in Westphalia, are of world wide reputation. A Zollverein, or Customs Union, comprises the States of the Empire and Luxemburg. The imports and exports from and to England are 36½ millions sterling, and 20 millions, respectively.

Education.—In Prussia, the State imposes on all parents the strict obligation of sending their children to school, unless they can prove that they are giving them a competent education at home. Neglect of this duty exposes the parents or guardians to imprisonment or fine. German is spoken by all except some Polish peasants in Posen.

Custom-House.—*(Zollhaus.)*—The Officers are strict in their examination, but also unexceptionably civil. Every precaution is taken to prevent unnecessary delay.

MONEY. (See page 432, for New System.) Up to 1872 the Monetary System in North Germany (as above was as follows:—12 pfennige = 1 Silber groschen, = 1d. 1-5th.; 30 Silver groschen, = 1 Thaler, = 3s. In South Germany (as above) the system was as follows:—4 pfennige, = 1 kreuzer, = ¼d.; 60 kreuzers, = 1 florin, = 1s. 6d. The value of the old Currency of North and South Germany is given in the following table.

Gold Coins.	Old North German Value.			Old South German Value.			New Imperial German Value.		English Value.		
	Th.	sgr.	pf.	Fl.	kr.	pf.	Rm.	pfg.	£	s.	d.
Frederiks d'Or	5	20	0	10	0	0	17	0	0	17	0
Double do.	11	10	0	20	0	0	34	0	1	14	0
Half do.	2	25	0	5	0	0	8	50	0	8	6
Union Crown	9	6	0	16	6	0	27	0	1	7	0
Half do.	4	18	0	8	3	0	13	50	0	13	6 ✓
Silver Coins											
Thaler	1	0	0	1	45	0	3	0	0	3	0
Double Thaler	2	0	0	3	30	0	6	0	0	6	0
10 Silver Groschen	0	10	0	0	35	0	1	0	0	1	0
5 do.	0	5	0	0	17	2	0	50	0	0	6
2½ do.	0	2	6	0	8	2	0	25	0	0	3
1 do.	0	1	0	0	3	2	0	10	0	0	1½
½ do.	0	0	6	0	1	3	0	5	0	0	0½
Florin	0	17	2	1	0	0	1	71	0	1	8
Half do.	0	8	7	0	30	0	0	86	0	0	10
Quarter do.	0	4	4	0	15	0	0	43	0	0	5
6 Kreuzers	0	1	9	0	6	0	0	17	0	0	2
3 do.	0	0	10	0	3	0	0	9	0	0	1
1 do.	0	0	0	0	1	0	0	1	0	0	0½
Copper Coins											
4 Pfennige	0	0	4	0	0	4	0	1	0	0	0½
3 do.	0	0	3	0	0	3	0	3 1-7th	0	0	3-10ths
2 do.	0	0	2	0	0	2	0	1 2-7ths	0	0	2-10ths
1 do.	0	0	1	0	0	1	0	0 5-7ths	0	0	1-10th.

In North Germany, the Old Bank Notes were for 1, 5, 10, 25, 50, and 100 thalers; and for 1, 2, 5, 10, 25, 50, and 100 florins, in South Germany.

Under the law of 30th January 1875, the New Imperial Bank Notes for the whole of Germany are for 100, 200, 500, and 1000 Reichsmarks, or a multiple of 1000 Reichsmarks.

See "*The Merchant's Handbook* of Money, Weights and Measures."—By W. A. Brownes, LL.D. London: Stanford.

Railways.—Admirably managed; the fares are low; the carriages perhaps the most elegant and convenient that exist; and the train service is excellent. The 1st class carriages are scarcely ever used; 2nd class throughout Prussia being fully equal to the best 1st class carriages in our own country. Those who object to smoking will find reserved compartments; and ladies have always carriages kept exclusively for them.

Post Diligences.—*(Ethnogen.)*—These are Mail Coaches, conducted by government officials. All the seats are numbered. Fares about 60 pf. per German mile. Rate of travelling 8 miles per hour; 30 lbs. of luggage may be taken free of charge, and 20 lbs. more if paid for. Every package must have name of owner, and place to which he is going. No outside passengers. **Forwarding Luggage.**—See pages xliii and xliv.

Electric Telegraph.—In operation throughout Prussia, Germany, and Austria.

Measure.—The German Mile is equal to 4 miles 1056 yards English, or 8096 yards; but railway distances in Germany and Austria are now measured by the kilometre of 1094 yards—6-10ths of an English mile.

Postage.—Letters *vid* Belgium to Prussia and Germany are charged 2½d. under ½ oz. Newspapers, 1d. for 4 oz. Books, 1d. for 2 oz. Money Orders issued at 9d. for £2. Letters above 50 grammes (1¾ oz.) containing any other enclosure than paper, are sent to the Custom House and charged freight.

Routes.—1. **Berlin via Hamburg** and by the Manchester, Sheffield and Lincolnshire Railway Company's Steamer from Grimsby; see advertisement, page 715.—2. **Berlin via Hamburg.**—By the Hull Steam Packet Co's., and Lofthouse, Glover, and Co.'s. Steamers from Hull; see alphabetical list.—3. **Berlin via Harwich and Rotterdam.**—By Great Eastern Railway; see page opposite Cover.—4. **Cologne via Dover and Ostend.**—Mail route in 15 hours; Berlin and Hamburg in 27. See advertisement, page 700.

Aix-la-Chapelle (German, **Aachen**).—*Stat.*—Pop. (1871) 74 350. Hotels.—

Hotel Du Grand Monarque, or Dremel's Hotel. first-rate in every respect, a splendid establishment admirably conducted, large airy rooms, and charges reasonable. A large new bath-house, supplied direct from the mineral springs, is attached to the Hotel, which is a great convenience and luxury for travellers. Mr. Dremel speaks English.

Hotel Nuellens—first-rate, fare excellent, charges moderate, in an airy and delightful situation, facing the Eliza Fountain, with its garden and public promenade. Mr Dremel is the proprietor of both these Hotels, and is enabled to offer families and gentlemen very superior accommodation. See advertisement.

Hoyer's Union Hotel.—See Advt.

Hotel du Dragon D'Or, close to the Kursaal and principal Bath Houses; prices reasonable.

NEW KAISERBAD, OR BAINS DE L'EMPEREUR—very superior establishment.

DUBICK'S old established and excellent family hotel is situated opposite the Baths.

HOTEL DE L'ELEPHANT, opposite the Eliza Fountain, comfortably furnished and prices reasonable.

OMNIBUSES convey travellers to and from the hotels; fare, including luggage, 10 pfennige. Vigilantes, 1 or 2 persons, with or without baggage. 50 pf.; 3 or 4 persons, 75 pfennige.

English newspapers at Mayer's library.

AIX-la-Chapelle, the Roman *Aequis Granum*, is celebrated for its warm mineral springs, containing large quantities of sulphur, efficacious in chronic cutaneous diseases, rheumatism, gout, &c.; but they are sometimes injurious if taken improperly.

OBJECTS OF ATTRACTION.—The Town Hall, an edifice no way remarkable, has undergone a thorough restoration, and is embellished with a number of fresco paintings, from scenes in the history of Charlemagne. The *Cathedral*, begun under Charlemagne in 796, is one of the most important in Germany, and here repose the remains of this great Emperor. The choir is now being restored. There is also a new Church built in the new part of the town, which is worth while seeing. The Eliza Fountain, and charming gardens. The Kurhaus or assembly rooms; for strangers subscription for the season, for one person, 10 Rm. 50 pf.; for two persons, if of the same family, 21 Rm. The new Government Building, in the court of which is deposited the ponderous Aerolite, said to weigh seven thousand pounds. The monument erected in memory of the Congress of Aix-la-Chapelle, in 1818. The Belvedere, in the Louisberg, and the hill itself. The new Hospital outside the towns between the Sandkam and Cologne gates.

AMERICAN CONSUL.—Emary P. Beauchamp, Esq.

ENGLISH CHURCH.—Anna Strasse, Rev. Charles de Coëlogon, licensed chaplain. Services on Sundays at 12 and 7; on holidays and seasons at 11. Holy communion 1st Sunday in month after morning service; 3rd Sunday at 8 a.m.

Dr. Diemer, who is well known by many of the English as the former Medical Director of Marienberg on the Rhine, has been in practice since 1854 as Physician in Aix-la-Chapelle. Dr. D. speaks English fluently.

Persons going to Hanover or Berlin will find the route *vis* Aix-la-Chapelle and Ruhrert cheaper and shorter. See p. 140. The route *vis* Cologne, will be prefered by some persons as the Express trains keep time admirably.

For Through Route from London to the Rhine, see first Time Tables of Belgian Railways.

CONVEYANCES.—Railway to Cologne, see page 87; also to Verviers, Brussels, Ostend, and Calais, see page 88. To Dusseldorf and Homberg (Ruhrort) see page 140, and to Maestricht, see page 105; see also pp. 16, 94, 116, 120, 122, 144, 153, 154, 158, 160, and 162.

Altenberg.—A few miles distant from Cologne is the magnificent Abbey of Altenberg. The church very much resembles the cathedral of Cologne, though on a smaller scale, and is said to have been designed by the same architect.

Altona.—See Special Edition.

Bad-Oeynhausen.—*Stat.*—HOTEL:—HOTEL VOGELER.

The origin of this place dates from 1845, when by boring rock salt to a depth of 2220 feet, a spring of hot saline water was opened; and it has since become the most delightful and fashionable bathing and watering-place in the north of Germany, with splendid bathing-houses of every description, maintained by the Prussian Government. The place already extends to Neusalzwerk, the site of very extensive salt works belonging to the Prussian Crown, forming a town one mile long, and presenting everywhere very charming views of the surrounding country, including the pleasant chain of the Weser Mountains. In addition to the baths there are manifold points of attraction, viz., the Porta Wesphalica (Gate of Westphalia), formed by the mountains Wittekind and St. Jacob; the delightful vale of the river Weser; with ruins and castles.

CONVEYANCES.—Railway to Minden, Bremen, Berlin, Hamm, Cologne, &c., see pages 116, 117.

Steamboats up the Weser to Plotho, Rinteln, Hameln, downwards to Minden and Bremen. Diligences and Omnibuses to all directions in the neighbourhood."

BERLIN.—*Stat.*—Pop. (1871) 826,341—*(With Map in Special Edition.)* HOTELS:—

Some of the finest hotels in Europe are to be found in Berlin, all exceedingly well regulated, and situated in the most desirable parts of the town on the Linden Promenade. For internal decoration and good living they resemble much some of the first hotels in Paris. The following are the best of those frequented by English visitors.

HOTEL DE ROME, one of the largest and best hotels in the capital.

HOTEL ROYAL, a first-rate Hotel for all classes of travellers; excellent English cuisine.

HOTEL D'ANGLETERRE, Place an der Banacademie, situated in the finest part of the town.

MARGORA F'S HOTEL DE L'EUROPE, Tauben strasse, 16, fine situation; moderate charges; English and French spoken.

HOTEL ST. PETERSBURGH; table d'hôte at 2s.

HOTEL DU PARC.—

BARTIKOW'S HOTEL DES PRINCES; DU NORD, Unter den Linden; DE RUSSIE; MEINHARDT; ARNIM; LINDEN; HOTEL BELLE VUE; ROTHER ADLER; KRONPRINZ; SAXE; MAGDEBURG; ZERNIKOW. HOTELS GARNIS: Busse, Klosterstrasse 89. Scheible, Markgrafenstrasse 49, Schlower, Jaegerstrasse 17.

CAFES RESTAURANT, Royal, Linden 76.

Conditoreien (Pastry cooks) Stehely, Charlottenstrasse 53; Josty, Sterbhahn 1; Weiss, Jaegerstrasse 38. Bierstuben, mostly Restaurants, Wagner, Charlotterstrasse 58; Braun, Leipsigerstrasse 30; Klausing, Zimmerstrasse 80; Munchner Brauhaus, Johannisstrasse 14.

TELEGRAPH, Franzosischestrasse 33b, and at all Post-offices. Theatres at 6 and 6.30. Best shops in

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Unter den Linden, Schloss Platz, Bruderstrasse, Jaegerstrasse, Leipzigerstrasse, &c.

POST-OFFICE, 60, Konigsstrasse; open from 7 a.m to 8 p.m. Letters reach England on the second day (postage 1½ sgr., the ½ oz. *via* Ostend.

VALET DE PLACE, 3 R. marks a day, 1 R. marks 50 pf. for half a day, and 50 pf. for the hour.

RAILROAD TERMINI.—to Potsdam (in 40 minutes), outside the Potsdam Gate; to Leipsic, Magdeburg, etc., outside the Anhalt Gate; to Stettin, outside the Oranienburg Gate; to Frankfurt-on-the-Oder, near the Stralauer Platz. To Hanover, before the Brandenburg gate. The distance from the four stations to the centre of the city averages 1 mile. The Station for Frankfort-on-Oder, Konigsberg, Petersburg, &c., is upwards of 2 miles from that for Cologne.

H. B. M.'s AMBASSADOR.—His Excy. Lord Odo Russell. CONSUL GENERAL.—Herr G. Von Bleichröder.

AMERICAN MINISTER.—His Excy. Hon. G. Bancroft. AMERICAN CONSUL.—H. Kreismann, Esq.

ENGLISH EPISCOPAL CHAPEL.—In the Royal palace of Montbijou, Montbijou Platz. Service on Sunday Morning, at 11 o'clock. Evening Service, 6 p.m., at No. 4, Schoenberger Strasse entrance from the garden. Sacrament administered first Sunday in the month. Licensed Chaplain, Rev. R. Bellson, 109, Koeniggratz Strasse.

AMERICAN AND BRITISH UNION SERVICE by ministers of all denominations, in the American Chapel, 5, Junker Strasse, every Sunday morning at 11½ a.m. Sunday School at 10 a.m.; and Bible Reading Meeting, Sunday evening at 7½ p.m.

ENGLISH AND GERMAN PHYSICIAN.—Dr. Oppert, M.R.C.P., London, Kononier'strasse, 2. Hours, 1 to 4 p.m.

OPEN DROSKIES, drawn by one horse, stand in the streets. Fare:—One person, 50 pf. for quarter-of-an-hour, 25 pf. for each additional ten minutes for 1 person; 2 persons, 60 pfennige; 3 persons, 70 pf.; 4 persons, 80 pf.; one or two boxes, 25 pf.; per hour for 3 persons, 1 Rm. 50 pf.; and 4 persons, 2 Rm.; at night by the last train, or in the morning before o'clock, 75 pf. each course. The regulations, as to charges, are hung up in every vehicle.

First-class Droskies—charges about the double of the others. Omnibuses do not attend railway stations, but ply from end to end of the city, and also from the suburbs to places distant 3 or 4 miles. Fares averaging 25 to 30 pf. the whole distance divided into fares, 15, 20, 25 pfennige.

Capital of Prussia, and of the German Empire, situated on the river Spree, 127 feet above sea level, scattered over a sandy plain, with very wide streets, in 52° 31′ N. latitude, and 13° 24′ E. longitude. It has 20 bezirks and 4 suburbs, more than 500 streets, 58 squares, and 4000 houses; it is one of the largest and handsomest cities of Europe, being about 12 miles in circumference, with 60 churches, 37 bridges, &c., upwards of 100 public schools, and has many of a private description; its charitable and scientific institutions are very numerous. Its manufactures consist of locomotives, (Borsig's great works,) wool, cotton, silk, ribbons, porcelain and stone-ware, bronze, gold and silver ware, straw-hats, artificial flowers, &c. &c.

OBJECTS OF ATTRACTION.—The street called *Unter-den-Linden* (Under the Linden-trees,) reaching in a direct line from the royal palace to the Brandenburg-gate, with many public and private edifices. The Sieges Denkmal, on the Konigsplatz, in memory of the war of 1870. Principal Squares:—Place de l'Opera; Place de l'Arsenal, with statues of Generals Scharnhorst, Bulow, Blucher, Gneisenau. The Lust Garten in the finest square in Berlin.

One of the finest monuments is the equestrian statue of Frederick the Great by Rauch.

The statue of Schiller, the new Town-hall, with the Rathskeller, &c. The passage, or Kaisergallerie, are also worth seeing.

The *Royal Palace* is one of the most imposing buildings of the kind in the world, with fine apartments; the Ritter-saal and chapel particularly grand. Several excellent pictures; grand collection of gold and silver plate.

The New Museum, a chaste edifice, by the architect Schinkel,—the foundation is laid upon stakes. Before the Museum stands a gigantic basin, cut out of one solid piece of granite, 22 feet in diameter; the fore colonnade is adorned with beautiful designs in fresco, by Cornelius. The interior of the Museum has some attractions. The Sculpture and Picture galleries are open daily to the public (Sundays excepted),—in the summer, from 10 to 4, in the winter season, from 10 to 3 o'clock. The collection of vases and bronzes can only be visited on the Wednesdays; the entrance is at the back part of the Museum. The King has lately added a new building to the Museum, in extent twice its size, and most beautifully decorated; the Treppenhaus, or Staircase Hall adorned with wall-paintings from designs by Kaulbach, is perhaps the finest in Europe. Amongst the bronzes there is a very beautiful antique found in the bed of the Tiber. It is a perfect work of art; the subject is a boy praying. The collection of paintings is very rich in early masters, of which a catalogue may be obtained.

The Royal Library is a very tasteless building, with 500,000 volumes and 500 manuscripts; the most interesting of which are an album with six beautiful miniature portraits, by Lucas Cranach, and Gutenberg's Bible, the first book printed with movable types. The reading-room is daily open; the apartments, however, in which are kept the periodical publications, are only open from 10 to 12, and admission by ticket from the principal librarian. The University is a large beautiful building, with the natural history museum, and zoological cabinet, open every Tuesday and Friday from 12 to 2; admission only by ticket, which is given out by the director;—the mineralogical cabinet; the anatomical museum, open every Wednesday and Saturday from 4 to 6 in the summer, and from 2 to 4 o'clock in the winter; admission by ticket only. The Arsenal, built 1695, by Schlueter, is considered a master-work, in the pure style; tickets of admis-

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sion are to be procured at No. 1, Mollars-gasse. The new Schauspiel Haus on the Gendarmen Martel, is a very imposing building; the picture gallery of Prince Raczinsky is well worth visiting; the palace of Prince Charles, No. 9, Wilhelms-platz: palace of Prince Albert, 102, Wilhelms-strasse. built by Schinkel. The new Rath-Haus in the Königs Strasse deserves notice; Kroll's winter garden in the Thiergarten, a noble park of some 8000 acres, is also worthy a visit.

Besides the Opera-haus, Berlin has a Konigs Schauspiel-haus, built 1819, to accommodate 2500 persons; the Friedrich Wilhelmstaedter Theater, for 1600 persons, etc. Berlin has above 100

From BERLIN to	Itineraries of the most Direct Routes from BERLIN to the following Alphabetical List of Towns.	ORD. FARES. 1 class.	ORD. FARES. 2 class	TIME. Exp.	TIME. Ordy.
		£ s. d.	£ s. d	h. m.	h. m.
1 Amsterdam ...	Hanover, (No. 11), Minden, Oberhausen, p. 160, Emmerich, p. 118, Amsterdam, p. 113.	3 4 10	2 5 0	17 11	24 24
2 Antwerp.....	Cologne, (No. 6), Antwerp, via Liege and Malines, pp. 89, 83, 82, see Cologne Routes p. 423 (No. 3)	3 17 2	2 14 4	20 25	39 5
3 Bremen	Hanover, pp. 155, 159, Bremen, p. 148.	1 16 2	1 4 9	10 15	13 10
4 Brussels.....	Cologne, (No. 6) Brussels, p. 89, see Cologne Routes, p. 423, No. 8 a)	3 17 3	2 14 5	20 23	38 55
5 Cassel	Hanover, (No. 11), Cassel, via Gottingen, p. 150.	2 0 8	1 7 9	11 50	13 45
6 Cologne	Minden, (No. 14), Cologne, p. 160.	2 17 8	1 19 10	14 15	20 55
7 Dantzic	Stettin, Stolp, Dantzic, p. 178.	2 5 1	1 13 7	13 5	16 33
8 Dresden	Via Roderau, p. 176.	0 15 6	0 11 6	3 20	...
9 Frankfort-o-M	Cassel, (No. 5), Frankfort, p. 147.	2 16 6	1 18 1	17 5	19 46
10 Hamburg	Via Wittenberge p. 165.	1 16 6	0 17 0	6 16	9 20
11 Hanover.....	Magdeburg, Brunswick, p. 155, Hanover, p. 159.	1 7 2	0 14 9	7 0	8 55
12 Leipsic	Via Cothen, and Halle, p. 174.	0 18 0	0 12 0	3 30	7 45
13 London	a Hamburg, (No. 10), London direct in 48 hours, p. 310.	3 4 6	2 2 0	54 16	57 30
	b Rotterdam, (No. 18).	4 11 1	3 0 0	4 0	...
	c Cologne, (No. 6), Ostend, pp. 139a, 139b, Cologne Routes, p. 423, (No. 22 b), Dover, London.	6 14 6	*5 12 8	21 0	...
	d Cologne, (No. 6), Cologne and Calais (* mixed tickets) p. 139a	6 17 7	*5 15 10	35 0	...
14 Minden	Magdeburg, p. 155, Brunswick, Hanover, Minden, p. 150.	1 13 3	1 2 1	8 25	10 45
15 Paris.....	Cologne, (No. 6), Cologne Routes, p. 424.	5 11 6	4 10 0	26 30	...
16 Potsdam	See page 158	0 2 5	0 1 9	0 30	0 35
17 Prague	Dresden, (No. 8), Prague, p. 204.	1 12 9	1 4 9	11 0	...
18 Rotterdam	Minden, (No. 14); Rheine, 159, 112, Rotterdam, p. 113.	3 4 11	2 8 1	18 1	23 55
19 Stettin	Direct See page 178.	0 12 0	0 9 0	3 0	3 37
20 St. Petersb'g	Rail to Eydtkuhnen, p. 180, thence to St. Petersburg, p. 287.	7 2 0	5 8 6	43 0	...
21 Vienna.....	Prague, (No. 17), Vienna, p. 201.	3 10 0	2 12 6	30 0	32 0
22 Wildbad	Frankfort, (No. 9), thence rail to Heidelberg, p. 137, Carlsruhe, p. 132, to Pforzheim, p. 137, thence to Wildbad, p. 193.	3 11 3	2 8 11	29 0	...

learned and artistic Vereine (Associations). The Thiergarten is the great public walk of Berlin, with a white marble statue of Frederic-William III. by Drake. The Kreuzberg, 1 English mile from the Botanic Garden, has a national monument to commemorate the battles of 1813 to 1815. Many fine statues on the streets, but *all* military. There is a horse railway from the Dorotheen Strasse, and past the Brandenburg Gate to **Charlottenburg,** fare 25 pfennige The grounds are good. The principal object is the Mausoleum in which are two beautiful recumbent figures of Frederick William III and his queen by Rauch. The drive thither is very pleasant. The court of the old Schloss has a fine bronze statue of "George and the Dragon," Kiss's last work, well worth visiting. **Potsdam** by rail. At Potsdam there is also a beautiful statue of the late queen. Newspapers of all countries at the principal confectioners.

CONVEYANCES.—For Railway Information, see Index.

Berncastel.—Pop. 2,300. HOTELS:—DERI KÖNIGE, POST.

The steam-vessels ascending the river from Coblenz to Treves stop here for the night, and leave for Treves next morning; see Alphabetical List.

Betzdorf, on the Deutz-Giessen line. p. 116. To Seigen in 30 minutes. Good head-quarters for pedestrians.

Bodethal and the Rosstrappe, on the North of the Harts, 3 Ger. miles from Halberstadt and 5 German miles from Harzburg. It is the most beautiful spot in the whole Harts, for here distant views over the whole range of mountain, land and plain unite in one point.

THE HOTEL HUBERTUSBADLIES at the entrance of the valley, and is the most commodious to remain at, as from here excursions to all parts may be most conveniently made.

Brandenburg.—*Stat.*—Pop. (1871) 25,830. —INNS.—SCHWARZER ADLER.

HOTEL DE BRANDENBURG. Restaurant at the Railway Station.

DROSCHKEN, at the railway station, the drivers producing a ticket on which is printed the number of their carriage and the fares.

Chief town of the old electorate, 38 miles from Berlin. The Katharinenkirche, built in 1410, contains an antique font and a library. The Cathedral, which is in the Burg, on an island in the river Havel, possesses some paintings by Cranach, a subterranean chapel, tombs of three Margraves, and some remarkable statues. There is a fine prospect from the Marienberg, in which appear the towers of Potsdam.

CONVEYANCES.—Railway to Potsdam, Berlin, and Magdeburg, see page 154.

Breslau.—*Stat.*—Pop. (1871 208,000.

HOTELS:—GOLDENE GANS; ZEDLITZ, near the Railway GOLDENER LOEWE.

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Breslau, on the Oder and Ohlan, capital of the province of Silesia.

OBJECTS OF ATTRACTION.—The Cathedral, erected 1170, out of bricks, and not in a tasteful style; the Kreuzkirche, built upon the site of a much older church, with a remarkable monument of Duke Henry the Fourth, and a bronze relief of John of Breslau, 1496, by Peter Vischer; the St. Elizabeth church, with the highest tower in Prussia (364 feet), built in the 9th century; the church of our Blessed Lady, on the sand, has in the interior very beautiful proportions; the Great Ring, with town hall; the Blucher-platz, with a bronze statue of Blucher; the Tauenzien-platz, with the statue of General Tauenzion; the University, brought hither in the year 1811, from Frankfort-on-the-Oder, with 700 students; the museum of natural history; and the library of 25,000 vols. In the environs are Liebich's garden, Morgenau, Oswitz, Pögelwitz, Lissa. It was taken by the French, 1807.

ENGLISH VICE-CONSUL.—H. Humbert, Esq.

CONVEYANCES.—Railway, see pp. 151, 152, 174, 178, 183, 187, 224, 228, 230, 230, 291.

Brunswick.—(Germ. **Braunschweig.**) *Stat.*—Pop. (1871) 57,600.—HOTELS:—BLAUER ENGEL; DEUTSCHER HOF; VON PREUSSEN; WIENER HOF; EICHE. etc.

CAFES.—Bank Keller, Denicke. Excellent first class refreshment room at the station.

Brunswick on the Ocker, seat of an hereditary Duchy, with clean streets, much picturesque architecture in the old buildings, and surrounded with walks and parks, beautifully laid out. It gave origin to the reigning house of England.

The Cathedral, or the church of the Holy Blasius in the Gothic-Norman style, was completed in the year 1194, by Heinrich der Löwe who lies buried here; also his wife Here, too, lie the Duke of Brunswick, who was slain at the battle of Jena; the Duke, his son, who fell at Quatre Bras; (on the coffin of the Duke may still be seen the withered garland spread by his people on his bier;) and the unfortunate wife of George IV., Caroline of Brunswick. Near the church stands a large bronze lion, which Heinrich der Löwe (Henry the Lion) brought from Constantinople. In the promenades is the large and beautiful monument erected to the memory of the two Dukes of Brunswick, who fell at Jena and Quatre Bras. Among other churches are Saint Moutier, 12th century; Saint Andrew, 13th, with fine sculptures; St. Catherine, 13th century, fine stained glass. The Museum open every day except Monday; in summer, 11 to 1; in winter, entrance fee, 1 to 6 persons, 6 Reichsmarks. It has a gallery of paintings, by Titiens, Van Dyck, Rembrandt. Before the gate Steinthor and Augustthor, is the monument of the valiant and unfortunate Schill, who was shot by the French in 1809. Very interesting are the lately restored Town Hall, Altstadt Rathaus, and the fountain at the Altstadt Market; also the Park before the Augustthor.

AMERICAN CONSUL.—J. Greenwood, Junr., Esq., No. 7, Theatre Promenade.

CONVEYANCES.—Railway, see pages 116, 148, 150, 154, 156, 158, 160, 162, 166, 177.

Cassel.—*Stat.*—Pop. 1871) 46,400.—HOTELS: HOTEL DU NORD, opposite the Railway Station; SCHIRNER; KONIG VON PREUSSEN; FRIEDRICH WILHELM; VICTORY; GOLDENE KRONE; RITTER.

RESTAURANTS.—Adolph, Cimiotti, Meyer.

CAFES.—Belvedere, Luttebrandt.

Theatre shut Tuesday and Friday.

Hackney carriage fares, from the railway station to any part of the town, 50 pf; to Wilhelmshoehe, from 4½ to 6 Rm; to Loewenburg, 9 Rm; to Hercule, 12 Rm.; trinkgelt, 70 pf. to 1 Rm.

Cassel, formerly the seat of an Electorate, now annexed to Prussia, is situated on the Fulda, and divided into the Old Town, Lower New Town, and Upper New Town. It enjoys a fair manufacturing trade in linen, cloth, hats, porcelain. Its objects of attraction are rather few. In the Friedrich's Platz, 1000 by 450 feet, one of the largest squares in Germany, is the Elector's Palace, a building devoid of any imposing effect, and far surpassed by very many of the hotels inhabited by the bankers in Frankfort. Near it stands the Museum, one of the prettiest buildings in Cassel; and immediately to the rear are the Government offices. The Picture Gallery in the Château de Bellevue, can be seen any day for two Reichsmarks. A very fine view of the valley and windings of the Fulda, as also of the remote Mount Meissner, can be enjoyed from an open side of the square on the brow of the hill. In the middle of the square there is a statue of Frederick II., the founder and patron of the principal establishments and collections of art in Cassel.

THE MUSEUM is opendally, from 11 to 1: it contains a library of 100,000 volumes, a cabinet of curiosities well worth attention, the collection of natural philosophy, and the picture gallery, in which are some valuable paintings. Near the Museum, are the *Karlsaue*, much frequented public gardens.

The THEATRE is also worth notice; it was built by Jerome Buonaparte, when residing here as king of Westphalia.

The gardens of **Wilhelmshohe,** to which his nephew, the late Emperor Napoleon, was sent, 1870, after Sedan, are under the castle of Riesenschloss. Four hours to see them; guide, 1 Reichsmark. In them is the Elector's summer Palace, about three or four miles from Cassel. There are fine conservatories, and the fountains behind it throw water the highest in Europe, except those at Chatsworth. Water works play Wednesdays and Sundays at half-past two.

The Cascade of the Karlsburg is worth a visit. At the top is a colossal statue, over which falls, at intervals, a stream of water. The statue is led up to by a flight of stone steps 900 feet long. The hill can be ascended by means of a carriage road. An eight-sided figure, 1,312 feet over the Fulda, topped by a pyramid supporting the colossal figure of *Hercules* (31 feet high) manufactured of beaten copper, surmounts the *Water-tanks*: within the hollow of the club eight persons can be accommodated, and enjoy a very fine view of the surrounding country from a small window therein.

CONVEYANCES.—see pages 146, 151, 172, 176.

Cleves or **Kleve.**—*Stat.*—Pop. 10,000. HOTELS PRINCE MAURICE DE NASSAU, ZUM THIERGARTEN.

Capital of the former Duchy of Cleves, now belonging to Prussia, and connected with the Rhine by a canal about 2½ miles in length. It is situated upon gently sloping hills, in the midst of a fertile country, well diversified with hills, vales, and woodland. The ancient castle of *Schwanenburg*, formerly the residence of the Dukes of Cleves, was the birth-place of Anne, wife of Henry VIII., also the scene of a legend which is the subject of one of Southey's poems. Its tower, built on a rock, commands a view of the country; there is also a fine prospect from Clevesburg, near the Thiergarten, and another from the Prinzenhof.

The remains of Prince Maurice of Nassau lie in an iron sarcophagus, in a little wood half a mile from the town. Cleves is the birth-place of the celebrated Seydlitz; about five miles from the Emmerich Junction of the Dutch Rhenish and Cologne Minden Railways.

CONVEYANCES.—Railway, see pages 120 and 144.

Dantsic or **Danzig,** (or Polish **Gdansk.**)—*Stat.*—Pop. (1871) 89,120.—HOTELS:—DE THORN; ENGLISCHER HOF; WALTER; BUJACK; SCHMELZER.

CAFÉS—Kaisemann and Sebastiani, in the Langgasse; Porta and Grensenberg, in the Langemarkt. Restaurants—Roesch, in the Schuffelmarkt; Raths Keller, in the Artushof; Lentholz, in the Langemarkt.

Droschken, 1 or 2 persons, 50 pf; 3 persons, 75 pf; 4 persons, 1 Rm.; with baggage, 25 pf. extra; for 1 hour, 1 Rm. 25 pf. and 1 Rm. 75 pf. according to the number of persons, for every subsequent hour, 1 Rm. 25 pf., and 1 Rm. 50 pf.; half a day, 6 Rm.

A fortified city on the Vistula, highly interesting for its quaint and picturesque architecture of the 16th and 17th century, especially in the fine old Langgasse, and the Langemarkt, where the houses are 7 stories high. It belonged to the Teutonic Knights, 1310—1454, and then became a leading member of the Hanseatic League. The French held it 1807—14; since which it has been strongly fortified. It is a principal port on the Baltic, close to the *Gulf of Dantsic*, (a shallow inlet 65 miles wide) and has a great corn trade, many iron-foundries, distilleries, sugar works, and factories for sweet-spruce beer, a tonic extract of fir. Amber is obtained here. Fahrenheit was a native.

ATTRACTIONS—The Marienkirche (14 to 15 cent.) 116 metres long, 46 broad, and 31 metres, having 50 chapels, founded by principal citizens; an astronomical clock, a picture of Memling (50 pf. to the sacristan), and a fine crucifix in wood. Hotel de Ville of the 14th century, with a tower 90 metres high. The Artushof or Junkerhof, of which the ground-floor, with statues and paintings, is used as an Exchange.

EXCURSIONS—Convent of Oliva, at foot of Karlsberg: convent (of 1580) contains 24 altars, fine organ, &c. **Zappot,** a village near Oliva, on the sea, frequented for sea-bathing. (Omnibus 50 pf.)

H. B. M.'s CONSUL.—W. White, Esq. AMERICAN CONSULAR AGENT, P. Collas, Esq.

ENGLISH CLERGYMAN, Rev. H. Lawrence.

BANKERS, Messrs. Gibson.

CONVEYANCES.—Steamers daily in Summer to and from Konigsberg; to Stettin, three times a month. Passage, 28 hours; fare, 9 Reichsmarks. Railway to Dirschau, Stettin, Bromberg, Warsaw, Posen, and Berlin. see pages 174, 178, 180, 182.

Dessau.—*Stat.*—Pop. 16,400.—HOTELS: KING; HIRSCH; DER GOLDENE BEUTEL.

Capital of the Dukedom of Anhalt Dessau, situated on the Mulde, near its junction with the Elbe. Edifices are of modern date, the principal being the Ducal Palace, containing a library, cabinet of curiosities, and picture gallery. In the Schloskirche is the famous "Last Supper" by Cranach, in which he introduced portraits of some of the chief actors in the Reformation. Birth-place of Mendelssohn. The gardens in the neighbourhood are much admired especially the garden of Wörlitz, about six English miles from Dessau, and well worthy of a visit.

CONVEYANCES.—Railway to Cothen, Halle Leipsic, and Berlin. see pages 154, 176 and 177.

Elbing, (Polish **Elbiag.**)—*Stat.*—Pop. (1871) 31,170.

HOTELS:—KÖNIGLICHER HOF; HOTEL DE BERLIN

An old fortified Hanse town in West Prussia Proper, near the Frische Haff, on the Baltic founded 1229 by the Teutonic Knights. It has the Marienkirche and six other churches, a synagogue, museum a house of industry founded by an Englishman named Cowle, with ship yards and foundries. Sea-bathing at Kahlberg. Large ships stop at Pillau. At Frauenberg are the observatory and waterworks built by Copernicus.

CONVEYANCES.—Railway. see page 180.

Emden or **Embden.**—*Stat.*—Pop. 16,000.

HOTEL:—Post.—In the market place.

A fortified town and seaport of Friesland, on the Dollart, near the North Sea, surrounded by marshes, but having a very fertile country outside them. It has a most extensive trade in oats, cheese, butter, &c., exporting more oats than any other European port. The town possesses nothing of interest beyond its commerce.

ENGLISH VICE-CONSUL.—Y. Brens, Esq.

CONVEYANCES.—Railway to Linden, Osnabruck Minden, Hanover, &c. see pages 115, 148 155 & 183.

Ems.—*Stat.*—Pop. 4,000.—HOTELS:—

HOTEL DE RUSSIE.—Close to the Curhaal, kept by Ph. Durlinger.

HOTEL D' ANGLETERRE; HOTEL DES QUATRE SAISONS.

LODGINGS, on left bank of the Lahn are more comfortable than those on the right. Ems has its old and a new Kurhaus, the new being the best. Quite a modern town has lately risen on the left bank.

Horse hire:—From 1 fl. to 1 fl. 48 kr., to the many points for excursions, occupying 3 hours; ½ a day, 2 fl.; 1 day, 4 fl. Donkeys, from 24 kr. to 1 fl., if for 3 hours. Carriages, 2 horse, from 3 fl. for ½ a day, to 7 fl. for 1 day; the tariff only limits the prices from Ems to the towns around Ems.

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Ems is, unquestionably, a very fashionable watering place, of a rather exclusive and aristocratic character, especially with the Russians and Germans, who resort to it on account of the curative properties of the springs, particularly when used as baths. It is situated in a very narrow valley, traversed by the river Lahn, with steep hills on either side; so that at midday, during the months of July and August, visitors are glad to effect an escape to the shade of the neighbouring forest. But many improvements have been made by the resident committee of the town. Trees have been planted; and water is now supplied in abundance to the houses, public gardens, fountains, &c., to the great comfort of visitors.

Towards evening the bands begin to play, and the promenade is soon crowded with visitors, eager to breathe a purer air, either on the borders of the river, or upon the tops of the neighbouring hills, whence they may enjoy the bracing breezes from the Rhine, or extend their walks or rides, with the assistance of the numerous donkeys, to the various beautiful and picturesque spots among the hills up the Bäderlei, to Schweitzer Haus, to the Lindenbach valley, by the silver-smelting furnace, to the ruined castle of Sporkenberg, or to Balduistein, all affording fine views.

The *Waters*, which have enjoyed a high reputation since ancient times, have a temperature of 22° to 59° cent., and are of a calcareous carbonate nature, are taken early in the morning, while yet there is some freshness in the air to invite the invalid abroad, and encourage him to take gentle exercise between the draughts of water he has been directed to take, and the quantity of which must be regulated by the power of digestion —from two to three glassesfull—taken at intervals of a quarter of an hour. The number of visitors taking the baths from May to September is estimated at 5000. Here the French Ambassador had his memorable interview with the King of Prussia before the war of 1870-1.

The Baths are mostly used in the morning, for which Tickets are obtained from the Badmeister. N.B.—The gaming table was closed 1872.

Excursions.—1. Up the Bäderlei, to the Schweitzer Haus, a Café. 2. To the Forsthaus. 3. To the Lindenbach Valley. 4. To the Castle of Sporkenberg. 5. To Balduistein; or a visit to the Castles of Nassau, higher up the Lahn Valley.

English Church Service twice on Sundays, from May to September. Chaplain, Rev. W. G. Palmister.

Conveyances.—Rail to Lahnstein, Rudesheim, Wiesbaden, Nassau, Wetzlar, &c., see pages 129, 150, and 154. Steamers up and down the Rhine.

Erfurt.—*Stat.*—Pop. (1871) 43,620.—Hotel:—Sueer's Hotel, near the Station.

An important fortified town, situated on the great road leading from Frankfort-on-the-Main to the north of Germany, 2 miles west of Weimar. Erfurt, according to tradition, was founded as early as the fifth century, by a noble named Erpes. The inhabitants are partly employed in the manufacture of woollens and silks. The cathedral is a fine Gothic building, with a magnificent porch. Its chief object of attraction, the old Augustinian Convent in which Luther lived 1505-12, was burnt down with all its relics, his portrait, bible &c., in April, 1862. The town contains many scientific and other institutions. Promenades.

Conveyances.—Railway, see pages 149, 170, and 172.

Flensburg.—See Special Edition.

Frankfort-on-the-Main.—(German, **Frankfurt-am-Main.** —*Stat.*—Pop. (1871) 90,225.—(*With Map in Special Edition.*)—Hotels:

Few towns in Europe, Paris excepted, can boast of such magnificent hotels as are to be found at Frankfort. They are principally in the Zeil, or in the vicinity of the Theatre; and are in every way worthy of one of the largest capitals of the Continent. The charges are by no means extravagant (Room, 48kr. to 2fl. 36kr.), and the attendance is of the best description.

Union Hotel, formerly Weidenbusch.—Well-known, excellent, and reasonable family hotel. Mr. J. A. V. Collosena, Proprietor.

The Roman Emperor, kept by Messrs. Lohr and Alten, Proprietors.

Grand Hotel du Nord, in close proximity to the Railway Station.

Hotel de Hollande; Hotel de Russie, good. Hotel d'Angleterre; Hotel White Swan; and Hotel du Nord, the only Hotel where Cook's Tickets are taken.

Hotel prices of first class houses are about the same:—Room, 1fl 14kr. to 2fl. 48kr: candles 24 kr.; service, 30 kr.; coffee or tea, 36 kr.; dinner, 1 fl. 30 kr. to 2 fl. 24 kr

Cafe Frascate.—In Bockenheim; Concert every Sunday.

Theatre.—In Theatre platz, No. 14. Another in the Circus.

Zoological Garden.—In Pfingstweide, near the Hanau Station.

For sights, cab-fares, post, etc., see local papers.

Omnibuses from the railways and from station to station, 12 kr. per person; for each box or portmanteau, 6 kr.; from any part of the town to the railway, 6 kr. per person; all the stations are close to the town. Hackney carriages from the railway stations to any part of the town, or from station to station, 2 persons, 24 kr.; 3 persons, 30 kr.; for every box, 6 kr. One horse droschken, 2 persons, ½ hour, 12 kr.; 3 or 4 persons, 18 kr. Valet de place, 1fl. 45kr. per day: during fair time, 2fl. 20kr.

Tramways.—Cars run between Bockenheim and the Zeil.

Frankfort is one of the most important cities of Prussia since its annexation, in 1866, doing honour by its fame to the spirit of commerce. It has been greatly improved and embellished: its shops, streets, and public buildings, all exhibit the progress of industry, activity, and invention. Frankfort is one of the pleasantest of continental residences. Promenades extensive, and suburbs fine. There is a good Casino or club, also a good Post-Office. Amid a great variety of objects to interest the

traveller in this place may be mentioned as worthy of inspection the Hotel de Ville or *Römer*. It is a building of the 15th century, less remarkable for its architectural appearance than for its historical note. Here is the Electors' room, recently the Hall of the Senate, where the electors or their deputies used to assemble: the Kaisersaal, with the portraits of all the Emperors, from Conrad I. to Francis II. In it is also preserved the original Golden Bull. There are several paintings in the Hall which has been re-decorated in the ancient style. On the end wall is the Judgement of Solomon, by Steinc. The Kaisersaal is open to the public every day.

The *Domkirche* or Cathedral, is remarkable for its antiquity; also, as having been the place where, for many years, the Emperors of Germany were crowned. It is considered the last specimen of the ancient German architecture. A great part of it was destroyed by fire in Aug. 1867. The Town Library with more than 60,000 vols., is open every Tuesday and Thursday, from 10 to 12, Mondays, Wednesdays and Fridays, from 2 to 4 o'clock. *Gallery of Paintings*, with more than 900 original pictures, is open on Tuesdays and Thursdays, from 11 to 12 o'clock. Städel Museum of Paintings, open daily, (except Saturdays) from 10 to 1. Natural History museum, open every Wednesday, from 2 to 4 o'clock, on Fridays, from 11 to 1. Bethmann museum, with *Danneker's Ariadne*, open daily from 11 to 1 o'clock. The new Cemetery, has several beautiful monuments. Göthe was born here, 1769, in the *House* marked No. 23, in the Grosser Hirschgraben; open from 9 a.m.; charge, 36 kr. or 10 sgr. each person. On the front is his father's coat-of-arms, bearing the poetical device of three lyres. His monument in the Allée, facing the theatre and close to Gutenberg's, is by Schwanthaler, of Munich. The figure and pedestal are of bronze. A Latin inscription and his bust mark the house in which Luther resided in the Domplatz. The inscription is as follows:—"In silentio et spe erit fortitudo vestra."—"In quietness and confidence shall be your strength." Palm Gardens (Palmen Gärten) purchased from the Duke of Nassau for 80,000 florins (the plants), and transplanted from Biebrich to Frankfort. These plants are celebrated throughout Germany. A new Opera House, to cost one million florins (private subscription) is building.

The Taunus Mountains can be reached by railway as far as Höchst and Soden, a mineral spa; thence by carriage to Königstein, a ruined fortress of great extent and interest. A fine view of Frankfort and the surrounding country may be obtained from the hilly spot called Hainerweg, on which also the extensive cellars of Messrs. Feist Brothers and Sons, have been excavated deep in the rocks for their sparkling wines. They are well worth visiting. Apply at their office, 40, New Mainzer Street.

At No. 12 Schöne Aussicht, are the establishment and cellars of Messrs. Manskopf Behrends & Sons, the well-known wine merchants and bankers. By applying at the above offices, connoisseurs obtain permission to view the extensive cellars, and may taste and select the finest wines grown in Germany.

It will interest the visitor to inspect the ancient Jewish quarter, and the cradle of the Rothschild family, now the arbiters of peace and war by their loans. On the old Sachsenhäuser Brücke is a modern Statue in stone of Charles I., the Saxon Emperor (Charlemagne).

Two large fairs or *Messe*, are held here, in spring and autumn.

Staghorn Cameos, fine and moderate. Good baths, 45, J. Main Kay.

H. B. M.'s CONSUL, Theodore Kuchen, Esq., Grossen Gallusgasse.

UNITED STATES CONSUL-GENERAL.—W. Prentiss Webster, Esq., 19, Gallusgasse.

ENGLISH CHAPLAIN.—Rev. J. C. Flood, M.A. English church service twice on every Sunday throughout the year, at half-past 11 and half-past 3 o'clock, in the Church in the Göthe Platz.

PHYSICIAN: Dr. Fritsch.

ENGLISH AND FOREIGN BOOKSELLERS.—C. Jugel dépôt for *Bradshaw's Guides*, and F. Boselli'sche, Buchhandlung, Zeil 56; Isaac St. Gear, 6, Roemarkt.

CONVEYANCES.—Railway to Darmstadt, Mannheim, Heidelberg, page 137. To Carlsruhe, Baden, Strasburg, Freiburg, and Basle, see p. 132. To Castel, Biebrich, Wiesbaden, Rudesheim, Ems, &c., p. 128.—To Homburg, p. 134.—To Aschaffenburg, Wurzburg, Augsburg, and Munich, page 128.—To Cassel, p. 146.—To Bebra, p. 147.

From FRANKFORT to	The most direct Routes from FRANKFORT to the following Alphabetically arranged List of Towns.	ORDINARY FARES. 1 Class.	2 Class.	TIME. Exp.	Ord.
		£ s. d.	£ s. d.	h. m.	h. m.
1 Amsterdam	See Rtes. to Cologne, No. 11; thence as per Itinerary of Rtes. to Amsterdam, No. 2, p. 423	1 14 0	1 2 9	20 0	—
2 Antwerp	See Rtes. to Cologne, No. 11; thence as per Itinerary of Rtes. to Antwerp, No. 3, p. 423	2 2 6	1 17 6	12 30	—
3 Augsburg	a Rl. via Bamberg, pp. 128, 196, 198; Nuremberg, p. 198; Augsburg, p. 198	1 11 4	1 0 11	13 14	25 0
"	b Rl. via Heidelberg, p. 127; Bruchsal, p. 132; Stuttgardt and Ulm, p. 192; Augsburg, p. 194	1 10 0	1 0 2	11 30	20 30
4 B.-Baden	Rl. via Heidelberg, p. 127; Carlsruhe, Oos, Baden-Baden, p. 129	0 16 0	0 11 6	3 0	3 0
5 Basle	a Rl. via Heidelberg, p. 127; Carlsruhe, Freiburg, Bale, p. 132	1 3 10	0 18 8	8 0	12 0
"	b Rl. to Mannheim, p. 127; to Ludwigshafen, p. 135; Neustadt, p. 136; Weissenburg, p. 136; Strasburg, Mulhausen, and Bale, p. 74	1 8 3	1 0 11	10 0	14 0
6 Berlin	a Rl. via Wurzburg, Bamberg, pp. 128, 196, 198; Hof, 197; Leipsic, p. 197; Dresden, p. 199; Berlin, p. 176	3 0 3	2 2 0	25 15	28 0
"	b Rl. via Gunterhausen and Gerstungen, p. 146; Gotha, Weimar, p. 170 Halle, Cothen, pp. 166, 167	3 1 8	2 2 1	16 30	19 0
"	c Rl. via Cassel, p. 146; Gottingen, Hanover, p. 137; Brunswick, p. 168; Magdeburg to Berlin, p. 154	2 15 9	1 19 8	5 45	25 0

Itinerary of Routes from Frankfort—*continued.*

		£ s. d.	£ s. d.	h. m.	h. m.
7 Brussels	a See No. 11, Rtes. to Cologne; thence as per Rtes. to Brussels, p. 423	2 0 0	1 7 0	2 0	—
	b Rl. to Bingen, p. 126; Treves, p. 125; thence via Namur, p. 106	—	—	—	—
8 Calais	See No. 11, Rtes. to Mayence and Cologne; thence as per Itinerary of Rtes. to Calais, No. 9, p. 423	—	—	—	—
		2 18 0	—	19 0	—
9 Cassel	Rail direct p. 146	0 15 10	0 10 7	5 0	6 0
10 Coblenz	Rl. via Oberlahnstein to Coblenz, pp. 128, 129	0 8 4	0 5 1	5 45	6 45
11 Cologne	Rl. to Castel, p. 128; Str. down the Rhine to Cologne, p. 338; or by Rl. to Bingen, p. 126; Rl thence to Cologne, p. 123	0 12 6	0 9 0	10 0	—
12 Constance	a Rl. via Heidelberg, p. 137; Bruchsal, p. 132; Friederichshafen, p. 192; Str., p. 333	1 6 9	0 17 6	8 0	10 0
,,	b Via Bale, see Rte. to. No. 5; Rail thence to Constance, pp. 132, 133	1 16 4	1 11 1	17 0	28 30
,,	c Rl. to Heidelberg p. 137; to Freiburg, by the Höllenthal to Schaffhausen Rl. thence to Constance p. 133; or from Offenburg to Singen p. 136...	2 16 0	2 1 0	17 30	—
13 Dresden	Rl. to Wurzburg, Bamberg, Hof, see Rte. 6a; via Chemnitz, pp. 187, 189	2 0 5	2 5 1	44 0	56 0
14 Geneva	See Rte. to Bale, No. 5, thence as per Itinerary of Rtes to Geneva, p. 48:	2 1 1	0 18 7	13 30	19 0
15 Hamburg	See Rtes. to Hanover, No. 16; thence via Harburg p. 156	1 9 4	0 19 7	9 0	14 0
16 Hanover	Rl. via Cassel, p. 146; Gottingen and Kreiensen, p. 151	—	—	—	—
17 Heidelberg	Rl p. 137	0 5 11	0 3 11	2 0	3 0
18 Leipsic	a Rl. via Wurzburg, Bamberg, Hof and Lelnsic, see Rte. 6a	2 6 6	1 15 0	13 30	—
,,	b Rl. via Gerstungen, Gotha, Weimar, and Halle, see Rte. 6b	2 6 5	1 9 0	12 20	14 45
19 London	a No. 11, Rtes. to Cologne; thence as per Itinerary of Rtes. No. 22, p. 423	4 11 2	3 5 0	24 0	40 0
,,	b See No. 23 Rtes. to Paris; thence as per Itinerary of Rtes. No. 28, p. 383...	4 8 1	3 0 0	34 0	—
,,	c Rl. to Treves, Namur, and Brussels see No. 7 b; thence as per Itinerary p 401	—	—	—	—
20 Mannheim	a Rl. to, by Darmestadt, p 137	0 5 10	0 3 11	3 0	3 0
,,	b Rl. to Mayence and Ludwigshafen, p. 126; Rl. to Mannheim p. 135	0 5 10	0 3 11	3 0	3 0
21 Munich	a Rl. via Wurzburg, Bamberg, Nuremberg, Augsburg, see Rte. 3a	1 15 6	1 4 0	13 0	—
	b Rl. via Heidelberg, Bruchsal, Stuttgardt, Ulm Augsburg, see Rte. 3b	1 15 1	1 2 10	12 45	21 30
22 Ostend	Rte. No. 11, to Cologne; thence as per Itinerary of Routes No. 27, p. 423	2 8 0	1 14 0	16 3	—
23 Paris	a Rl. via Mannheim, p. 137; Ludwigshafen, p. 126; Neuenkirchen, p. 138; Forbach, p. 125; Metz, pp. 72, 77; Nancy, Paris, p. 65	2 15 9	2 0 8	16 35	24 10
,,	b Rl via Heidelberg, p. 137; Carlsruhe, Baden-Baden, Appenweier p. 133; Kehl, Rl. to Strasburg, p. 192; Rl. via Nancy to Paris, p. 65	3 8 0	2 8 3	14 30	24 40
24 Rome	Rte. to Bale, No 5; Rte. thence as per Itinerary of Rtes. No. 30, p. 459	6 14 6	5 6 1	41 0	92 0
25 Rotterdam	a Rtes. to Cologne, No. 11; Rtes. thence as per Itinerary No. 28, p. 434...	2 8 0	1 12 6	14 0	—
,,	b Rail to Mayence, p. 126; thence per Steamer, p. 338	—	—	—	—
26 Strasburg	See Rtes to Bale, No. 5	0 14 11	0 11 0	5 0	8 0
27 Stuttgard	See No. 21. Rte. to Munich	0 13 5	0 8 9	5 30	7 50
28 Vienna	a Via Wurzburg, pp. 128, 196; Regensburg, p. 196; Passau, p. 203; and Linz, p. 210	4 1 0	2 17 0	22 30	50 0
,,	b See Rtes to Munich, No. 21; Rail. thence to Salsburg, p. 200; Wels, p. 201; and Vienna, p. 210	4 15 0	2 10 0	21 0	32 0
	Routes from Frankfort to the Principal Baths.				
29 Aix-la-Chap.	See Rte. No. 11 to Cologne; thence per Itinerary of Rtes. p. 423	1 0 0	0 12 4	11 15	12 5
30 Bl.-Baden	Rl. via Heidelberg p. 137; Carlsruhe and Ons, pp. 132, 133	0 14 1	0 8 6	4 10	7 0
31 Cannstadt	Rl. via Stuttgardt. see No. 27; thence per Rl. to Cannstadt, p. 193	0 16 0	0 13 0	4 30	8 50
32 Carlsbad	Rl. via Wurzburg, pp. 128, 196; Oberkotzau, Eger, and Carlsbad p 196	1 15 1	1 5 5	2 0	32 0
33 Ems	Rl., pp. 128, 129	0 11 0	0 7 6	7 0	11 0
34 Homburg	Railway direct p. 135	0 2 0	0 1 2	0 45	0 45
35 Kissingen	Rl. to Gemunden, p. 147; or Schweinfurt, Rl thence to Kissingen p 197	0 11 5	0 9 7	7 3	8 7
36 Marienbad	See Rte. to Carlsbad, No. 32; Rl. to Eger, p. 208; Marienbad, p. 223	2 0 0	1 10 0	26 0	33 0
37 Pyrmont	See Rte. No. 16 to Hanover; Rl. to Pyrmont, p. 119	1 16 4	1 0 2	14 0	22 0
38 Schlang'b'd	Rl. to Wiesbaden, see No. 42, Dil. thence to Schlangenbad	0 10 0	0 9 0	8 10	9 30
39 Schwalbach	Rl. to Wiesbaden, see No. 42; Dil. thence to Schwalbach	0 8 6	0 6 6	11 0	—
40 Spa	See Rtes. to Cologne, No. 11; thence as per Itinerary of Rtes No. 9, p. 423	1 4 8	0 17 6	14 0	11 3
41 Teplitz	See Rtes. to Dresden, No. 13; Rl. to Teplitz, pp. 204, 207	2 12 0	1 17 3	21 0	33 0
42 Wiesbaden	Rl. via Bieberich, p. 128	0 4 3	0 3 0	1 30	1 30
43 Wildbad	Rl. to Heidelberg, p. 137; Carlsruhe, p. 133; Pforzheim, p. 137; Wildbad, p. 198	0 14 9	0 10 10	1 0	—

Frankfort-on-the-Oder.—(*German* **Frankfurt-an-der-Oder.** — *Stat.*— Pop. (1871) 43,125.

HOTELS:—DEUTSCHES HAUS, in the Grand Place; ADLER.

A wooden bridge laden with stones, so that the stream may not carry it away, joins the old town on the left shore of the Oder, with the suburbs on the right. The prosperity of the town is owing to its being situated on the principal road or thoroughfare to Silesia. In the neighbourhood of the town is the battle-field of *Kunnersdorf* where Frederick the Great was beaten, in the year 1759, by the combined armies of Russia and Austria.

CONVEYANCES.—Railways to Berlin and Breslau, see pages 174, 180, 182, 183, and 186.

Fulda.— *Stat.*—Pop. 14,000.—HOTELS:—KURFURST; POST.

A walled town in Hesse-Cassel, (annexed to Prussia, 1866), and former seat of a Prince-Bishop, near the Rhöngebirge Hills. Here are a University; St. Michael's Old Round Church; and a Cathedral 315 feet long, with the tomb of St. Boniface, a native of Devonshire, murdered by the pagans, A.D 755. His statue is close by it. At Adolfseck Hill is the Elector's country seat.

CONVEYANCES.—Railway, see pages 130 and 147.

Glogau.—*Stat.*—Pop. 18,000.—INNS:—DEUTSCHES HAUS.

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A strongly fortified town in Silesia, on the left bank of the Oder. The Cathedral stands on an island, on the right bank of the river, called the Dominsel, and is well worth seeing; as also the former ducal castle, the two gymnasia, the town-hall, two sugar refineries, &c. The Citadel and Brückenkopf are deserving of notice. Its promenades are much admired; and among the places in the vicinity, Friedensthal, Lindenruh, Rauschwitz, Zarkau, Brostau, and Hermsdorf are most frequented.

CONVEYANCES.—Railway to Hansdorf Frankfurt, Berlin, and Breslau, see pages 151, 152, 181, 183, 186.

Görlitz—*Stat.*—Pop. (1871) 42,295.

The capital of Prussian Upper Lusatia, on the Neisse, 50 miles from Dresden, noted for its woollen and linen manufactures. It is a walled town, with eleven gates, containing six churches, the chief of which has an excellent organ: another has a spire of great height. The lofty railway bridge over the Neisse at this place is worthy of notice.

CONVEYANCE.—Railway to Kolhfurt, see pages 152, 174, 183, 184, 186, 190, 229.

Goslar.—*Stat.*—Pop. 5,000.—HOTELS:—KAISERWORTH, formerly the Guild of the Drapers.

An old Hanse town under the Rammelsberg in the Hartz district. It has remains of the Kaiserberg, or Emperor's Palace; a Gothic Church; part of a Romanesque Cathedral. Here are salt springs, and the Rammelsberg mines of lead, copper, zinc, sulphur, &c. Open to visitors at half a thaler a head.

CONVEYANCES—Rail, see pp. 149, 158, 162, 166.

Gottingen.—*Stat.*—Pop. 12,700.—HOTELS: HOTEL KRONE; STADT LONDON.

Under the Hainberg on the Leine, in Hanover distant from Cassel about 38 miles. The University, founded 1734, by George II., is attended by about 700 students, and is the chief point of attraction. Library contains 400,000 vols. 5000 MSS., and collections of almost every branch of natural science and observatory, &c. Blumenbach, Gaus, the Grimms, Ewald, Heyne, and many other European names have been professors here. It is conveniently situated for visiting the Hartz mountains.

CONVEYANCES—Railway, see pp. 150, 156, 162.

Hadersleben —See Special Edition

Halberstadt. — *Stat.*—Pop. (1873) 25,425

INNS:—HOTEL VON PREUSSEN, PRINS EUGEN.

An old town in Prussian Saxony, on an arm of the Holzemme, 25 miles west of Magdeburg. The Cathedral is a remarkable gothic edifice, erected in the middle of the 13th century; the western front is however of more ancient date. The ancient church of Our Dear Lady, after the Byzantine style, was finished in 1005. Notice, too, the Rolandssäule; the Lägenstein; and many houses curiously adorned with wood. In the neighbourhood are worth visiting, the Spiegelberg Langenstein, Bullenberg, from whence you have the best prospect of the town; Strübeck, notorious for its chessplayer. A tour can be made from Halberstadt to Rosstrappe in the Hartz.

CONVEYANCES.—Railway to Oschersleben & Magdeburg, &c., see pages 146, 148, 154, 158, 160, 163, 166

Halle.—*Stat.*—Pop. (1871) 52,640 —HOTELS: —STADT HAMBURG, the principal hotel.

STADT ZURICH, EISERBAHN.

A large mining town, in Prussian Saxony, in the form of an irregular square, on the river Sale Many eminent men have been professors in its university, including Gesenius, and Tholuck; and it is celebrated as the birthplace of Handel and Michaelis. In the immediate vicinity are two interesting institutions—an Orphan Asylum, or *Waisenhaus*, founded by Franke, 1698, and an establishment for printing the Scriptures, erected in 1712, which has issued since its foundation many millions of Bibles, and New Testaments. Halle contains two public libraries, that of the University and that of the Town, besides a number of other institutions. Manufactures are woollens, stockings, silk, leather, buttons, hardware, and starch. Coal and salt-springs yielding 20,000 tons a year, are worked in the neighbourhood Carraway seeds much grown here. The ruins of the Castle, as well as the Haupé Kirche Unser lieben Frauen, which is a beautiful gothic building, with a superb painting by Lucas Cranach, are worth seeing Also the Red Tower in the market place, near Handel's statue.

CONVEYANCES.—Railway, see pages 149, 150, 157, 158, 166, 166, 170, 172, 174, 176, 177.

Hamburg.—*Stat.*—Pop. (1871) 304,260; or 339,000 including the territory. (*With Map in Special Edition.*)

HOTELS:—

The principal are those facing the Alster Basin as Hotel de l'Europe, Streit's, Victoria, Kronprinz, first-rate houses in a beautiful situation Mercantile men will find the English Hotel Admiralty Street, and Zingg's opposite the Exchange, both with Restaurants convenient.

COFFEE-HOUSES:—Alster-Pavillon, Alster-Halle, Zingg's. Beerhouses in all directions, many with gardens.

A free city in Lower Saxony, on the North bank of the river Elbe, about 70 miles from its mouth, consisting of the old and new town and St. George, and intersected by a number of canals. At the great fire of 1842, 61 streets and 1747 houses were destroyed, all since rebuilt in a very superior style. The Commerce of Hamburg is very great, it being the chief port for the transit trade of Germany. The imports are valued at 60 millions sterling: and about 500,000 cattle are annually shiped for England. Established religion, Lutheran but all denominations are tolerated. Principal shops on the Neuer Wall, Jungfernstieg, and adjoining streets and all round the Alster Basin, a beautiful sheet of water, forming the principal promenade in the town. Amongst the churches may be mentioned St. Michael, the tower is 456 feet high. Magnificent view from the top. St Nicholas, a very beautiful specimen of pure gothic, restored by

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G. G. Scott. Opera house, with room for 4000 persons; Thalia; and several minor theatres in the suburbs. New picture gallery. Very fine Exchange; strangers generally make a point of going to see it at 1 o'clock when the merchants meet. overlooked from the galleries above Great hospital for 4,000 patients. Botanical gardens. Extensive zoological gardens opened 1862, containing a fine aquarium. Concerts on Mondays and Fridays.

Environs very beautiful, particularly on the right shore of the Elbe from Altona to Teufelsbrücke and Blankenese, the two favourite places of resort. Much frequented are also Bergedorf, Reinbeck, Friedrichsruhe, all on the Berlin line of railway; Flottbeck, with Booth's flower garden; and nearer, Eimsbuttel, Wandsbeck, Barmbeck, Eppendorf, Ham, and Horn. Of Tea Gardens with open air concerts, the best are Andreas Brunnen, in Eppendorf, and the Uhlenhorst Ferry-house, by steamer from Jungfernstieg. Fine view from the Elbhohe.

Pleasant excursions to the Vierlande, the fruit and kitchen gardens of Hamburg. The inhabitants of the district retain their ancient and picturesque costume. Also to Cuxhaven and Heligoland, at the entrance of the Elbe; the latter 30 miles distant, much frequented for sea-bathing. —(See end of this article.)

CABS, 8d. per course, 1s. 6d. per hour. Money: The Sovereign is equal to 17 marks courant. One mark is 16 schillings Hamburg, equal to about 1s. 2d. The schilling 1 penny.

H. B. M.'s CONSUL.—G. Annesley, Esq.

AMERICAN CONSUL.—E. Robinson, Esq.

CHURCH SERVICE.—The Episcopal church, Lenghausmarkt, Rev. C. Weidemann. The English Reformed Church, Johannisbollwerk.

CONVEYANCES. — Tramways to Eimsbuttel, Wandsbeck, and Barmbeck. Railways to Berlin, Lubeck, Kiel, Hanover, &c., see pp. 107, 116, 118, 119, 149, 156, 157. 158, 160, 163, 164, 168. Steamers, see Alphabetical List.

Heligoland, a small island and British possession in the North Sea, near the mouth of the Elbe, six hours by steam-boat from Hamburg, and five from Bremerhafen. It is one of the most curious and unique spots in Europe. Population, 2000; and during the bathing season an average of 1000 visitors. Length and breadth, 1 m. by 1-3rd m. including Sandy Island. It was taken from Denmark 1807, and used as a dépôt for goods in the war with Napoleon I. There is a Lower and an Upper town. In the Lower town stand the Theatre, Conversations House, and shops. The lodging-houses, hotels, and restaurants, which are numerous, are equally distributed above and below. The Church, and the Governor's House, (Lieut. Col. Haxo, Governor,) are in the Oberland, commanding views of the sea on all sides and reached by a flight of easy though numerous steps. No horse has been seen upon the Island within the memory of man. It is chiefly celebrated for its fine sands and sea-bathing. Boats leave Hamburg and Bremerhafen, for the Island, three times a week in the season, which lasts from June 1 to the end of September.

Hamm.—*Stat.*—Pop. 14,000.—HOTEL:—GRABEN VON DER MARK.

Capital of the earldom of Mark in Westphalia, on the plain of the Lippe; it has a trade in hams and some manufactories in metals. It possesses two Evangelical and one Catholic church.

There is a Court of Appeal (Appellhof), an Assize Court (Assisenhof), a High School (Gymnasium Illustre), a garrison of Cuirassiers, and excellent wave and river Baths. The water of the river Lippe has medicinal qualities for the cure of inflammation in the eyes.

Farther to the westward, upon the Lippe, there are still to be seen remains of Roman encampments. In the year 1790, during their banishment, the French Princes of Bourbon resided at Hamm.

The town is the point of intersection of four lines of railway, viz.:—To Cologne, Minden, Munster, Cassel. Distance from Hanover 115, and from Cologne 92 English miles.

CONVEYANCES.—Railway, see pages 115, 116, 141, 144, 160.

Hanau.—*Stat.*—Pop. (1871) 20,280—HOTELS: ADLER, CARLSBERG.

A handsome town at the junction of the Main and Kinzig. Annexed with Hesse Cassel, 1866. Notice the Electoral Castle, and Theatre, in the old town; and the Town Hall in the new town; a quarter built by the refugee Walloons and Huguenots, with two or three churches. Stocking and woollen manufactures. On the river is the watering place of Wilhelmsbad. Here Napoleon was defeated by General Wrede, 1813.

CONVEYANCE.—Railway, see pages, 128, 147.

Hanover.—(German, **Hanno'ver.**) *Stat.*—Pop. (1871) 87,615—HOTELS:—

THE UNION HOTEL.—Immediately opposite the railway station, is a first-class good hotel

HOTEL ROYAL, a first-rate house, opposite the general railway station, and open all night.

RHEINISCHER HOF, EUROPAISCHER HOF, VICTORIA, HANOVER, STADT HAMBURG.

RESTAURANTS:—Muller, Bank Keller, Linsen Keller, Kasten, George, Halle. Cafés:—Royal, Georgstrasse; Oesterie, Eisenbahn Strasse, 12.

CABS.—Fares, the course, 2 persons, 5 groschen, in the town in the Banlieue, 6 groschen; 1 hour, 10 gr. or 15 gr.; ½ hour, 5 gr.; ¼ hour, 7 gr.

Hanover, on the Leine, is a fine specimen of an old German town, with its quaint architecture. It was with the Kingdom, annexed to Prussia, 1866 since which the blind ex-king has resided at Vienna. The modern part, near the railway, has very much increased in beauty. On leaving the station, the traveller may remark the fine statue of Ernest Augustus I., Duke of Cumberland. There is a splendid Theatre, and the performances are reputed as being equal to, if not the best, in Germany. A very fine Zoological Garden, which is worth seeing. The best streets are the George, Frederick, and Adolph streets. The old royal Palace, outwardly pretty, has its interior adorned in a moderately sumptuous manner; its Rittersaal contains a large collection of

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family portraits, amongst which the most remarkable is that of Elizabeth, Queen of Bohemia; open daily, except Sundays, 10 to 1, admission 6d. The old gothic Town-hall is perhaps the most remarkable building in the city: and the Kaserne on the Waterloo Platz, the new Barracks near the station, the Polytechnical School, the Royal Riding School, and the Marstall (Royal Stables) are all worthy of inspection. Museum open daily 10 to 1, admission 6d. The public Library has 120,000 vols., and 2000 MSS.; many of the latter from the pen of Leibnitz. Leibnitz's house is in the Schmiedestrasse; and on the Waterloo Platz also the monument, a column of Victory raised to the Hanoverian troops who fought and fell at Waterloo. The Schloss kirche, the prettiest in the town, contains relics which were brought from Italy by Heinrich der Löwe. Herschel, the astronomer, was born here; he was originally a musician in the military service. In the neighbourhood is the Lindenberg, with a beautiful prospect. The establishment containing the royal stud (admission to which is free) is well worthy a visit. Herrenhausen, fare 10, 12, or 15 gr., and the Guelfs' Palace of Montbrilliant are favourite excursions.

English Publications (with *Murray* and *Bradshaw*) &c., at Lohse's, 10, George-strasse.

ENGLISH AND AMERICAN EPISCOPAL CHURCH — Chaplain, Rev N. G. Wilkins, M.A., 5, Böhmer Strasse Services in the Nicolai Capelle, Klarges Markt, on Sundays, from 1st October to 1st April 11 a.m. and 3.30 p.m.; 1st April to October, 11 a.m. and 6.30 p.m.

Railway to Minden, Hamm, Dortmund, Dusseldorf, and Cologne, p. 116. To Bremen, 162. To Brunswick, Magdeburg. Kothe, Halle, and Leipsic, 166. To Brunswick. 158. Magdeburg and Berlin, 166. Gottingen, 156 to 158 To Hamburg, 156. To Cassel, 150. To Berlin via Stendal page 162. See also pages 112, 114, 119, 128, 129, 148, 149, 151, 157, 160, 163, 164, 172, and 177.

Hanover may be reached from London, by way of Rotterdam, or Ostend and Cologne, in 37 hours

Herford or **Hervorden.**—*Stat.*—Pop. 11,000—Inns: STADT BERLIN; PREUSSISCHER HOF.

Fifty-six miles from Hanover, on the Werra. The ancient abbey of Mönchkirche, and the church of St. Jonn the Baptist, with the tower, 250 feet high, are worth visiting; here are shewn the crucifix and cup of Duke Wittekind—his tomb is at Engern, 5 miles eastward. In the neighbourhood it is supposed that the army of Varus was cut off by Arminius, in the year 9 A.D.

CONVEYANCES.—Railway to Minden, Hanover, Hamm, and Cologne, see page 116

Hildesheim.—*Stat.*—Pop. (1871 20,805.

HOTELS:—WIENER HOF. RHEINISCHER HOF.

An ancient commercial and episcopal city in Hanover, on the Innerste. Objects of interest—the Cathedral, a fine building of the early part of the eleventh century, with curious bronze gates, some fine bas-reliefs; and a rose tree 35 ft. high said to have been planted by Charlemagne; it is at least 800 years old. Also the romanesque church of St. Godehard; the churches of St. Lambert and St. Andreas; the pillar on the Dom Platz; and some specimens of ancient domestic architecture.

CONVEYANCES.—Railway to Hanover, Brunswick Harburg, &c., see pages 150, 156, 158, and 160.

Iserlohn.—Pop. 15,000.—INN.—

QUINKE'S HOTEL.

In Westphalia, and noticeable for its manufactures in iron steel, and bronze. In the neighbourhood are *Felsenmeer*, (sea of rocks) the Sounding Cave containing fossil-bones. and the Dechen Cave, discovered 1868. The country all around is finely diversified with picturesque ruins, glens, paper-mills, &c.

CONVEYANCES —Railway, see pages 135, 136.

Jahde, or **Yade.**—Pop. 1,700.

A Prussian port, on the North Sea, on the Jahde estuary (20 m. by 12 m.), bought of Oldenburg, 1854. It stands near Heppens and Wilhelmshafen.

Kiel.—*Stat.*—Pop. (1874) 25,750.—HOTELS:—GERMANIA.

MARSILY, STADT KOPENHAGEN, BAHNHOFSHOTEL.

A former Hanse town, and a port three miles long, having depth for the largest ships, on the Baltic side of Holstein, now belonging to Prussia. Here the Canal from Rendsburg on the North Sea, falls in. It has St. Nicholas' Cathedral, of 13th century; a royal Palace: a University for 150 students; with a Museum of Natural History, Painting, and Casts; a Floating Dock, and strong Harbour Forts. Commercial Fair in January. Pleasant ride of three miles to the Belle Vue, fine look out in a wood.

ENGLISH VICE-CONSUL.—C Kruse, Esq.

AMERICAN CONSULAR.—Agent: A. Sertori, Esq.

CONVEYANCE.—To Copenhagen via Fredericia, p. 168, and via Korsoer per Steamer, thence to Copenhagen by rail, page 280. Also pp. 150, 156.

Kissingen (Bavaria).—*Stat.*—Pop. 1700.

ROYAL KURHOUSE HOTEL and Bathing Establishment, combining comfort with moderate charges. See Advt.

HOTELS: DE RUSSIE, DE SAXE, SCHLATTER, SANNER. Theatre in the season.

Kissingen is now accessible by branch rail. (opened 1871) *via* Schweinfurt, about 5 hours journey from Frankfort. It may be reached by omnibus from Gmunden, to which the Steamers come. It is a much-frequented watering-place on the Saale, in a valley surrounded by hills, about 500 feet above the sea. Cold chlorurie and sodic waters; principal spring, Rokoesky. Has a large Kurhaus and Kurgarten, with band in Summer. Saline springs and wells. Here in 1866, the Bavarians were defeated by Prussia.

ENGLISH CHURCH SERVICE.—Chaplain appointed by the Colonial and Continental Church Society. The Church was built mostly through the exertions of the late Dr. Granville, author of "Kissingen; its Sources and Resources."

CONVEYANCES—Railway, see pages 197, 223.

Konigsberg, (Polish **Krowlewiecz**)—*Stat.*—Pop. (1871) 112,125.—HOTELS:—

SCHONEBRE'S, DU NORD DEUTSCHES HAUS, VOS PREUSSEN, BERLINER HOF, VICTORIA.

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RESTAURANTS—Altstaedter, Skibbe, Guinard, Landgrasse, Blutgerichts. CAFES—Zappa, Siegel, Pomatti.

Droschken, 1 person, 2½ sgr. the course; 2 persons, 5 sgr.; by the hour, 10 sgr

A fortified town and port, formerly the capital of Prussia Proper, on the Pregel, near the Frische Haff, in the Baltic. The port is at Pillau.

ATTRACTIONS.—The Cathedral of St. Nicholas, built in 1332; and the University, founded in 1544, with 36 professors and 350 students; a library of 60,000 volumes, and a bust of Kant, by Schadow. Kant, the metaphysician, lived and died here. His tomb is under a porch outside the Cathedral; and his house, No. 3 in the Prinzessin strasse, is pointed out by an inscription. Statue by Kiss, in Konigs-garten. The Schloss is a vast building with a large salle 100 mètres long, 20 wide, and 33 high. In the Schloss church Frederick I. of Prussia, the Great Elector, crowned himself king (1701). The Town Museum has 250 paintings; open Sundays, 11 to 2: other days, for 10 sgr. The Royal Library, of 200,000 vols., has fine MSS. of Luther. The Observatory has excellent instruments, and has obtained celebrity from the labour of Bessel. Near Konigsberg is **Eylau**, remarkable for the defeat inflicted on Napoleon by the Russians, Feb. 8, 1807; and **Friedland**, where the Russians, after prodigies of valour, lost the battle which led to the peace of Tilsit, 7th July, 1807.

Trade in corn, tallow, butter, and flax. A great quantity of amber is found on the sea-coast.

ENGLISH CONSUL.—

AMERICAN CONSULAR —Agent: L. Moll, Esq.

CONVEYANCES to Memel, by Tilsit, 137 English miles; to Tilsit (71½ English miles). Railway to St. Petersburg, Dansig, Bromberg, Warsaw, Posen, Stettin, and Berlin see pp. 174, 179, 182, and 287

Liegnitz.—*Stat.*—Pop. (1871) 23,125—INNS: RAUTENKRANZ.

A handsome town, in Silesia, at the junction of the Katsbach and Schwarzwasser. Its Castle, which was burned down in 1834, is rebuilt. The Fürstencapelle has tombs of the Piast family, six of whose members were Kings of Poland, and 12 Dukes of Liegnitz. Some suits of antique mail are shown in the Town-Hall. The Kloster Wahlstadt built upon the spot where, in 1241, the Tartar hordes were routed, contains pictures, and affords a fine prospect from its walls. Here Frederick the Great defeated the Austrians, 16th August, 1760. There is a new Cemetery.

CONVEYANCES.—Railway to Breslau and Berlin see pages 182, 186.

Magdeburg.—*Stat.*—Pop. (1871) 84,455.—HOTELS:—HOTEL DE LONDON; STADT PRAG; SCHWAN; EDEL.

HOTEL ERBPRINZ STEPHEN close to the Railway.

A strong fortress, and a noted commercial and manufacturing town on both sides of the Elbe, 96 English miles S.W. of Berlin, and 72 N. of Leipsic.

OBJECTS OF ATTRACTION.—The Cathedral, erected 1211 to 1363, containing the tomb of the Emperor Otto and Editha; the monument of Archbishop Ernest (1495); a splendid pulpit, by Caput of Nordh, 1594; monument of Bake, a canon, who saved the cathedral when the city was half ruined, 1631, by Tilly; a monument of the woman of Asseburg, who returned home the night after her burial, had several children, and lived nine years after. The St. Sebastian's kirche, has the tomb of Otto of Guerike. In the old market, is an equestrian statue of the Emperor Otho, in the year 979; in the Friedhof (churchyard) before the Krükenthor lies buried the celebrated republican general Carnot. A canal here joins the Elbe to the Havel. There are also some charming public gardens.

CONVEYANCES.—Rail to the Rhine, *viâ* Hanover, to Hamburg, *viâ* Hanover and Harburg, and direct, joining the Hamburg and Berlin line at Wittenberge. To Halle and Leipsic, see pages 164, 165, 166. Steamboats daily to Hamburg, in 15 hrs.

Meinberg, in Lippe Detmold.—HOTELS:—ROSE; STERN, (or Star.)

A small well managed watering place among the Waldgebirge hills, near Detmold, the Prince's capital. Six springs, sulphur, salt, &c., good in rheumatism and gout. Excursions to the Externsteinen Rocks, (like the Tunbridge Wells;) the Prince's stud at Detmold; and the Grotenberg 1210 feet above sea, the highest point of the hills.

NEAREST STATIONS.—Bielefeld, Herford, and Paderborn. Diligence from Detmold, &c.

Memel.—Pop. 26,000. — HOTELS: BRITISH HOTEL, very good; English spoken.

VICTORIA HOTEL.

BRITISH VICE-CONSUL, Wm. Ward, Esq.

ENGLISH CHURCH. — Service every Sunday, at 11 a.m. Chaplain: Rev. Dr. De Lew.

A fortified port, with a good deep harbour, at the entrance to the Kürische Haf, in the Baltic, doing a large and increasing trade in wood, grain, &c In the summer steamers run to Tilsit Königsberg, Riga, &c. Railway to Tilsit, see p. 179,

ENGLISH VICE-CONSUL.—F. Richter, Esq.

AMERICAN CONSULAR. AGENT:—H. Fowler, Esq.

Minden.—*Stat.*—Pop. 16,000.—INNS —

GERMAN HOUSE, STADT LONDON, STADT BREMEN, EISENBAHN.

A fortress in Westphalia, on the Weser, here crossed by a bridge 600 feet long. The Cathedral is a fine structure in the pointed style. Here are Herr Kruger's collection of Pictures, in which are to be found some curious specimens of ancient German masters; and the Westphalian Museum. Several Diets were held in this place, some of the early German Emperors having made it their residence. The *Porta Westphalica* is the valley between the two mountains going to Minden from Cologne, the turnpike road and the river passing through the valley.

CONVEYANCE.—Railway to Hanover and Bremen, to Hamm, Munster, and Cologne; to Osnabruck, see pages 116, 119, 141, 144, 156, 158, & 160.

Munster.—*Stat.*—Pop. (1871) 24,820—HOTELS:—

KOENIG VON ENGLAND. RHEINISCHER HOF.

WESTPHALISCHER HOF.

MUNSTERISCHER HOF, good Table d'Hôte.

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Capital of Westphalia; and a well-built and flourishing town, antique and curious, with some gothic buildings of great beauty, among which is conspicuous the Rath-haus, where the Peace of Westphalia was signed, 1648, after the Thirty Years' war. In the Frieden Saal, as it is called, are preserved the portraits of the great contracting parties, with the seats on which they sat. Notice the Cathedral, with the tomb of Bishop Galen, famous for his warlike tastes, his immense standing army, with which he bombarded his own town when in a fit of ill-humour, and for the citadel he built; Oberwasser Kirche; St. Lambert's church, with its tower, on which are still hanging the three iron cages wherein John of Leyden and his two friends were tortured with red-hot pincers previous to their execution; the Ludgeri Kirche, a peculiarly fine specimen of the Romanesque; the Schloss, formerly the Bishop's palace, a handsome but somewhat ruinous building, with its gardens on the site of the ancient citadel. The old fortifications have been converted into promenades. John of Leyden's house in the market place is marked with quaint carving. In the Anabaptist rising of 1534-5, he called himself King of Munster. The main street is remarkable for its arcades along the ground floor. Trade in Westphalia hams, &c.

CONVEYANCES. — Railway to Hamm, Rheine, Paderborn, Hanover, Cologne, &c., see pages 115, 118, 144, 158, 163.

Nordhausen – *Stat.*—Pop. (1871) 21,275 — INNS: RÖMISCHER KAISER; BERLINER HOF. DEUTSCHES HAUSE.

In Prussian Saxony, 39 miles N. of Erfurt, in a fertile country south of the Hartz mountains. The church of St. Blasius has two pictures by Luke Cranach. In the neighbourhood are the ruins of Hohenstein and Ebersburg; there are many beautiful walks and points of view, such as the Kohnstein, Geiersberg and the alabaster grotto. Many distilleries.

CONVEYANCES.–Railway, see pp. 149, 150, 156, 172.

Posen, (*Polish*, **Poznan.**)—*Stat.*– Pop. 1871) 53,935.—INNS: DE ROME, DE DRESDE; DE VIENNE.

Droschken for course within the town, 3 sgr. without the town, 5 sgr.

A fortified town, on the Warta and Lowna, on the Russian frontier, formerly the capital of Poland. A fourth part of the population are Jews. One of its 23 Churches, that of St. Stanislaus, is a masterpiece of Italian architecture. The Cathedral in the Wallischei, across the Warta, is remarkable for a noble simplicity of style; the Golden Chapel, painted in the byzantine style, contains two bronze statutes of Polish kings. The Rath-haus is a splendid gothic edifice, with a tower which is the loftiest in the town. What was a Jesuits' College is now the seat of government; there is also a magnificent Palace, with a library of 20,000 volumes, presented to the town by Count Raczynski; and many other good buildings. Trade in corn, cloth, linen, leather, and tobacco; a wool fair in June. Places of public amusement—theatre, casino, coffee-houses with gardens, promenades, &c.

CONVEYANCES.—Railway to Stargard, Stettin and Berlin, see pages 152, 174, 175, 180—184, 186.

Potsdam.—*Stat.*—Pop (1871) 43,790.

HOTELS:—EINSIEDLER; DEUTSCHES HAUS.

CAFES:—Weckermannsbach; Chez l'Invalide Drachenhaenschen.

RESTAURANTS:—Lehmann; Heenes; Voigt's Blumengarten.

Buffet at the Station, excellent. English spoken.

OMNIBUSES during summer months attend each train and convey passengers to the obelisk of Sans Souci; fares, 1½ sgr. Passengers are taken up at the same place 25 minutes before the departure of each train for Berlin.

CAB, called Droschky, 1 or 2 persons, 5 sgr.; 3 or 4 persons, 7½ sgr. To Babelsberg, 1 or 2 persons. 10 sgr.; to the Neues Pallast, 7½ sgr; to the Pfaueninsel, 1 to 4 persons, 25 sgr. Six hours' cours. 1 to 4 persons. 2 th. Trinkgeld in the Palace, 1 person, 10 to 15 sgr.

This Prussian Versailles lies on the right shore of the Havel, which, at this part, flows into a lake. It was founded by the Electoral Prince of Brandenburg and was, when Fortune began to favour the royal house, the residence of the Prussian princes; it owes, however, its prosperity to Frederick the Great. Principal buildings are: the Garnison kirche, with the tomb of Frederick the Great the St. Nicolas Church; the Royal Palace, with the rooms of Frederick the Great, Frederick William 3, and Louisa, containing many relics; the House on the Basin, where Frederick's father used to hold his tobacco lectures; Friedenskirche, or Church of the Prince of Peace, founded 1850, with a fine Pieta by Rauch, surrounded by the Lustgarten, bronze busts by Rauch, and statuary; Rathaus, built 1754, like that at Amsterdam, and fronted by an obelisk 76 feet high; Kiss's statue of Frederick William III. in Wilhelmsplatz; Cadet Academy, &c. A. Von Humboldt was born here. Outside the Brandenburg gate going to Sans Souci, the grave of Frederick William IV. (1861). Englishmen will take interest in visiting the pretty Palace of Babelsberg, the home of our Princess Royal. There is no difficulty in obtaining admission. Very fine views may be obtained from the grounds, and from various points along the drive. The gardens of *Sans Souci* are laid out in the French style, with fountains statuary, temples, &c. Here are Frederick II.'s Palace, with the room in which he died, and Voltaire's room; the New Palace, built 1763-9, in the renaissance style, containing the Maschei Saal (or Shell Room); Marble Hall, and 200 other rooms, 400 windows, and 440 statues on the roof; Frederick William IV's orangery and country seat, Charlottenhof, and the Marble Palace began by Frederick Will am II. 1786; the Pfingtsberg, &c. The tomb of Queen Louise has some exquisite sculptures by Rauch. Notice the Russian colony of Alexandrowka; the Pompeian House; and the Pfaueninsel, a pretty spot on the Havel.

AMERICAN CONSUL.—C. Boyce, Esq.

CONVEYANCE.—Railway, see pages 154 & 156.

Premslow.—*Stat.*—Pop. 18,606—HOTELS: HOTEL DE PRUSSE. DEUTSCHES HAUS.

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On the Unter Uckerlake, in Brandenburg. In its gothic Hauptkirche is a beautiful altar and picture by Rode. It possesses a gymnasium, library, and baths, with pleasing gardens and grounds. An organ has lately been erected here, said to rival those of Haarlem and Fribourg. The neighbouring lake abounds in fish.

CONVEYANCES.—Railway, see page 178.

Putbus.—Pop. 1060.—HOTELS:

FURSTENHOF; BELLEVUE; HOTEL DU NORD.

A watering place on the East side of the Island of Rugen, in the Baltic, belonging to the Prince of Putbus, whose *Castle* stands among fine woods on a good point of view. It has paintings, sculptures by Thorwaldsen, and antiquities from Pompeii; with a Kursaal, and theatre. Sea-baths at Halbeck. EXCURSIONS may be made round the Island, past several picturesque forests, bays, and cliffs, some of the latter being from 500 to 550 ft. high; to the lighthouse on Arkona Point, at its North corner, with the Danish Isles in view; and to *Berg-en*, the capital, close to Mount Rugard, 800 ft. high, from which there is a panorama of the whole island. Remains of old graves and temples to Hertha, are seen. STEAMERS to Stettin, Stralsund, &c.

Pyrmont.—Pop. 1700.—HOTELS:

KRONE, STADT BREMEN

A pretty place in a valley, in the Principality of Waldeck; about 35 miles south of Hanover, and in nearly the same latitude as London. Its waters are remarkable, not only for their potency but for their variety. By railway direct from Aix-la-Chapelle, or Aachen, to Dusseldorf, Altenbeken, and Pyrmont, see p. 119.

ENGLISH CHURCH.—Divine Service, on Sundays at 4 p.m. during the season. Chaplain appointed by Col. and Con. Church Society.

Ratzeburg.—*Stat.*—Pop. (1871) 4,925.—

HOTELS: RATH'S-KELLER, and the STADT HAMBURG.

The small capital of Duchy of Lauenburg, (ceded by Denmark to Prussia 1865), on an island in the middle of a lake 10 miles in length, named after the town. The flat shores of the Lake afford some of the most beautiful scenery; the Cathedral belongs to Mecklenburg-Strelitz.

CONVEYANCES.—Railway, see page 168.

Rendsburg.—See Special Edition.

Schleswig.—*Stat.*—Pop. 12,300.—HOTELS:

RAVEN; STADT HAMBURG; STERN.

A town and port, on the Schlei, 2½ miles from the Baltic, in a Danish-speaking district, annexed to Prussia 1866. It is the capital of the Schleswig-Holstein Duchy, and has a Cathedral and other churches, a large Hospital, and a port for small vessels. Near it is the castle of Gottorp, the former residence of the Dukes, and not far are the works called *Dannewerke*, taken and destroyed by the Prussians in 1864, after a brave defence by the Danes. Rail to Hamburg by the Altona line, see page 168.

Schlangenbad.—*Stat.*—10,000.—HOTELS

HESSISCHER HOF and NASSAUER HOF.

One of the Brunnens, till 1866 belonging to Nassau, but now in Prussia; buried in a sequestered little valley, amongst wooded hills annually visited by the most fashionable classes of Germany and Russia. The *Baths* possess wonderful cosmetic properties, and are said to tranquilize the nervous system, to soothe all inflammation and invigorate the system. Persons who have taken the ferruginous waters of Schwalbach, usually resort hither afterwards to undergo a course of bathing at the Serpents Spring, as the name signifies.

Schlangenbad is 6 miles from Wiesbaden, within a few miles of the Eltville station near Bieberich, and of some of the most picturesque scenery of the Rhine. It is generally unnoticed by the travellers, who content themselves with going up or down the river.

EXCURSIONS.—1. To Georgenborn, whence there is a magnificent view over the Rhine and the Main, thence to the castle of Frauenstein. 2. To the Monastery of Eberach, in a singularly beautiful situation, passing *en route* a magnificent view at the Chapel of Dubenhausen. The view from the height called the Boss, is one of the finest in the Rheingau. 3. To the Niederwald, above Rudesheim, whence there is one of the finest views of the Rhine. Within a very short distance of each other, the tourist will perceive three views or vistas cut through the trees, disclosing three beautiful landscapes of the Rhine, having the effect of a diorama.

About 4 miles beyond Schlangenbad, by a good macadamised road is

Schwalbach or **Langen Schwalbach,** 900 feet above the level of the sea, and 670 feet above the level of the Rhine.

—*Stat*—Pop. 2,800.—HOTELS:—

DUKE OF NASSAU HOTEL, an excellent Hotel, in a good situation.

HOTEL DE LA PROMENADE (Allée Saal), near the Royal Bath-house, first class hotel—Patronized by their R. R. H. H. the Prince and Princess of Wales.

TIVOLI HOTEL, kept by H. Wilhelmy. See Advt.

RUSSISCHER HOF; POSTE; ALTESAAL.

Way to Schwalbach. By boat or train to Eltville; thence by carriage, in a pretty wooded country, in 2 hrs. Or from Wiesbaden by drive of 2 hrs.

A little straggling town which has been very much frequented of late years by English visitors. It is situated in a valley and is a rapidly improving watering place. The Waters contain iron and carbonic acid gas, or are impregnated with steel; and the beneficial effect of these strengthening properties are highly appreciated. Persons wishing to take the Baths should be careful to enter their names immediately on their arrival.

EXCURSIONS in all directions over the hills—for fine views from the summits to the ruined castle of Adolphseck, or to the castle of Hohenstein, through some very pretty scenery. In the valley of the Aar, at the end of which is the old castle romantically situated on a high black precipice.

ENGLISH CHURCH SERVICE.—Chaplain appointed by Society for Propagation of the Gospel. A new English church, built by an American lady, will be entirely finished and consecrated in the

course of this season. Service at the German Church, supplied by the Col. & Con. Church Society

CONVEYANCES.—By rail, and Diligences to Wiesbaden and Ems, see page 128—131.

Schwelm.—*Stat.*—Pop. 4,800—INN.—MARKISCHER HOF.

A busy place, like all the other towns in the Wupperthal. This part of Westphalia for miles round is studded with towns and villages full of life and activity, and in this respect only to be surpassed by the manufacturing towns of England. Steel and cotton goods are made here. Within two leagues is the much admired *Schwelmer Hohle* or Kluterl, whose labyrinths must not however be visited without an experienced guide. Iron manufactories.

CONVEYANCES.—Railway to Dortmund, Soest, Elberfeld, and Dusseldorf, see page 141.

Soest or **Sost.**—*Stat.*—Population, 12,000.

HOTEL:—BEI OVERWEG.

A curious old Hanse town, near the Liffe, containing many singular Churches and other buildings; among others the Dom or Cathedral, in the Byzantine style; the Petri-kirche, also Byzantine; and the Wiesenskirche, a splendid building in the German-pointed Gothic style. A good trade in corn, linen, and woollen. In the neighbourhood are the Saline Baths of Sassendorf and of Königeborn. also, a number of extensive salt works. Living here is very cheap.

CONVEYANCES.—Railway to Dortmund, Elberfeld, Dusseldorf, &c. see pages 115, 119, 141, 144.

Stargard.—*Stat.*—Pop. 17,000—HOTEL:—PRINS VON PREUSSEN.

In Pomerania, on the Ihna. Its antique fortifications and watch-towers are in good preservation. The Marienkirche, built in the 13th century by the Templars, is a fine structure well worthy of a visit; as are also the Town-hall and the Johanniskirche.

CONVEYANCES—Railway to Stettin, Woldenberg, &c., see pages 174—178, 180, 184.

Stettin.—*Stat.*—Pop. (1871) 76,150—HOTELS: HOTEL DU NORD; PREUSSEN; DEUTSCHEN HAUS. RESTAURANTS.—Tichauer, Grosse Dromstrasse; Truchot; Schneider; Brieterstrasse. BATHS—Moritz.

CABS, 1 or 2 persons, 5 sgr.; 3 or 4, 7½ sgr. the course.

Steamers come up to the quay, distant from the station, half a mile. Baggage is subject to examination before leaving the vessel. Tourists are seldom required to open more than one parcel Town porters with their trucks convey luggage to the station; charges, 12 to 15 grs.

On the Oder, in Pomerania, near the Baltic. Large vessels stop at **Swinemunde.** More than 1000 ships enter the harbour yearly, and a very considerable commerce is carried on in shipbuilding, corn, &c.

OBJECTS OF ATTRACTION are the Schloss kirche, with the tombs of the ancient dukes of Pomerania; the Wall kirche, built 1124; the Jacobite tower, from the top of which you have the best sight of the town and river; the Königs-platz, with a marble statue of Frederick the Great, by Schadow. Two Russian Empresses were born at Stettin, Catherine the Great (1729), and Maria Feodorowna, consort of Emperor Paul (1759). The principal promenade is the Plantage, before the Ancianthor. New Exchange and Theatre.

H. B. M.'s CONSUL,—J. A. Blackwell, Esq.

AMERICAN CONSUL.—G. Thompson, Esq.

CONVEYANCES—Railway, see page 178.

Stralsund.—*Stat.*—Pop. (1871) 26,735.

HOTEL LOWE, (LION,) in the Market Place.—Ressource rooms, 12½sgr.; candles, 6sgr.,; dinner at 1 o'clock, 12½sgr.; tea or coffee, 6sgr; service, 5sgr. HOTEL DU NORD.

A fortified town in Pomerania on the Strait of Gellen, which separates the Isle of Rügen from the mainland; famous for the successful defence made against Wallenstein in the 30 years' war, as also for Charles XII. having been besieged in it on his return from Bender. The Rath-hausis a beautiful Gothic structure. St Nicholas, with its monuments and font, and the Marienkirche with its organ, paintings, and fine view, are well worth seeing. Notice, too, a cabinet of natural history and a library. The picturesque *Island of Rugen* opposite may be visited by the ferry, which is a mile across, or by steamer to Putbus.

Rail to Berlin, page 178; Diligences, p. 345; Steamers to Ystadt for Stockholm, see Alphabetical List.

Swinemunde.—Pop. 6,000.—HOTELS:—OLTHOFFS. DREI KRONEN. KRONPRINZ.

The port to Stettin, in the Baltic, at the mouth of the river Swine. Custom-house officers come on board here and accompany the vessel to Stettin. About 1½ mile from the town lie the Sea Baths, consisting of a Bath house, and an Assembly room. Steamers to Putbus in Rugen.

ENGLISH VICE CONSUL.—J. Baumann, Esq.

AMERICAN CONSULAR AGENT—C. Heyse, Esq.

Thorn (Polish **Torgnia**)—*Stat.*—Pop. 16,000

HOTEL: SANS SOUCI.

Telegraph Station for the Russian wire to India and China

An old Hanse town, founded by the Teutonic Knights, on the Vistula, in West Prussia Proper, with a bridge across the Mazarkämpe Island, 2,470 feet long. It was taken from the Poles by Charles XII. in 1703. Here are a Gothic Cathedral and five churches, a Town Hall of the 16th century, and the monument of Copernicus the astronomer, in St. John's Church. The house where he was born (1473), and his statue are seen. Remains of an old Castle at the Dansk, and of the Krumme, Kulmer, and other towers.

CONVEYANCES.—Railway, see pages 174, 176, 180, 182.

Treves or Trier—See Belgian Section.

Tonning.—See Special Edition.

Wiesbaden.—*Stat.*—Pop. (1871) 85,645—ROSE HOTEL AND BATHS, first rate and reasonable, very comfortable. Messrs. Haeffner Brothers, proprietors.

HOTEL D'ANGLETERRE, an excellent house, highly recommended.

HOTEL BLACK BEAR and BATH HOUSE, an old established good hotel; recommended.

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HOTEL AND BATHS, THE FOUR SEASONS (Vier Jahreszeiten) is a first-class hotel, equal to any on the Rhine.

RHINE HOTEL, large and splendid new hotel beautifully situated, opposite the Railway station and surrounded by a fine garden with a large terrace. G. Herbster, Proprietor.

HOTEL ZAIS.—See Advertisement.

HOTEL VICTORIA: ADLER; POST; FRANCE; GRUNERWALD; GRAND-HOTEL ET BAINS SCHUTZENHOF; DE NASSAU

Persons on the Rhine wishing to see WIESBADEN should land at BIEBERICH, whence they can be conveyed by railway. See Bieberich. The prices of all the hotels are about equal. Bed 25 to 45 groschen, according to the season; cheaper in winter. Service, 7 to 9 gr. Breakfast, 12 to 15 gr. Table d'hôte, without wine 1 o'clock, 30 gr.; 5 o'clock, 40 gr. Carriages, horses, and asses are to be hired. Prices of Droschken, one horse, the course, 18 kr; two horse, the turn, 24 kr. There is a tariff of prices for carriages, horses, and asses

Wiesbaden, the former capital of the Duchy of Nassau (annexed to Prussia, 1866), and one of the oldest and most attractive watering places on the Rhine, lies in the beautiful valley of the Taunus, 6 miles from Mayence, and 27 miles from Frankfort. It shares with Ems the disadvantage of being far too close and stifling in summer, but in early spring, and in advanced autumn, it is a delightful place, even to the end of September. The *Kursaal* is the great attraction, as it contains banquet and ball-rooms, and reading rooms of the most splendid description, all filled with visitors, and forming a *tout ensemble* of gaiety and recreation not exceeded by any in Germany. N.B.—The gaming table was closed 1872.

On each side of the Kursaal are colonnades of handsome shops, serving as a promenade in wet weather, and a bazaar during the whole season. Behind is a beautiful garden, where the band entertains visitors, while they sip their coffee, or indulge in a cigar. There are numerous springs (known to the Romans as *Aquae Mattiaci*) all over the town; the principal one, the Kochbrunen (boiling spring, temp 156°), is frequented by the water-drinkers between 5 and 6 o'clock in the morning, and it then forms a peculiar and characteristic scene.

The great square, containing the Assembly room, is very handsome. Here are the Ducal Palace, in the Moorish style; a Museum and Library; an English Church, built 1860; and a Greek Church, having a double cross 183 feet high, and a statue. The statue of the late Duchess of Nassau, a Russian princess. There is a good theatre, with performance five times a week in the season.

The ENVIRONS are exceedingly beautiful, affording pleasant rides and excursions to points which command the finest views of the Rhine, and the charming valley of the Rheingau.

ENGLISH CHAPLAIN, appointed by the Bishop of London.—The Rev. Wm. Alexander Osborne, M.A. Service, twice on Sundays. Residence, 37. Sonnenbergen Strasse.

ENGLISH PHYSICIAN, Dr. Malcolm, 9, Frankfurter Strasse.

CONVEYANCE.—Railway see page 128 and 131.

Wittenberg.—*Stat.*—Pop. 13,100.—INNS:—ZUM ADLER (Eagle); ZUM GOLDENEN WEINTRAUER (Bunch of Grapes); "these two are the best."—T. C. T.

Refreshment Rooms at Station.

A fortified town in Prussian Saxony, on he Elbe. In the *Schlosskirche*, which contains the tombs of Luther, Melancthon, Frederick the Wise, and John the Steadfast, Luther's 95 theses against the doctrine of Indulgences were posted up on the 31st October, 1517, being the commencement of the Reformation. This church was much damaged in the siege of 1814. On the market place stands the great bronze *Statue of Luther* by Schadow, with the rhyme,—

"Ist's Gottes werk so wird's bestehen;
"Ist's menschenwerk, wird's untergehen."
(If it be God's work it will endure;
If man's it will perish.)

An Oak tree protected by railing is shown as the place where, on the 10th December, 1520, he burned the Papal bulls. Numerous objects are carefully preserved in this place connected with the memory not only of Luther, but of his friends Melancthon and the painter Cranach. Melancthon's house is here. The ancient and renowned University of Wittenberg was in 1817 removed, and united with that of Halle. Hamlet says, "And what make you from Wittenberg, Horatio?"

CONVEYANCE.—Railway to Cothen, Halle, Berlin, and Leipsic, see pp. 160, 163,—165, 176, 177.

AUSTRIA-HUNGARY

(Austria, from the German *Oesterreich*, the East).

A widely-extended country in Central Europe, watered by the Danube, styled the **Austria-Hungarian Empire**, since Hungary was allowed self-government, 1867; lying between lat. 42° and 51° N., and long. 8° and 26½° E. Bounded by Prussia and Saxony on the North; Turkey, the Adriatic, and Italy on the South; Turkey and Russia on the East; Switzerland and Italy on the West. Politically divided into two parts—the Cis-Leithan and Trans-Leithan Provinces—by the small river Leitha, or Leytha, which runs along the border (below Vienna). **The Cis-Leithan Division**, with Vienna for its capital, comprises Upper and Lower Austria Proper, Tyrol and Vorarlberg, Salzburg, Styria, Carinthia, Carniola, Trieste and Istria, Dalmatia, the Bukovina, Bohemia, Moravia, Silesia and Galicia. The **Trans-Leithan Division** (capital Buda Pest), comprises the Crown lands of Hungary, Transylvania, Croatia, Sclavonia, and the city of Fiume.

Area.—250,000 English square miles, one-half to three-fourths being hilly. **Population** (1869) 36 millions, of mixed races; of which 20½ millions were Cis-Leithans, 15½ Trans-Leithan. 9 millions were German speaking, 16 Sclavonian, 5½ Hungarian or Magyar, 3½ Roumain; 24 millions were Roman Catholic, 7 Greek Church, 3½ Protestant, 1½ Jews. Vienna has a population of 834,800; Buda-Pest, 270,430; Prague, 189,950; Lemberg, 87,100. About 4½ millions of population were lost to the Empire by the cession of Lombardy and Venetia to Italy.

Reigning Sovereign.—Francis Joseph I., born 1830, succeeded his uncle in the revolutionary year 1848, married 1854. His son Archduke Rudolph, born 1858, is heir-apparent. His ancestors of the Habsburg line were Emperors of Germany, from Maximilian I. 1493, till Francis II., in 1804, renounced the title and became Francis I. Emperor of Austria; remaining however the nominal heads of Germany down to the battle of Sadowa, 1866; since which Prussia has assumed the leadership, to the entire exclusion of Austria from Germany, as now constituted.

The *Cis-Leithan* Legislature consists of a Chamber of Lords and a Chamber of Members elected by the people; the *Trans-Leithan*, of a Table of Magnates and a Table of Deputies similarly returned; both Ministries being directed by the supreme government of the Emperor-King, presided over by his Chancellor at Vienna

Revenue.—About 66 millions sterling (1873) of which the Cis-Leithan contribution is 7-10th, and the Trans-Leithan 3-10th. Debt about 330 millions.

Army.—243,000; or 816,000 on the war establishment Service is compulsory. There are 25 fortresses. **Navy.**—68 Steamers of 106,000 tons and 536 guns, with 5700 seamen (11,600 in war time) stationed at Pola, in the Adriatic.

Mountains and Passes.—Some of the finest are in the western part of the Empire, in Tyrol, &c. The Ortler Spitze in the Rhetic Alps, near the Engadine, is 12,840 feet above sea, with glaciers down to 8000 feet, and not far from the Stelvio Pass, on the borders of Italy and Switzerland, which has a carriage road across it from Glurns to Bormio, 9,40 feet above sea, the highest road in Europe. Gross Glockner, above the Pinzgau, 12,400 feet high, and Gross Gulling, 9380 feet high, are in the Noric Alps. The three-headed Terglou, 9370 feet high, in the Julian Alps, is near Wurzen, on the road from Villach to Laibach, Brenner Pass between Innsbrück and Botzen, on the German route to Brindisi, 4600 feet high, traversed by a rail with 23 tunnels, 100 feet below the road; the peak above being 6800 feet. Botzen is a starting point for the Dolomite region. The Dinaric Alps on the Dalmatian coast, are 7000 feet high Other Passes in Tryol, Styria, &c. are the Katschberg, 3062 feet high, from Untertauern to Gmund, near the Gross Glockner; the Loibl, or Leobel, 4440 feet, in the Carnic Alps, from Klagenfurt to Villach; the Prebühl, 4015 feet high, over the Hochschwab; the Predil, 3830 feet high, from Villach to Görz; and the Semmering a fine winding pass, with thirty tunnels and viaducts, 2890 feet high at the rail (the mountain being 4420 feet), between Gloggnitz and Mürzzuschlag, on the line from Vienna to Trieste In the N and E. provinces are the Böhmerwald, the Erz (or metal) the Riesen (Giant), or Sudeten mountains, in a continuous chain, rising 5520 feet high, at the Schneekoppe, near Hohenelbe, in the Riesen section. These are connected with the Carpathian or Krapack Mountains, which are 9530 feet high at Mount Bucsecs or Butschetje, Transylvania, and 8750 feet at M. Lomnitzni, in the Tatra group, and embrace Hungary in a semicircle.

Rivers.—Next to the magnificent Danube are the Theiss, Marosch or Maros, Drau or Drave, Sau or Save, Adige in Tyrol; Moldau, a feeder of the Elbe, in Bohemia; the upper part of the Dniester, in Galicia; and the Waag or Hungarian Rhine.

Baths.—Baden (near Vienna), Carlsbad, Franzensbad, Gastein, Ischl, Marienbad, Teplitz, Salzbrunn, Warmbrunn. The two latter are in Prussian Silesia.

Products.—The country especially Hungary, is rich in grain, sheep, cattle, and finest timber, over one-third of the whole surface It yields iron, copper, lead, silver and other metals; coal, rice, potatoes, beet-root, wine, silk, and wool; but salt and tobacco are government monopolies. The eagle, wild boar, deer, and heron are found

Commerce.—Value of Exports and Imports, 103 millions sterling, of which only 2½ is with England. At Trieste, the chief port, 16,000 vessels of two million tons, cleared in and out in 1870. Fiume, further down the Adriatic, is the chief port of Hungary (Croatia).

Routes.—**London to Vienna and Trieste**, see Through Routes, p. 7; See pages 205 and 253 for the Innsbruck and *Brenner Route*. For **Routes through the Tyrol**, see pp 11 and 454. **London to Vienna**, via Munich, Salzburg Ischl, Gmunden; and Linz, a beautiful Route, taking in the *Salzkammergut Tour*.—For this, leaving the main line at Lambach, proceed by branch to Gmunden by steamer on the Traunsee to Ebensee; thence to Ischl, Hallstadt, &c. **For Vienna, through the North of Europe and Berlin**, the Harwich, Grimsby, and Hull boats to Rotterdam, Antwerp, or Hamburg, may be taken. See Advertisements.

Railways.—About 7,800 mls. (1872) a great extension having taken place of late years. Even the *Alpine districts* and the provinces of Salzburg, Styria, and Tyrol are well provided for; and the tourist in search of the picturesque will find either on or within a few miles of the iron road, scenes of the grandest scenery in Austria. The lines over the Brenner, from Salzburg or Hallein; from Vienna by the Semmering Pass to Trieste; from Brixen *viâ* Villach to Bruck, Marburg and Laibach; from

Karlstadt to St. Peter; from St. Michael to St Valentin; and the route from Gmunden to Ebensee (by steamer), are surpassed by none for magn ficence of scenery.

The 2nd-class carriages in Austria are like those of Germany, sup rior to those in England. fares for the 4 classes per English mile being 1 8d.; 0.35d.; 0.9d.; 0.4½d. On many of the newly opened lines, and by the slow trains on some of the old lines, the fares are very much less. There is a government tax of 2 per cent on all railway tickets, but this tax can never exceed 15 kreuzers (3d. sterling).

Postage.—To any part of Austria or Germany, 5 kreuzers; to England, 7½ kreuzers, per ½ oz. From England to Austria, 2½d. under ½ oz.

Hotels.—Rather inferior to, and more expensive than those of Germany. A table d'hôte is almost unknown, and at Vienna meals are generally paid for at the time, and not included in the Bill.

Passports—See pages XLIX to LII.

Money.—100 new kreuzers = 1 new florin 1s. 11½d. Paper the chief medium of payment. Average value of paper florin, 1s. 10d. sterling, or 11 florins to the £1 sterling. GOLD COINS: 8 and 4 florins respectively 20 and 10 fr., or 15s. 10d. and 7s. 11d. sterling. SILVER COINS: 2, 1, ½ florins respectively 3s. 11½d., 1s. 11½d., and 5½d. sterling; also silver pieces of 20 and 10 kreuzers. COPPER COINS: 1 and 4 kreuzers = respectively 4-5d. and 2-5d. sterling. BANK NOTES: 1, 5, 10, 50, 100, and 1000 florins. Bank notes pass current in all the Austrian dominions, and are very convenient. —[See *The Merchant's Handbook*. By W. A. Browne, LL.D. London: Stanford.]

Navigation of the Danube.—The Steamers of the Imperial Austrian Danube Steam Navigation Company, descend the Danube, from Donauwörth to Regensburg in one day; from Passau to Linz, in four hours. From Linz to Vienna, in seven hours. From Vienna to Galatz and Constantinople, in about 5 days. That part between Galatz and Constantinople is done by the Austrian Lloyd boats. The ascent takes much longer time, and ought not to be attempted. The Steamers are good. See Advertisement, page 728. The **River Danube** (German. *Donau*; ancient *Danubius* and *Ister*), the largest river of Central Europe, drains parts of Germany, the Austro-Hungarian Empire, Turkey and Roumania. It rises above Donaueschingen, near Tuttlingen, among the Swabian Hills of the Black Forest, 24 miles from the source of the Rhine, 3000 feet above the level of the Black Sea, and 1800 miles from its middle mouth at Sulina. The best parts for scenery, above Vienna, are the defiles at Weltenburg near Regensburg; at Passau where the Inn joins; the bends called Strudelard Wirbel, near the Haustein; Mölk Conventand Aggstein Castle; and Dürrenstein Castle, or Tyrnstein (belonging to Prince Stahrenberg), where Richard Cœur de Lion was confined. Above Passau are Donaustauf and the Walhalla; and above Donauwerth is Blenheim. Tuttlingen to Reidingen is compared to the lower Wye. Below Vienna, the scenery is for the most part flat and uninteresting; except about Komorn, where the Waag or Hungarian Rhine comes in; and at Buda-Pest, the capital of Hungary; also, the mouth of the Drave at Peterwardein; and the defiles and rapids about Moldova, Kazan, the Iron Gate, and Trajan's Bridge, between Basiasch and Widdin, under the Little Carpathians. Direct Railway communication from the west ends at Basiasch. Ice is seen from November to May. The mouth in the Black Sea is kept clear by a mixed Commission.

At Trieste are the Docks and head-quarters of the Austrian Lloyd Boats, to the Levant.

Adelsberg.—*Stat.*—Pop. 1,500—HOTELS:—UNGARISCHE KRONE, EISENBAHN.

In Illyria, 23 miles from Trieste. Every one passing between Vienna and Trieste, should stop to see the splendid "Grotto of Adelsberg" in a mountain, about three quarters of a mile from the Hotel. It is, without exception, the grandest natural excavation in Germany; and the startling effect of a river, the Polk here named the Uns, suddenly appearing in the dark bowels of the mountain, with the lights reflected from the narrow bridge in the roaring waters beneath, will never be forgotten. The cost of seeing this beautiful Cave thoroughly is £1 2s 5d. (11 florins 17 soldi) for two persons; that is, 70 soldi for each person, 80 soldi for each guide (three required); same for each lighter (two required); the rest is for candles. It takes about two hours. Grosse Dom Calvarienberg. Noah's Ark, 2150 mètres from the entrance; Black Grotto and Madelin Grotto are principal spots. The waters contain the rare *Proteus anguinus*, a minute indigenous fish-lizard, almost blind.

CONVEYANCES.—Railway, see pages 211 and 235.

Agram, or *Zagrab*.—*Stat.*—Pop. (1869) 30,640.

INNS: KAISER VON OESTERREICH and SCHWARZER ADLER. The capital of Croatia, and the residence of its Ban; on the river Save, near the Turkish border. It has a University and a Cathedral. Distance to Warasdin sulphur baths, 10 German miles; to Fiume, 24 German miles.

CONVEYANCES.—Rail, see pp. 213, 217, 220, 235.

Aussee.—HOTEL TRAUBE; POST; SONNE; JOHANN STUGER. Pop. 1800. In Styria, on the Traun and has salt works, yielding daily 5000 quintals of salt, saline baths, and a whey cure. Excursions to the fine lakes of Alt-Aussee, the Grundlsee, the Toplitzsee, and the Kammersee; and the Tressenstein may be best ascended from this centre.

Baden.—*Stat.*—Pop. 5,000.—HOTELS:—HOTEL GRUNER BAUM. Josef Silkfull, Proprietor. CASINO; STADT WIEN; SCHWAN; REDOUTE. Buffet at the Station, close to the town.

The ancient *Thermæ Cetiæ*, &c., a much frequented watering place, on the Schwechat, at the base of the Styrian Alps, 15½ m. from Vienna. The waters are sulphurous, impregnated with carbonic acid gas; temp. 93° to 99° Fahr. They are efficacious for cutaneous diseases, gout, or rheuma-

tism. Numerous delightful Excursions in the neighbourhood; those in the valley of Helen being particularly beautiful.

CONVEYANCES.—Railway to Vienna, Oedenburg, Gratz, Trieste, &c. see pages 211 and 215.

Bad-Gastein, or Wildbad-Gastein.—HOTEL: STRAUBINGERS; MOSER'S HOTEL, good.

A watering place in Upper Austria, 50 m. from Salsburg, 3000 ft. above sea, and reached by carriage from Salsburg. Invalids are warned that the journey is very fatiguing and over a mountain pass.

Has a hot mineral spring of 118 deg. Fahr., a powerful remedy in cases of apoplexy. Here a Convention with Prussia was signed in 1865. The surrounding scenery is of exceedingly grand. The Klamm Pass, above mentioned, between Hof Gastein and Lend, on the road to Salsburg, may rank with the finest in Tyrol.

Botzen, (*Italian,* **Bolzano.**)—*Stat.*—Pop. 10,200—HOTELS:—

KAISER KRONE; VICTORIA, at the Station.

A city in Tyrol, the old *Pons Drusic* beautifully situated at the junction of the Talfer with the Eisack, 27 m. south of Brixen, 79 m. south of Innsbruck, and 42 m. north of Trent. It is one of the most flourishing commercial towns in the Tyrol, having four large Fairs held annually. Long arcades or piazzas; with a flood dyke 2 m. Terlaner and some other wines good and cheap here. This is the best *Stat.* for the **Dolomite Mountains** (see below).

CONVEYANCES—Rail, see pp. 200, 202, 204, 232, 253.

Bregenz.—Pop. 3,000.—*Stat.*—HOTELS:—

GOLDENER ADLER; HOTEL DE LA POSTE.

A prettily situated town (formerly *Brigantia*). a Vorarlberg, on the Lake of Constance, 131 miles W. of Innsbruck, 30 W. of Feldkirch. A beautiful view from the Gebhardsberg behind the town.

CONVEYANCES.—Rail to Feldkirch. Landeck, and Innsbruck, see pages 192 and 244. Steamers daily on the lake to Lindau, Rorschach, Romanshorn, Friedrichshafen, Constance, and Schaffhausen.

Brixen, (*Italian,* **Bressanone.**)—Pop. 4,000.—HOTELS: HOTEL ELEPHANT, near the Post; SONNE, the latter the Diligence office.

HOTEL DE LA CROIX BLANCHE.

A beautiful city in the Tyrol, 52 miles S. of Innsbruck, and 30 miles from the Brenner Pass; with a Cathedral.—For Railway, see page 205.

Brunn, (*Sclavonian,* **Brno.**)—*Stat.*—Pop (1869) 73,470—HOTELS:—

HOTEL NEUHAUSER; DREI FURSTEN KAISER VON OSTERREICH. Restaurant at the Station.

Capital of Moravia, the Leeds of Austria, at the junction of the Schwarzawa and Zwittawa; noted for its woollen-weaving and spinning, its linen, leather, gloves, carpets and vinegar manufactories. In the Altbrunn or old quarter is the *Spielberg* once the prison of Baron Trenck, General Mack, and Silvio Pellico, now a penitentiary and a garrison. Franzensberg: Jacob's Church (Jacob's Kirche); the residence of the Archbishop. Landhaus or Town Hall, in an old Convent; the Augarten or Franzensberg Parks; and the national Museum of Moravia. About 14 miles east, near Posoritz is the village of **Austerlitz,** celebrated for the victory gained in 1805 by Napoleon, whose head quarters were at Brunn.

AMERICAN CONSULAR AGENT, G. Schoeller, Esq.

CONVEYANCES.—Railway to Vienna and to Prague, see pages 204, 205, 212, 213, 228, and 230.

Brenner Pass.—*Stat.*—HOTEL:

A Pass in the Tyrol, on the German route to Brindisi, between the heads of the Inn and Adige, 4,650 ft. above sea the mountains being 2,000 ft. higher. The high road and the rail from Innsbruck, towards Italy, run close to each other. See page 205.

BUDA-PEST (or **PESTH**), the name of the now united Capital of Hungary.—*Stat.*—Pop. (1869) 270,480. HOTELS—

HOTELS:—HOTEL NATIONAL; HUNGARIAN HOTEL; ERSZERSOE STEPHAN; TILEGER; STADT PARIS; HOTEL DE L'EUROPE, on the Pesth side; KONIG VON UNGERN; QUEEN OF ENGLAND.

Fine view of Buda from Pesth, and of both cities from the Blocksberg. Observatory, 2?0 yards high.

Pesth, or *Buda-Pest*, the Hungarian capital, consists of Pesth, walled round in the 18th century, standing on the east side of the Danube, in the plain of Rakosfeld, opposite Buda, the site of the Roman *Transacincum*, to which it is joined by a fine suspension *Bridge*, 1,220 feet long, erected in 1849, by Mr. B. Clark, architect of the Hammersmith Bridge. Pesth lies low and flat; but has wide clean streets and good; several churches, including the parish church (Hauptpfarrkirche), once a mosque, a Moorish looking synagogue; handsome Rathhaus, with a good view from the square tower; exchange; national museum, and picture gallery, containing Nelson's stick, cut after the battle of the Nile; university, richly endowed, having 1000 students, 50 professors, and 70,000 books and manuscripts; the Ludoviceum, now a military hospital; Neugebäude, a large pile, built 1786, by Emperor Joseph, now an artillery depot; National or Hungarian theatre, and a German theatre.

The old town **Buda,** called **Budin** in Sclavonian and **Ofen** by the Germans, was a Roman colony, down to the 4th century, and was held by the Turks from 1527 to 1686. It covers a long ridge (which was walled round in 13th century), and the neighbouring valleys, near the Blocksberg and Spieasberg. Here, among old houses, are the royal Palace, with the Hungarian insignia, Citadel, and cannon foundry, with the monument to General Hentzi; the Stadthaus; garrison church or cathedral, marked by a tower; large timber yards; and the hot sulphur springs at Bruckbad and Kaiserbad, from which the place derives its German name of Ofen (oven). Kaiserbad is near a Turkish mosque. Good wine, silk, velvet, and meerschaum pipes are produced here.

FREE CHURCH OF SCOTLAND.—Mondgasse, 8. Divine Service in English, every Sabbath, at 4 p.m.; Rev. A. Thom, M.A.

H. B. M.'s CONSUL-GENERAL.—HON. E. MICHELL.

AMERICAN CONSULAR AGENT: J. Kauser, Esq.

CONVEYANCES.—Rail to Vienna, Szegedin, Stuhlweissenburg and Saigo Tarian, which last forms a portion of the Great Northern Rail. connecting Hungary, through the Carpathian mountains, with Galicia and Russia. By steamer up the Danube to Vienna, passing Pressburg, &c. Down the river to Peterwardein, or Neusats and Semlin; then up the Theiss to Szegedin and Szolnok; or down the Danube to the Black Sea.

Carlsbad.—*Stat.*—Pop. 3,400.—HOTELS:

ANGERS HOTEL, clean and comfortable; charges moderate. Proprietor speaks English; recommended.

KONIGSVILLE — quite new, and beautifully situated.

GOLDENE SCHILD; DE RUSSIE; DE HANNOVER.

Lodging Rooms cost by the week from 2 to 10fls., and apartments 20 to 30fls., according to size and the season of the year. A floor, with kitchen, 40 to 50fls. Service is paid in proportion. English people should be careful when engaging private lodgings, as there is a law which compels visitors to pay for 14 days certain. A compulsory tax of 14fl. 1st class, and 9fl. 2nd class, must be paid by visitors who stay longer than eight days. Carriages ½ a day, 8fls.; one day, 5fls. Asses, ½ a day, 1fl.; if drawing a char, 1fl. 36krs.; the guide, 15 krs.

Carlsbad, or "Charles's Bath," in Bohemia, is picturesquely situated in a narrow valley along the banks of the river Tepel, near the Eger, and surrounded by lofty granite hills, clothed to their summits with fine forests. The town consists entirely of lodging-houses, hotels, café, and shops. It has a theatre, hospital, and granite bridge; with large public buildings, including baths, a museum, library, concert rooms, restaurant &c., erected by the Municipality in 1868. Season from 22nd April to 22nd September.

The nearest way from England is by Frankfort, Hof, and Eger; but there is a fast and easy route by through tickets *via* Leipsic, and from thence to Swartzenberg and Carlsbad—72 hours (sleeping at Leipsic), cost about £8. Another route is from Cologne, *via* Mayence, Darmstadt, to Nürnberg; thence to Eger, and Carlsbad sleeping at Nürnberg. A beautiful route is *via* Dresden, and up the Elbe to Bodenbach or Aussig; taking through tickets at Hanover for Madgeburg and Dresden.

In the Season when the place is crowded it is necessary to secure loogings by writing beforehand, also to telegraph to Swartzenberg for carriage conveyance to Carlsbad. The springs are hot sulphur and alkaline, of different temperatures, from 116° to 165° Fahr., and useful in dyspepsia, gout, rheumatism, liver complaint, gravel, stone, hypochondriasis, and constipation; the course occupies about six weeks. The Sprudel and Muhlbrunnen are the most remarkable. It is necessary to see a medical man every third day, who orders the number of cups, and watches the effects of the water. Bands of music play during the hours for taking the waters. Living is plain and wholesome. The Walks on the banks of the river, and amongst the pine forests, are beautiful, the scenery from some spots magnificent. The Environs of Carlsbad are interesting: Elbogen and the Hans Heiling rocks are well worth seeing. Early and late in the season thick top-coats and strong boots are indispensable.

ENGLISH SERVICE at the Kurhaus (the church having been pulled down) on Sundays, at 11 a.m. and 4 p.m. Chaplain, appointed by the Colonial and Continental Church Society.

MEDICAL MEN.—Dr. Gans, Dr. Seegan, Dr. G. Porges, and Dr. Krauss—all speak English.

ENGLISH COMMISSION AGENT. MONEY CHANGER, BOOKSELLER, &c.—Benedict Brothers.

BANKER.—Bernard Schwalb.

ELECTRIC TELEGRAPH.—Open. *The Times* at the Reading Room.

Examination of luggage and passport on crossing the Austrian frontier at Asch. From Eger to Carlsbad, four trains a day each way. Private carriages vary from 10 florins.

CONVEYANCES.—Rail. see p. 188, 196, 208, 223.

Cortina.—See Dolomite Region.

Cracow (*German and Polish*, **Krakau**) —*Stat.*—Pop. (1869) 43,835.—HOTELS: DE LONDRES; DE DRESDEN; GOLDEN ANCHOR.

An old capital city of Poland, and sometime a Republic till the insurrection of 1846; on the Vistula, joined by a bridge to the suburb of Podgorze.

CHIEF BUILDINGS—K. Casimir's Castle, on the Wawel Hill, near the Cathedral, founded by him 1359, containing 20 Chapels, with the graves of John Sobieski, Poniatowski, Kosciusko, Potocki, &c., with monuments by Thorwaldsen; monument of Copernicus, in St. Anne's church; St. Mary's gothic church, and 35 other churches; Town House, in the Market Place; Florian Gate, built 1498, when the Turks besieged the town; Bishop's Palace; old University, including a library of 30,000 vols; Academy of Painting; Observatory; and Botanical Garden. The memorial to Kosciusko (1824), 120 feet high, outside the town, is a truncated cone, and a fine point of view.

CONVEYANCES.—Railway, see pp. 184, 187, 2 5—208, 212, 216, 217, 224, 291.

Debreczyn.—*Stat.*—Pop. (1869) 43,520.

HOTEL WEISSES ROSS.

A populous and important manufacturing town in Hungary, which with its unpaved streets and one-storied houses resembles a collection of villages rather than a town. Most of the inhabitants are Magyar Calvinists. It has a Town Hall, large Calvinistic College, Churches, Convent, &c. There are extensive manufactures of boots, pottery, soap coarse cloth, pipes, prepared sheep skins, &c. Four Fairs yearly draw together vast crowds of strangers.

CONVEYANCES.—Railway, see pages 207, 214, 219, 225, 227.

Dolomite Region, in Tyrol, near the Ampezzo and Fassa Valleys; accessible *vid* the Botzen Station, on the Brenner line. Brunnecken, **Cortina,** and Caprile are good centres for the mountains in this striking district; the highest peaks being Marmolette and Monte Civita 11,050 ft. and 10,440 ft. high. They are named a

Dolomites, the French geologist, and consist of soft, yellowish, slaty limestone, without a tree rising into fantastic peaks and spires, and threaded by narrow, deep cracks or passes. Church service at Hotel Aquila Nera, at Cortina, in Val d'Ampezzo; supplied by the Colonial and Continental Church Society.—**Cadore,** the birthplace of Titian, is 9 miles from Cortina. A fine drive may be had by taking the rail from Franzensfeste (on the Brenner line) to Toblach; thence drive by Landro, Cortina, Cadore to Conegliano on the Venice and Trieste rail.

Ebensee.—HOTEL POSTE.—Pop. 2,300, with Langbath.

It stands near Traunstein Station (page 200) on the Salzburg line, close to the beautiful Traunsee or Lake; and has a trade in salt brine brought from Ischland Hallstadt. On Kranabitsattel (1731 mètres), ascended in four hours, there is a grand panoramic view. Pine timber is floated from here for descending the Danube.

Eger.—*Stat.*—Pop. 12,000.—HOTELS: WELZEL, GOLDENE SONNE, ZWEI ERSHERZOGE.

A garrison town of Bohemia, on the way to Carlsbad from England; on the Eger, and called *Cheb* in the provincial language. Here is the Burgmeister's house where Wallenstein was assassinated 1634, after his friends had been killed in the old Burg or Castle.

Railway to Carlsbad, &c., see pages 188, 196, 202, 208, 212, 221, 222, 223.

Feldkirch.—Pop. 3,000—*Stat.*—HOTELS: KRONE (POST); ENGEL GABRIEL; and LOEWE, the Diligence office. FELDKIRCHER HOF.

A small town in Vorarlberg, on the Ill, 20 miles S.E. of Bregenz; possessing cotton manufactures and oil-mills. Rail to Bludenz, past Lindau, p. 192.

Fiume, (Illyrian **Rika**)—*Stat.*—Pop. 14,000 HOTEL—RE D'UNGHERIA.

A free port belonging to Hungary (though divided from that inland kingdom by Croatia), 35 miles S.E. of Trieste by land, but much longer by sea round the Istrian peninsula. It stands in the mouth of the Fiumara, where the Julian Alps end, at the head of the gulf of Quernaro in the Adriatic, and has a college, theatre, shipyards, and lazaretto, with a good trade. Marshal Nugent's seat, Tersato castle, is near an old pilgrimage church.

ENGLISH V. CONSUL.—C. T. Hill, Esq
AMERICAN C. AGENT.—L. Francovitch, Esq.
CONVEYANCES.—Rail, see pages 211, 213, 231.

Franzensbad or **Franzbad**—*Stat.*—Pop 1200.—HOTELS: POST; KAISER VON OESTERREICH.

A modern Bath (named after its founder, the Emperor Francis I.); and a much-frequented resort of Austrian princes and nobility in Bohemia, about 3 miles from Eger, on the way to Hof. The town is a fresh, handsome, cleanly, and well laid out, although built in a plain, and on a moist, boggy soil, in a tame country. The best houses are in the Morgenzeile; large, handsome lodging houses, forming a square, with a central Well, planted promenade, gardens of several acres in extent, and statue of Francis I. Franzbad has been called "cooled Carlsbad," because of the similarity of the waters. They are of four kinds—saline chalybeate, saline aperient, saline, and acidulous—thus adapted to almost every kind of ailment; inferior to Carlsbad because cold, but superior because not so exciting, nor so penetrating. The "Mud Baths," however, are the great attraction of Franzbad, upon which part of its reputation has been made. There are three establishments; the charge 1 florin 40 kreutzer each bath. The system of living, regimen, diet exercise, &c., precisely that of Carlsbad.

There is a Club; with Newspapers. Living is reasonable.

PHYSICIAN.—Dr. Boschan.

CONVEYANCE.—Rail, see pp. 188, 196, 209, 223.

Fured (Baths of), on Lake Balaton, in Hungary. May be reached from Stuhlweissenburg and Sio Fok, and thence by steamer.

Gleichenberg.—HOTELS:—VEREINS-HAUS; GRAZER-HAUS; STADT FRANKFURT; WIENER-HOF; BERLINER HOF; VILLA D'ORSAY; BRUNNERHAUS

This ancient bath-place, which was known to the Romans, may be reached from Spielfeld, a little beyond Gratz, on the Trieste line. It lies in a wooded valley, near an old Castle and Brunsee, the Duchess de Berri's seat. The springs are acidulous, alkaline, and ferruginous.

CONVEYANCE.—By post carriage to Spielfeld station, 28. See page 211.

Gmunden.—*Stat.*—Pop. 5,000.—HOTELS: AUSTRIA, at the head of the Traunsee; BELLE VUE; GOLDENE BRUNNEN; GOLDENER HIRSCH; STADT GMUNDEN; GOLDENER SCHIFF; AUSTERLITZ.

Gmunden stands on the *Traunsee*, or *Lake Gmunden*, in Upper Austria, near the finest part of the **Salzkammergut** Here the salt from the surrounding mines is shipped. The prospects are splendid, taking in the lake, the Alps of Salzburg and Dachstein, the tops of which are covered with snow. Falls of the Traun; view from Calvarienberg.

The Traunsee 11,700 mètres long, 2900 wide, the finest lake in Austria. At the top, towards Ebensee it has rather a severe character, owing to its rocky banks and dark waters. But at Gmunden it has a more cheerful aspect, resembling the lake of Zurich. It is surrounded by high mountains, especially the Traunstein (1730 mètres) which does not offer such fine views as some points in the Salzkammergut (see under that name.)

To see **Falls of the Traun** give notice to the guard at Lambach, and get out at the Station for the Falls, 2.50; twenty minutes walk through fine woods; train calls at 5.2, arriving at Gmunden at 6.; well worth staying one or two days. The Fall-barges go down the river from the lake in about 2 hours; very beautiful scenery; they descend many shoots, the last being about 1200 feet long; no danger. Walk up to the Falls; luncheon of crayfish, trout, bread and butter, can be had at the

inn. Hire a carriage from Gmunden to wait above the Falls to take you back, about nine miles of lovely drive. The master of the Belle Vue, will arrange everything; very fine echo on the Lake.

Beautiful drive through the **Salzkammergut** sleeping at Ischl, Gosau, Golling, Berchtesgaden, and Salsburg; on by rail to Innsbruck. Hotel de l'Europe very good clean, and moderate.

The excursion down the river Traun for the lake of Gmunden we much recommend; there is no danger and it is very curious; fee, one gulden a head, and a little more for drink money.

Carriage to Falls of the Traun, 4 florins.

The Station is three-quarters of a mile from the Steamboat Pier. No conveyances unless previously engaged by telegraph. On the Steamer arriving at Ebensee, there is often confusion arising from the influx of tourists. There are generally conveyances enough for Ischl, where, unless apartments have been engaged, it will be difficult to procure them.

CONVEYANCES.—Railway to Linz and Budweis, see pages 201, 210. Steamers, in summer, several times daily, to Ebensee, on the opposite end of the Lake *en route* for Ischl. Fare, 50 kreutzers.

Gran.—*Stat.*—Pop. 9,800—HOTELS:—STADT TRIEST, ENGLISCHER HOF.

The ecclesiastical metropolis of Hungary, the ancient *Strigonium*, in the picturesque vale of the Gran (*Sclavonian, Garam* or *Hron*), on the right bank of the Danube, 25 miles north west of Buda. It is noted for its Baths, and the magnificent but still unfinished *Cathedral*, built on the Castle Hill, commenced in 1821, in the Italian style, surmounted by a dome 65 feet in diameter, and faced by a splendid portico. This Cathedral is built chiefly at the expense of the Prince-Archbishop Romantic excursions in the neighbourhood.

CONVEYANCES.—Railway to Presburg, Vienna, Temesvar, Basiasch, &c. see page 214

Gratz.—(*Sclavonian*, **Niemetzki-Gradetz**).—*Stat.*—Pop (1869) 87,120—HOTELS HOTEL DE L'ELEPHANT; ARCHDUKE JOHANN; GRADETZ.

GOLDENES ROSS, near the Bridge.

Restaurant at Station.

Capital of Steyermark (Styria,) on the Mur, crossed by a chain bridge 318 feet long) 1,900 feet above sea, and one of the most pleasant towns of the Austrian monarchy, on account of its situation and environs, and cheapness of provisions. View from the Schlossberg.

OBJECTS OF ATTRACTION.—The Cathedral with an altar painting by Tintoretto, and tomb of Ferdinand II. the Arsenal; Townhall; Convent of the Jesuits; Castle, with a beautiful prospect, in which the crown of Steyermark is kept; the theatre; the palace of Attenis, the colossal statue of the Emperor Francis; the University; the *Joanneum*, a technical institute founded by Archduke Johann (John), 1812, including museums library, lecture and reading rooms; laboratory, &c. The suburb of Jacominiberg is the most beautiful quarter of the town; the most noted coffee-house is in the Jacominiberg haus. Many beautiful walks to the castle or palace of Eggenberg, with a collection of paintings and park; castle and ruin of Gösting; St. John and St. Paul's churches,

CONVEYANCE.—Railway, see pages 211, 220, 221, 222, 225, and 233.

Hallstadt.—Pop. 1,300.—HOTELS:—DAUBLER'S WEISSE TRAUBE; SCHRAUER; POSTE; GRUNER BAUM.

A small town in Upper Austria, on the Lake of Hallstadt or *Halstadtersee*, in the Salzkammergut, built on the side of a hill almost a precipice. This Lake, and the neighbouring Gosau Thal, may compare with any part of Switzerland. It is 8000 mètres long, 2000 broad, and 200 deep (650 feet); and is surrounded by a circle of Glaciers, above which rise the Dachstein, the Thorstein, and the Saarstein of 2250 mètres, from which a splendid view can be obtained.

Near Hallstadt are the pretty lakes of Gosau, Zwieselberg, and the Traunwand Near **St. Wolfgang** (Hotel—Hirsch. Zum Weissen Rose) is the Schaafberg of 1819 mètres (3½ hours ascent) with a fine panoramic view.

There are salt works, and several Protestant congregations in the neighbourhood. Gmunden is the nearest station. See pages 201, 210.

Hermannstadt.-(Hung. **Nagy-Szeben**) Pop. 16,300—HOTELS.

A walled town, the military capital of Transylvania, on the Zibin, near the Wallachian border. Palace and Museum; Cathedral and five Churches; a rail in progress to Karlsburg and Bucharest Some distance W. is VARNELY in the beautiful Hatzeg Valley, containing a Roman Amphitheatre and other remains of *Ulpia Trajana* the former capital of Dacia. KARLSBURG to the N., on the Maros, is rich in gold and silver mines.

CONVEYANCES—Railway, see pages 201, 238.

Innsbruck.—*Stat.* Pop. (1869) 23,100.

ŒSTREICHISCHER HOF an ancient hotel, well managed and very comfortable; the landlord, J. Baer, speaks English.

HOTEL DE L'EUROPE.—Kept by Mr. Scheiner, newly built, well situated, moderate charges.

HOTEL GOLDENE SONNE, well situated in the finest part of the town, lately entirely re-furnished. The proprietor, Mr. F. Horandtner, speaks English. Recommended.

HOTEL ET PENSION KAYSER.

ADLER, STERN; the latter the Diligence office.

There are no street carriages; by hired carriages, fare to Ambras, 2 fl. 24 kr., Martin's Wand, 5 fl., Schomberg, 5 fl., Stubaythal, 8 fl., Zell in the Zillerthal, 12 fl. English sovereigns at a premium.

This handsome town is the capital city of the Tyrol, 1890 feet above sea, at the junction of the Sill and Inn, on the Brenner route to Brindisi It is the meeting place of the Tyrolese Estates. One of the churches contains a valuable collection of works of art. Among other objects of interest may be mentioned the Franciscan Church, containing the celebrated *Tomb* of *Maximilian* surrounded by 28 colossal statues in bronze of various

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real and mythical persons, the tomb of Höfer; the Palace, and palace garden; the university, and the Ferdinandeum Museum, which contains excellent collections of the natural history of Tyrol. Very beautiful neighbourhood

ENGLISH CHURCH SERVICE, at Baer's Hotel d'Autriche, at 11 a.m. and 6 p.m.; Chaplain supplied by the Colonial and Continental Church Society.

ARMS.—Mr. Johann Peterlongo, large manufacture of guns, revolvers, &c.

Fr. Unterberger (near the Franciscan church), bookseller.

"At JENBACH (between Innsbrück and Kufstein) is a charming clean Inn, Zur Tolerans—and a far pleasanter way than going by rail to Munich from Innsbrück is to drive by carriage from Jenbach by the lovely lakes of Achen See and Tegern See to Holzkirchen, which is within 1½ hours run by rail to Munich—one long, or two very easy days' drive. Stop at the Inn 'Zur Scolastica' if dividing the journey."—C.P.S.

CONVEYANCES.—Railway, see pages 200—202, 205, 221, 236, 253.

Ischl.—Pop.—5,600.—HOTELS:—

HOTEL BAUER.

HOTEL DE L'IMPERATRICE ELISABETH, F. Koch, Proprietor

POST; KREUTZ; STERN; KRONE.

Many private lodgings. Tariff for fiacres.

A fashionable watering-place in Upper Austria, at the junction of the Traun and Ischl, and the favourite summer residence of the present Emperor. It is situated in the centre of the Salzkammergut, surrounded by many splendid villas, including that of the Emperor, and is a good headquarters for that beautiful district; Trinkhalle very large. Parish church has fine paintings. Price per bath, 1 fl. Mud baths. Whey cure. ENVIRONS very fine, and especially renowned for chamois shooting, and trout fishing in the rivulets at the bottom of the mountains. Salt mines and brine springs.

CHURCH OF ENGLAND SERVICE at Koch's Hotel (as above) every Sunday at 11 and 4 o'clock, during the season

Post to Gmunden (7 German miles), from Gmunden to Vienna, rail, page 210; to Gratz, Linz, and Salzburg, see page 201. Omnibus to Ebensee, on the Lake of Gmunden, to meet the Steamer.

Koniggratz.—*Stat.*—Pop. 5600.—HOTEL—LAMM.

A fortress in Bohemia, on the Elbe and Adler, near which the famous battle of **Sadowa** was fought, and the Austrian army under Benedek defeated, July 3, 1866, by the Prussians, who thence forth became the leaders of Germany. It has a Cathedral.

CONVEYANCES.—Railway see pages 217, 226, 229.

Laibach or **Laybach** (*Slavonian* **Lubliana**)—*Stat.*—Pop. (1869) 22,593.—HOTELS:—

DO LION D'OR.; STADT WIEN; ELEPHANT, POST.

The Capital of Carinthia, on the Laibach, about 80 miles north-east of Trieste. Notice the Cathedral, the old Jesuits church; the Bishop's palace, the Lyceum, theatre, Auersperg palace and gardens, and a bridge over the Laibach, near the promenade; fine prospect from the old Castle; and within two leagues, Kahlenberg, commanding a fine view. Excursions up the Kreuzeralpe, and to the beautiful lake of Veldes with its romantic scenery, with three Inns on its banks. For the Wulfenia take rail to Tarvis and Thörl R. s. c.

CONVEYANCES.—Railway to Cilly, Gratz, Vienna, and Trieste, &c., see pages 211, 231.

Lambach.—*Stat.*—Pop. 1,300.

Beautifully situated on the Traun, opposite Ebensee, in Upper Austria, near Saltworks. Notice fine Benedictine Monastery, containing a good Library, and some old German pictures, and a collection of engravings; and at a short distance from the town the curious *Church* of Baura, built 1722 by an Abbot of Lambach, and dedicated to the Trinity, built in the form of a triangle, having three towers, three doors, three façades, three windows, three organs, three altars ornamented with marble of three colours, three sacristies, and which cost 13,000 florins.

CONVEYANCES.—Railway to Linz, Gmunden, &c., see pages 201 and 216.

Landeck.—Pop. 1,600.—HOTEL—POST.

Beautifully situated in North Tyrol, on the Inn, 56 miles W. of Innsbruck. Four roads meet here, viz., to Innsbruck; to Feldkirch and Bregenz; to Finstermünz, Meran, and Botzen.

CONVEYANCES.—Daily to Innsbruck, etc. Fare to Innsbruck by Stellwagen only 2 fl.

Lavis.—Pop. 2,200.—Inn:—CORONA.

A market town in South Tyrol, 5 miles N. of Trient. Between Lavis and St. Michele is the ferry over the river Adige to the road to the beautiful Val di Non (Annone) and Val di Sole; the former leading to the Tonal Pass.

Lemberg (*Polish* **Lwow.**)—*Stat.*—Pop. (1869) 87,110—30,000 being Jews.

HOTELS:—d'Angleterre; de Russie.

The capital of Galicia, 45 German miles E. of Cracow, in the valley of the Peltew, E. of the Carpathian range, and the river Dneister. Principal buildings, Governor's palace; Roman Cathedral, and Greek Cathedrals. 16 Churches, and 2 Synagogues; University with 1000 students, and library of 50,000 vols.; Literary Institute, containing 60,000 vols. of Slavonian works and MSS. and museum of coins and paintings

The Baths of Szakio and Lubien are near. Trade in woollen, Linen, corn, cattle.

CONVEYANCES.—Rail to Jarselau, Cracow, Brody, Jassy, etc.; see pages 184, 206, 207, 216, 217, 282, 286 295.

Linz.—*Stat.*—Pop. (1869) 33,285. HOTELS—Archduke Charles; Adler; Krebs; Stadt Frankfurt; Lamm; Bayrischer Hof; Goldene Kanone, Drei Monren.

The Railway Buffet is excellent Table d'hôte, charge 1 fl.; a pint bottle of good red or white wine 30 to 40 kr. Stoppage 30 minutes

Capital of Upper Austria, on or near the site of the Roman *Lentium*, in a beautiful situation on the right shore of the Danube, here crossed by

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bridge. There are three large suburbs. Notice the old Castle, now a prison; Mathias Kirche (St. Matthew's Church), with the tomb of Montecuculi (1680); the Landhaus in which the States assemble; Jagermayer's garden, whence you have the finest view of the town: the Pöstlingberg, the highest point in the neighbourhood, and the fortifications, remarkable as consisting of 32 detached forts, after a plan by Prince Maximilian of Este. Try the fish called schill (Fr. *sandre*). The river scenery to Passau, and also to Vienna, surpasses the Rhine. The Steamer accommodation too is good, but the fares rather high.

CONVEYANCES.—Railway to Gmunden. Vienna Salzburg, Munich, and Budweis see pages 194, 200, 201, 206, 210, 221.

Steam-boats daily to Vienna at 7.30 a.m., change about 5 miles from Vienna.

Vienna to Linz at 6 30 a.m.; Linz to Passau at 6.30 a.m.; Passau to Linz at 2 p.m.; Linz to Passau 2 fl.40 kr, 1 fl. 60 kr.; Linz to Vienna 7 fl., and 4fl. 70 kr.

Marienbad.—*Stat.*—Pop. HOTELS:—KLINGERS; DE POSTE, or HOTEL WEIMAR; D'ANGLETERRE; BELLEVUE; ENGLISCHES HOF.

Lodgings as at Carlsbad.

A pretty watering-place in Bohemia, about 15 miles from Eger, in a small valley surrounded by pine clad hills, and picturesque scenery. Round a meadow which has been changed into a Jardin Anglais, above one hundred hotels have been erected, besides houses and a handsome church, a conversazione house, &c. The Springs are six or more in number, saline aperient, chalybeate, and acidulous, cool in temperature, 50° to 51° Fahr, and particularly efficacious in certain abdominal and skin diseases. Diet and regimen for invalids similar to Carlsbad. Season, from May to August, closing earlier than Carlsbad. The shady groves and hill walks offer many pleasant excursions.

CHURCH OF ENGLAND.—Service held by Rev. Dr. Robbins, chaplain, licensed by the Bishop of London.

CHURCH OF SCOTLAND.—Service each Sabbath at 12.0 and 5.0 p.m., in the German Reformed Church, by Rev. Prof Duns and Rev. Dr. Nelson, from the 3rd July till 4th September.

CONVEYANCES.—Railway, see pages, 196, 223.

Meran.—Pop. 2,500.

HOTEL DE LA POSTE; ZUM GRAFEN VON MERAN—the Diligence office. During summer the Stellwagen leaves the Hotel Erzerzog Johann for Mals; fares to Schlanders, 1 fl., to Mals, 1 fl. 36 kr.

The old capital of the Tyrol, beautifully situated on the Passer, 17 miles from Botzen, near the Etsch or Adige. Invalids come here in Autumn and Winter to enjoy the mild climate, and to benefit by the grape cure. Good red wine.

Within a short distance are the Dorf Tyrol, on the Küchelberg, the former seat of the Counts of Tyrol, which gives name to this country; and Lobenberg, belonging to Count Fuchs.

ENGLISH CHURCH SERVICES are held at the Hotel and Pension Hasefurther; Chaplain supplied by the Society for the Propagation of the Gospel.

CONVEYANCES.—Diligences and stellwagen to Mals, Botzen, and Brixen. To Botzen at 2 p.m., in 3 hours: fare, 1 fl. 18 kr. The pedestrian can walk to Hofer's House 3hrs. and Sterzing by the Jaufen Pass, in one day, and from thence to Innsbruck in another day.

Oedenburg (*Hungarian* **Sovrony.**)—*Stat.*—Pop. 19,000.—HOTELS:—KÖNIG VON UNGARN; ROSE; HIRSCH.

An industrious town in Hungary, near the S.W. side of the Neusiedler See (now dried up), celebrated for its cattle market, excellent wines, and coal-mines. It has several churches, two colleges, and a large old Watch Tower. Thirteen miles from Oedenburg is *Forchtenstein*, the castle of Prince Esterhazy, containing a large collection of arms, a rich gallery of portraits, and the family treasures, vessels of gold and silver, and many objects of art. (The Jewels were all sold in London in March 1867). It is necessary to obtain an order from the Prince himself to view the treasures.

CONVEYANCES.—Rail. to Neustadt, Baden Vienna, Gratz, Laibach, Trieste, &c. see page 220, 225.

Olmutz (*Moravian* **Olomauc.**)—*Stat.*—Pop. 15,800.—HOTELS: SCHWARTZER ADLER; SCHWAN; GOLIATH; KRONE.

A strong fortress in Moravia, formerly its capital and standing on the March. The Cathedral is a noble specimen of old German architecture; in St. Maurice's is an organ with 2,332 pipes. Other remarkable objects are the bishop's palace, university buildings restored in 1827. Arsenal, and handsome Rathhaus. Lafayette was confined here 1794. Chief market of Moldavian and Russian horned cattle. Here the Emperor Ferdinand abdicated, 1848.

CONVEYANCES.—Railway to Bohm-Trubau, Cracow, Warsaw, and Vienna, pages 205, 212, 213, 229, 230, and 237.

Peterwardein (*Hung.* **Petervarad**)—Pop 6780. A strong garrison at a bend of the Danube, 45 miles north-west of Belgrade; the "Gibraltar" of Hungary, and the residence of the Commander of the Slavonian Military Frontier; so called from Peter the Hermit, who here collected his volunteers for the First Crusade. Two fortresses hang one over the other on the south cliff of the river; with a town in the lower, containing the arsenal, church, barracks for 10,000 men, bridge of boats 700 feet long, to Neusatz. Here Prince Eugene defeated the Turks, 1716.

Pola—Pop. 11,000. An Austrian naval port, in the south corner of Istria, and a very ancient town (called *Pietas Julia* by the Romans) on the Adriatic, 8 hours from Trieste by steamer (page 249). It is famed for its Roman remains, the most remarkable of which is the *Amphitheatre*, which is still in excellent preservation. There are also parts of the temples of Augustus and Diana, one near the cathedral, the other converted into a Town Hall; the Porta Aurata, Porta Ercules, and Porta Gemina (double), formerly the Capitol. The walls were built by the Venetians, 1148. Its harbour is one of the best on the Coast.

Prague (*Bohemian*, **Praha**).—*Stat.*—Pop. (1869) 189,950, of whom 12,000 are Jews, who live in the Judenstadt

There are three STATIONS:—The *Staats Bahnhof*; *K. Franz Josef Bahnhof*, and the *West Bahnhof* at Smichov, which is a considerable distance out of the town, and ultimately to be continued over the river to one or other of the above Stations. The bridge is built.

HOTEL GOLDEN ANGEL, near the Railway Station.

HOTEL D'ANGLETERRE, first class for families and gentlemen.

HOTEL DE L'ETOILE BLEUE; HOTEL SCHWARZES ROSS; STADT WEIN; KAISER VON OESTREICH.

ENGLISCHER HOF.

RESTAURANTS.—Steinitz; Wenzely; Hinder.

CAFES.—Wien; Prag. Good one at Terminus.

DROSCHKEN (Cabs).—Fares in the town, 25 to 50 kr., according to distance. 1 hour, 60 kr.; ½ hour, 20 kr Two-horse cabs 50 kr. to 1 fl. in the town, according to distance; ½ an hour, 40 kr.; 1 hour, 80 kr. first hour, 75 kr the following.

POST-OFFICE and TELEGRAPH Schillingsgasse.

FREE CHURCH OF SCOTLAND.—Service in English is regularly conducted every Sunday at 11 a.m., by the Rev. Andrew Moody in the Scottish Mission Hall, Obstgasse, 767. Residence, Malteserplatz, 14.

A Commissionaire is indispensable in this place and costs 3s. a day. *Galignani's Messenger* may be seen at Laurentz's Casino, over a cup of delicious German coffee. Examination of baggage on the Austrian and Saxon Frontiers takes place at Bodenbach. The traveller is recommended to avoid tobacco as much as possible Coming from Austria he is warned not to bring Austrian paper money, otherwise he will have to submit to a heavy discount.

Capital of Bohemia, on both shores of the Moldau, surrounded by pleasant heights, and adorned with 60 peculiarly formed spires, with a lordly castle at the back of the hill (Hradschin), and two noble bridges Circumference, 1 German mile (4m); divided into Altstadt and Neustadt, on one bank of the Moldau, and into Kleinseite and Hradschin on the other; forming 4 towns. It contains 50 churches, 22 chapels, 17 convents, 9 Protestant churches, 11 synagogues, 189 towers, 3 public & and 19 private libraries, & 354 manufactories.

Neustadt, where travellers are generally deposited, was founded in 1348. The Untere Neustadt contains the Königshof, the ancient palace of the Kings of Bohemia (now barracks) National Museum, in the fine Kolowrat Strasse, open Tuesday and Friday, 9 to 12; other days, for 25 kreutzers It contains fine collections of natural history, manuscripts, etc. The Ross, or Horse Market, one of the largest in Austria, with a statue of St. John Nepomucene (the patron of the town) In Obere Neustadt are the fine Garden of Salm, with 25,000 plants; the large Lunatic Asylum; the Church of the Assumption, erected —a masterpiece of Gothic architecture. In the Carolinenthal suburb are the Hôtel des Invalides, and 2,000 veterans: the Church of St Methodius and St Cyril, finished 1863; and the Railway Viaduct, on 87 arches.

Altstadt, or the Old Town, contains the Grosse Ring, or Great Square. Teynkirche, built in the ninth century, with a remarkable porch, and the tomb of Tycho Brahe. The Rathhaus, with a remarkable mechanical clock, made 1496, by Master Hanusch. The University, founded 1348, had 200 professors and 30,000 students; but John Huss, trying to exclude foreigners, led to its desertion by 25,000 students, who went to found the Universities of Heidelberg, Leipsig, and Cracow. Their number is at present 2,000.

The Kreuzherrenkirche is an imitation of St. Peter's of Rome. The Theatre of 1783 can hold 2 000 persons. The Bohemian Theatre gives four representations a week. The Clementinum (formerly the Jesuits College) contains two churches, two chapels, a great many collections, the Observatory, and the University, Library with 38 000 MSS. The Karl's monument was erected in 1848, at the 500th anniversary of the University. Monument to Francis I. on the Quay. The Moldau Bridge (called Karl's or König's brücke), 1171 metres only, has been rebuilt and has the venerated statue of the city patron, St. John Nepomucene. The Kleinseite the aristocratic quarter, contains the palace of Count Nostitz Rhineck, with a fine picture gallery; and the palace of Wallenstein; fee 35 kr. to view it. The Artillery Arsenal, the Botanical Garden, and the statue of Radetzky, are in this quarter.

The *Hradschin*, on a hill above the Moldau, contains the Acropolis of Prague, first built by Duchess Libussa. Here is the Imperial Castle of St Wenceslas (entrance, 11 to 1—fee, 1 florin), with its 440 chambers It was the residence of the ex Emperor Ferdinand, till his death, 1875. The Cathedral of St. Vitus, founded in the year 930, has a fine tower of 178 metres, good frescoes, and the rich tomb of St. John Nepomucene; the chapel of St. Wenceslas, with the arms of the saint and the Regalia. At the Hradschin are also the Archbishop's Palace; the old palace of Sternberg, with 600 paintings; the Monastery of Strahow, with 500 paintings, and 66,000 vols. Near Prague, between the Weischan and Sterbohol, is the battle-field where Frederick the Great defeated the Austrians in 1757

AMERICAN CONSUL.—D. Greer, Esq.

WALKS.—Fine prospect of the town from Laurenzeberg. The Sophia, or Dyers' Island (with bating and bath-houses), Shooting Island, Count's garden, and Peoples' garden. Beautiful Bohemian glass, for which this place is famous, can be obtained at Hofmann's, &c.

CONVEYANCES.—Railway to Dresden, Leipsic, Berlin, page 204; to Breslau, Cracow, Warsaw, and Vienna, by Bohm-Trubau and Brunn; also by Olmütz to Vienna, or to Pressburg, Pesth, and Szolnok, in Hungary. To Pilsen, see pages 204, 206, 213 and 220.

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Pressburg (*Hungarian*, **Posony.**)—*Stat.*—Pop. (1869) 46,545.

HOTELS: Grüner Baum, Schwan, Rother Ochs.

A large ill-built town of Hungary, on the Danube, formerly the seat of the Diet, and often regarded as the capital of Hungary. It possesses a Cathedral, Rath-Haus, and Primate's Palace, remarkable neither for size nor architectural beauty. Also the old Castle where Maria Theresa appealed to the Hungarian States, 1741. Near to the Bridge of Boats is the artificial mound called Kaningsberg, to which every new king of Hungary repairs on horseback after his coronation in the Cathedral, and waves the sword of St. Stephen to all the cardinal points, as indicating that he will protect the country from enemies from all quarters.

There is considerable trade in cottons, silks, tobaccos, wines, brandy, and rosoglio.

Railway to Tyrnau, Szered. To Vienna and Pesth, pp. 212, 214, 2 9. Steamers daily to Pesth

Riesengebirge (The) form the principal part of the Sudetic chain of hills, separating Silesia from Bohemia and Moravia; 40 to 50 German miles long. They give rise to many rivers, including the Elbe, and are rich in coal, iron, copper, tin, and lead. They have also many mineral springs, the most noted being those of Warmbrunn, Salzbrunn (both in Prussian Silesia), Liebwerda, Charlottenbrunn, Altwasser, Johannisbad, Cudowa, Reinerz, &c., and the alma mater of hydropathic establishments, Gräfenberg. Approached from Breslau, the most accessible points of interest are—1, From Waldenburg to **Schmiedburg** (40 mls.), diligence. Hotel Schwarzes Ross Guides, 1 thaler. Ascent of **Schneekope** or Riesenkoppe, 1612 mètres, highest point in north Germany. Granite cone. Chapel on top. Fine panorama. 2. Meckau (rail from Breslau), hence by diligence to Rosalienthal and Gurkau. Ascent of Zobten 700 mètres. 3. From Freiburg (rail from Dresden).—*a* By omnibus to Furstenstein and the fine valley of Furstensteiner grund.—*b*. To **Salzbrunn**, (Hotel Kursaal, Krone, Elisenhof). The baths of carbonate and sodic waters are much frequented. From Salzbrunn you reach in 2½ miles Wilhelm-hohe, fine view; in 2½ miles by omnibus, Altwasser baths. Four German miles bring you to the rocks of **Adersbach.** (Restaurant, admission, 5 groschen), and Weckelsdorf, (Inn, entrance, 5 gr.) These sandstone rocks are very curious. From Hemlsdorf (Hotel Thiele), you can reach **Warmbrunn**, with very frequented mineral springs. (41° to 35° cent.)

HOTELS: Schwarzer Adler, Preussen, Breslauer Hof. Centre of many excursions.

Riva.—*Stat.*—Pop. 5,406.—HOTELS: GIARDINO, CAFE under the Arcade near the steamboat pier,

IL SOLE, Il Giardino, recommended.

In the Tyrol beautifully situated on the Lago di Garda, 20 miles S.W. of Roveredo. Grand road cut for 8 or 10 miles on the rock along the lake.

CONVEYANCES.—Steamer on the lake every other day at half-past 6, to Garda, Peschiera, and other places. Eilwagen and stellwagen to Roveredo and Trient. Railway, see page 292.

Roveredo.—*Stat.*—Pop. 9,000.—HOTELS:—ROSA, IL CAVALETTO, CAVALLO BIANCO.

A city in South Tyrol, most beautifully situated on the Lens, near the left bank of the Adige, 40 south of Trient. This is a flourishing centre of the silk trade. Italian only is spoken.

CONVEYANCES.—Railway to Verona, Trient, Botzen, Brixen, and Innsbruck, see page 205, 253

Stellwagen (a cheaper conveyance) and courier post to Riva in 4 hours; fare, 3 Austrian lire.

Sadowa.—See **Koniggratz.**

Salzburg.—*Stat.*—Pop. 18,000.

HOTEL L'EUROPE.—A good house, by the Station.

HOTEL D'AUTRICHE; NELBOECK (with a pension); GOLDENES SCHIFF; MOHR, &c. On the right bank of the Salzach—OCHS; GOLDENE TRAUBE.

Café, Tomaselli. Fiacres as per tariff.

A handsome walled town, in Upper Austria, close to the Bavarian frontier, on the Salzach, 1,340 feet above the sea; formerly under a Prince-Archbishop. The Festung, or Citadel, stands on a commanding hill in the midst of the town; but the best point of view is from the Capuzinerberg. Mozart's bronze statue by Schwanthaler, 14 feet high, is in the Mozart Platz, near the house where he was born. The convent of St Peter has a library of 100,000 volumes, and a statue of Haydn, another musical native. There is also a valuable library at the Imperial College, formerly the University. Good public walks with extensive views along the Monchsberg, which has the Neuthor Gate and tunnel beneath, and a colossal statue of St Sigismund. Other objects—Museum, Theatre, Town-house, Cathedral, University church, riding-school, the Mirabell Palace and gardens, and the Bath establishment.

In the neighbourhood are the celebrated saltmines of Hallein, reached by rail, in the heart of a splendid mountain district. Reichenhall (see page 447) is beyond it, on the Bavarian side.

Baggage is examined here, causing a delay of 15 minutes. Every one has to leave the carriages, taking their hand luggage into the room.

ENGLISH CHURCH SERVICE held in the German Evangelical Church, at 11 a.m. and 4 p.m. Chaplain supplied by the Col. and Con. Ch. Society.

CONVEYANCES.—Railway to Linz, Vienna, and Munich, see pages 200, 201, 209, 210; also a new line to Hallein (as above) to be extended to Golling and the Baths of Gastein. Diligences, see page 345. A carriage from Salzburg to Ischl takes one day, costing 14 florins.

Salzkammergut, also called AUSTRIAN SWITZERLAND; a fine mountain pass in Upper Austria, between **Gmunden** and **Ischl,** limited N. by Styria, S. by Salzburg; having 17,500 inhabitants, of whom 3000 are Protestants, and a surface of 12 square German miles. It is watered by the Traun and Ischl, and has some splendid lakes—the Traun, Hallstadt, and St. Wolfgang Lakes. The people live by the salt works and cheese making. Five days wanted to see it properly, but can be easily viewed in two. Rail to Gmunden, thence by steamer and omnibus to Ischl.

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Sanct Johann, or **St. John,** 8 German miles (40 English) from Salzburg. Diligence in Summer. HOTEL ROSIAN. Splendid view over valley of the Salzach and on the Tannengebirge (2,426 mètres). Four German miles from it, **Lend** (Hotel Post), with the gold and silver works of Bockstein. The road proceeds by a coulor, a dangerous pass in Spring, on account of avalanches, then the defile of the Klamm Pass (785 mètres high) to **Hof Gastein** (Hotel Moser, Blaue Traube, Schwarzer Adler). Formerly gold and silver mines. Baths, with waters brought 6 kilomes. from Wildbad. Ascent of Gamskahr-Kogel (2,466 mètres), 4½ hours up; guide useful; splendid view. Eight English miles from Hof Gastein is **Wildbad Gastein** (Hotels—Straubinger, Schweizerhaus, Mitterwirth, Gruber, Schneider. Mineral waters: much frequented. Waters 29° to 37° cent. Beautiful country; delightful walks, especially the Bockstein (with an inn). 1,121 mètres; and Nassfeld, a valley surrounded by high mountains.

Sommering Pass—See *Wiener-Neustadt.*

Stersing.—*Stat.*—Pop. 2,000—INNS: ARONE, POST, and SCHWARZER ADLER.

A very ancient town, standing on the site of a Roman station, in North Tyrol, on the Eisach, 14 miles from the Brenner Pass. Houses curiously painted outside. The Church contains many monuments and some quaint old pictures. An excursion may be made on foot over the Jauffen, to Hofer's house, in the Passeyer Thal, in about four hours.

CONVEYANCES.—Rail to Innsbruck, Brixen, and Botzen. see page 205.

Stuhlweissenburg.—*(Hung.* **Szekes-Fejervar.)**—*Stat.*—Pop. (1869) 22,685—HOTEL SCHLENCK, formerly ULLMANN.

The capital of the county, situated in a marshy but fertile part of Hungary, near the Sarwitz. It was founded in the 11th century by King Stephen, and was for 500 years the place where the Kings of Hungary were crowned and buried. In 1543 it capitulated to the Turks under Soliman the Magnificent. After the Turks were expelled, the Empress Maria Theresa made it a bishops' see in 1777. The town is said to be built on the site of the Roman Florisna. Principal buildings are the court-house; the bishop's palace; palace of Count Schmidegg; the Cathedral, and the church of St. Mary, built by Stephen I., with the spoils taken in war, and which contains his skull, and the graves of 14 Hungarian Kings.

CONVEYANCES.—Rail to Vienna by Raab or by Pesth; also to the Balaton Lake, and the Baths of Ffired, Weraadin, Agram, and Trieste, see pages 220, 225, 228, 236

Temesvar—*Stat.*—Pop. (1869) 32,755.—HOTELS:

A border town, with an Italian look, in the Banat, 70 miles from Belgrade, having a mixed population, mostly German, and a good trade. It contains some handsome buildings, including a Town Hall, an arsenal, and military school; a Piarist college, bishop's palace, &c. It was taken from the Turks by Prince Eugene, 1716; and from the insurgents by Marshal Haynau, 1849. Its boulevards are now planted with trees. A canal for draining the Banat marshes, and uniting the Theiss and Danube, begun by the Emperor, 1872.

CONVEYANCES.—Rail, p. 214, 216, 222 227.

Teplitz or **Toplitz.**—*Stat.*—Pop. 6,860.

HOTELS:—PRINCE DE LIGNE, HIRSCH, NEPTUNE, SCHWARZES ROSS, STADT LONDON, POST

A pleasantly situated town in Bohemia, under the Erzgebirge range, 690 feet above the sea, celebrated for its baths, which are among the most frequented and fashionable in Germany. The springs are hot and alkalo-saline, almost exclusively used for baths, taken exceedingly hot (90° to 95° Fahrenheit), and efficacious in the cure of stiff joints, gout, rheumatism, &c. The temperature of some runs up to 119°.

The Park and Gardens are the principal places of resort, and are remarkably beautiful. They contain reading rooms, dining rooms, ball-room, and theatre; and the chateau of Prince Clary, the owner of the town; with about 90 bathing houses, in three classes—gratis, private, and royal; and military and civil hospitals.

Daily routine is pretty nearly as follows:—Bathing in the morning till 10 o'clock; at 11 the band in the garden; 1 o'clock, dinner; the afternoon is devoted to drives in the neighbourhood; in the evening the theatre, and balls

Principal Establishments—Stadtbad, Fürstenbad, Gurtlerbad, Herrenhausbad, &c.; besides the Steinbad, Schlangenbad, &c., in the handsome Schönau suburb. To Schlossberg, 45 minutes; fine view. Kulm noticeable for victory over the French, 1813. Donnersberg, two miles; fine panorama.

CONVEYANCES.—Railway to Bodenbach, Dresden, Prague, Brunn, Vienna, &c. see pages 207, 217, 223, 234.

Tokay.—*Stat.*—5,700.

A small town in Hungary, at the junction of the Bodrog with the Theiss, 43 miles from Debreczin. The Tokay wine is of 4 different sorts. Ausbruch is the one best known here; but in truth "imperial Tokay" is hardly more than a name.

CONVEYANCES.—Railway to Kaschau, see pp. 214, 219. Steamers on the Theiss to Szolnok, Szegedin, and Semlin.—See Alphabetical list

Traunsee, the finest lake in Austria, near Ischl. Above it rises Traunstein, 1730 mètres above sea. A steamer runs to **Gmunden,** (which see)

Trent *(German* **Trient)**—*Stat.*—Pop. 14,800.

INNS:—ALL' EUROPA, in the Contrada Lunga. ALLA ROSA, in Contrada Tedesca; LA CORONA; HOTEL DE LA VILLE.

The Italian *Trento* and ancient *Tridentum,* on the Etsch or Adige, 24 m. from Botzen, 52 m. N. of Verona, the most considerable town of the Tyrol, but completely Italian in its character. Long arcades in the streets; trade in silk and wine. In front of the Cathedral is a fountain with some mediocre sculpture; the best picture is at the first altar, on the left hand of the main entrance. The church of St. Maria Maggiore,

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wherein was held the famous *Council*. 1545-63, is fast falling to decay. An old Castle was the seat of the Prince-Bishop. The environs are very beautiful: villages rise one above another on the fruitful declivities of the mountain range. Rail to the Brenner, Verona, &c. see pp. 205, 253.

Trieste (*German* **Triest.**) — *Stat.* — Pop. (1869) 109,325 — (*With Map in Special Edition*).

HOTEL DE LA VILLE, very well situated on the Quay. See Advt. F. Progler, proprietor.

HOTEL DELORME, on the Grand Place, just opposite the Exchange and the Theatre.

HOTEL EUROPA; HOTEL VITTORIA; LOCANDA GRANDE: DANIEL; AQUILA NERA, about half-way between the steam-boat pier and the railway station: PELLEGRINO, Pellegrino Antico; NAZIONALE, Buon Pastore.

RESTAURANTS: Bierhalle, Bierquelle, Armonia, Monte Verde, Cervo d'Oro.

CAFES: Specchj, Tergestea, Tommaso, Nuovo, Stella Polare, Chiozza, Tedesco. Boarding-house at Zega.

Omnibus. station to hotels, 14 kr. Cabs, 30 kr. for a quarter of an hour in the day time; 35 kr at night. Boat to steamer, 60 kr.

This is the Roman *Tergeste*, in Illyria, on a gulf of the Adriatic, at the foot of a ridge called the Karst hills, now a free port, and the first seaport town of the Austrian monarchy. It is by far the most thriving commercial place in the Adriatic; and consists of an old and new town, the latter (called the Theresienstad, &c.), divided by the Corso, or main street, on which stands the statue of the Emperor Charles VI. A mole incloses the harbour. Here is the depôt of the Austrian Lloyd Steamers, about 70 in all. The main population is Italian, which language is spoken generally, and used in all the newspapers, except one, which is in German. The country people are of the Illyrian race. Cyprus wine, Rosoglio, Maraschino, and a variety of fine fish to be had here.

If the traveller is going to **Adelsberg Grotto** (see page 459), Vienna, or Hungary, he must get the paper money; if he is going into Venetia, or anywhere else, let him get Napoleons. Gold, especially the English sovereign, bears a high premium. The prices are published daily at any money changers.

OBJECTS OF ATTRACTION.—The Cathedral, an old building in the Byzantine style, in which is the tomb of Winkelman, the antiquary, who was murdered in Trieste, the Piazzetta of Ricardo, a small square, with a triumphal arch of Roman origin; the Exchange, a beautiful building, near the Casino club, into which a stranger may be introduced. The Hotel de Ville is a fine building. The Teatro Grande was built by Selva in 1800; other theatres are the Mauroner, Filodrammatico, and Armonia—a beautiful building. The Corti is now a riding school. There is a new Public Garden (Giardino Pubblico), with a Botanical Garden. Also the Nautical Academy; the Grande Lazaretto, or hospital; and the ship Docks. Visit the Tergesteum, with noble conversazion rooms, and reading rooms for the journals. The Castle of Miramar, was the summer residence of the unfortunate Emperor Maximilliar, who's statue was uncovered by the Emperor, 1875.

BRITISH CONSUL.—Capt. Burton, the traveller, in succession to the late C. Lever, the novelist.

BRITISH CHAPLAIN.

AMERICAN CONSUL.—A. Thayer, Esq.

BOOKSELLER.—Coen's Library, 608, Al Corso, and Alla Minerva, 603, Bradshaw's *Guides* and *Handbooks* on sale. Collection of British authors, Tauchnitz edition.

CONVEYANCES.—Railway, see pages 211, 219, 220, 233, 235, 236, 248, 253. To Vienna (a fine highland line, *via* the Sommering. Diligences, and Steamers. For the Austrian Lloyd Steamers see Alph. List. Those down the Dalmatian coast stop a few hours at each place of call, allowing passengers to land. They are small boats, with close cabins, and many deck passengers.

VIENNA (*German*, **Wien.**)—*Stat.*—Pop. with the adjacent villages, (1869) 834,200,—(*with Map in Special Edition.*) HOTELS:—

HOTEL IMPERIAL (formerly the Palace of the Duke of Wurtemburg). Beautiful first-class hotel. See Advt.

HOTEL DE FRANCE, newly opened. (See Advt.)

GOLDENES LAMM, LEOPOLDSTADT, a large first-class hotel, in an open and healthy situation, near the Danube canal.

HOTEL KUMER, Mariahilfer, Hauptstrasse; well situated, comfortable and clean.

HOTEL HAMMERAND, Florianigasse, 8, kept by Josefa Hammerand see Advertisement.

THE EMPRESS ELISABETH HOTEL, OR KAISERIN ELISABETH.; HOTEL BRITANNIA; HOTEL ARCHIDUKE KARL.

GOLDENER ADLER, Leopoldstadt, Taborstrasse' WILDER MANN, Stadt. Kärnthnerstrasse. WEISSER WOLF, Stadt, Fleischmarkt. HOTEL WANDL, Petersplats. ROSS, AND SCHWARZER ADLER. in the Taborstrasse. KRONPRINZ VON OESTERREICH, Aspergasse. HOTEL NORDBAHN. in the Praterstrasse. HOTEL MUNSON; GRAND HOTEL NATIONAL; MATSCHAKER HOF; DAUM; SCHIPPLER; UNGARISCHE KRONE; WEISSES ROSS; SCHROEDER; VICTORIA; STADT FRANKFURT; THE DONAU; METROPOLE (400 rooms); ZUR STADT TRIEST. in the Wieden; and others, are new hotels, on a great scale. HOTEL GARNI; Hotel Tegethoff; also one in the Planicangasse.

No table d'hôte at the hotels. It is best to dine at the *fixed* price of the hotel, which is generally four or five shillings. Bachelors will find it best to dine in the restaurant attached to the hotel frequented by the citizens, where the same excellent food is given as up stairs, at one-third

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lower. Sturgeon is frequently seen at the dinner, cooked in various ways, and is held in high esteem by the natives; those caught in the Danube are richer in flavour and more delicate than in most other countries. Red Voslauer, an excellent Austrian wine. Here as elsewhere it is well to try the wines of the country. Of white wines *Gumpoldskirchner Auslese* at about 1 fl. 20 kr. the bottle, *Klosterneuburger* at 1 florin the bottle, and Tokayer wine at 1 fl. 80 kr. the bottle; and of red wine, *Vo lauer Ausese* and *Vilanyer* at about 1 florin the bottle, *Erlauer* about 72 kr, and *Ofner Adelsberger* at about 76 kr. the bottle, are worth trying.

ENGLISH CLUB OF VIENNA.—Secretary, Mr. G. Spitzer, Stadt, Bauermarkt, 13. This so-called English Club is really a private gathering of German gentlemen, for the cultivation of the English language, who meet only in *Winter time*. It is not at all suitable for visitors.

CABS.—One horse (comfortable) the first quarter of an hour, 40 kr., every quarter of an hour beyond, 20 kr. Two horses (Fiacre), the first hour or less, 1 florin; every half hour beyond, 50 kr. From 11 at night till 5 in the morning, half price more. Luggage outside, each article: for a 1 horse carriage 20 kr; 2 horse 30 kr. For a take up, however short, the fare of a Fiacre is not less than a florin. When hired by the week fiacres allowed to go without the number. Stadtwagen or remises, 2 horses, for 4 persons inside the lines, 4 fl. half a day: outside, 3 fl., and 1 fl. trinkgeld; a day, 8 fl., 2 fl. trinkgeld.

OMNIBUSES to and from the railway stations (the majority of which are a little distance from the city), 10 and 20 krs. Omnibuses from one end of Vienna to the other 12 kr.; after 10 o'clock, 15 kr. TRAMWAYS in the leading thoroughfares. The fare for most distances is 10 kr. (2d.); the fare from Dornbach to the Schottenring is 15 kr. (3d.), and to the Prater-stern 20 kr or (4d.); from Döbling to the Nussdorfer line, 5 kr. (1d.); and from Penzing to the Praterstern, 20 kr (4d.) The carriages are comfortable.

A COMMISSIONER, or GUIDE, through the city, and to all the principal objects of attraction, costs 1 florin 40 kreuzers to 2 florins a day.

MONEY CHANGERS.—Loewenthall and Zinner, both in Stephen's-platz, Ribaris; and Schnapper both in Kaernthnerstrasse. Sutten, and Uffenheimer, both in Graben. When about to leave the Austrian dominions, calculate how much money you will require up to the last moment, and change your paper florins into silver or gold.

H. B. M.'s AMBASSADOR.—His Excellency Rt. Hon. Sir A. Buchanan.

SECRETARY OF EMBASSY.—F. C. Ford, Esq. VICE-CONSUL.—S. B. Welkersheim, Esq.

AMERICAN MINISTER.—His Excellency Hon. J. Jay. CONSUL.—F. S. Post, Esq.

Vienna (the Emperor's city, "Kaiserstadt" as it is called in Germany,) lies on the right bank of the Danube (Donau). The canal of the Danube divides the city from the suburb Leopoldstadt. The little river Wien, from which the city receives its name, separates it from the suburbs Landstrasse, Wieden, &c. It contains 10,000 houses; and its principal trade consists in gold, silver, jewellery, and silk manufactures, pianofortes and furniture. The best points of view are, the steeple of St. Stephen's, the Spinnerinn am Kreuz (female spinner at the cross,) the terrace in front of the Upper Belvedere, the Turk's Bulwark, the Gloriette at Schönbrunn, the top of Leopold and Kahlen hills the Krapfenwaldchen, the Himmel and Gallizienberg.

The city has been greatly altered and improved within the last few years, especially by the creation of new hotels, monuments, fine houses, public buildings, and gardens, in the Ring, on what used to be open ground, separating the old town from the Faubourgs. It is well lighted.

Objects of Attraction.—CHURCHES—The *Cathedral* of St. Stephen's, built in 1114: the steeple, the giant gate, and the pulpit. It is undergoing a thorough restoration, to be completed 1875. The entrance into the steeple, 436 feet high, leads from a small house, No. 873, Stephen's-platz. It was begun in 1359 and completed in 1433. The largest bell is cast out of 180 Turkish cannon, and weighs 357 cwt. There is to be seen, in the interior of the church, the chapel of the cross (Kreuzkapelle) where lies buried the celebrated Prince Eugene. Church of the Capuchins in the New-market, with the vault and tomb of the royal family, and the sarcophagus of the Emperor Frederick III., and also the sarcophagus of young Napoleon, Duke of Reichstadt. Church of St. Augustin, with a noble marble monument to the memory of the Duchess Christiania, of Sax-Teschen, a most beautiful work by Canova. There is to be seen here likewise, the grave-chapel of the Emperor Leopold II., of the distinguished General Daun, and of Professor van Swieten; in the Loretto Chapel, the hearts of the members of the Emperor's family are preserved in silver urns. St. Michael's Church, with the burial place of Metastasio. A church well worth seeing in the suburbs is the St. Carlo Borommeo built (in fulfilment of a vow which the Emperor Charles VI. made when the plague raged in Vienna) after a drawing by Fisher of Erlach, 1737; also the Scotch church in the north-west of the inner city. Other Churches worth notice are the Minorite; St. Maria Stiegen; St. Ruprecht's, the oldest in the city; University Church; the votive church of St. Salvator (commemorating the Emperor's escape from murder, 1855); and the modern Churches of St. John (with some good frescoes), Altercherchenfeld, Hellandskirche.

PALACES—Imperial Palace, or *Hofburg*, or Burg, an extensive pile, partly as old as the 13th century. It contains the library of 300,000 vols., 20,000 manuscripts, 300,000 engravings; the Redoutensaal or Ball-room the large winter Rid-

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ing-school; Court Theatre and Chapel; Museums, with various rich scientific collections, such as the Cabinets of Natural History, Mineralogy, Coins; also the Treasury or Schatzkammer, in the Schweizerhof or Swiss Court, including the regalia of Charles V, and other relics. In the Upper Belvedere, built by Prince Eugene, is the *Imperial Picture Gallery* containing about 1500 pictures, classed under the Italian school—Titian, Paolo Veronese, Giorgione, Caravaggio, &c.; Flemish school—with Vandyck, Teniers, Rubens, Dow, &c.; Spanish school—Velasques; French school—Poussin; German—Dürer, Holbein, &c. It also contains a permanent exhibition of works of modern painters. (Open Tuesday and Friday, 10 to 4; other days, fee 20 kr. Shut in October and April, from 11th to 24th.) In the Lower Belvidere are the Ambras museum, Egyptian museum and collection of antiquities. Other Palaces are those of Archduke Charles, Archduke Albert, Archduke Louis Victor, and Archduke William, a modern one, built 1866. At the Palace of the States in Herrengasse the revolution of 1848 broke out. The Modena Palace is now a Government office. The Picture Galleries of Prince Liechtenstein, Prince Esterhazy, Count Czernin, and Count Schönborn, are at their several Palaces: as are the Schönfield museum of Baron Dietrich and the collection of Count Harrach.

GOVERNMENT AND PUBLIC OFFICES.—Imperial Arsenal or Zeughaus, near the Belvedere Palace. Like a fortress built 1849. It contains 150,000 stand of arms, a gun and cannon factory, and target range. Civil or Town Arsenal and Armoury; Mint, a large building in New Markt, with a fine collection of Coins; several large Barracks; Exchange (a temporary one in the Boerse-ring facing a permanent building, which is rising up). National Bank, Herren-gasse; General Post-office, Postgasse; Telegraph Office, Renngasse; Francis-Joseph and other Barracks.

ACADEMIES, MUSEUMS &c.—University, in Postgasse; Kunstverein or Society of Arts; Academy of Fine Arts; Oriental Academy; Polytechnic Institute at Wieden; Theresianum founded by Maria Theresa; Josephinum or Academy of Medicine, with its rich collection of preparations by Fontana, and Botanical Garden; Academy of Sciences, founded by Francis I.; Geological Institution, founded by Francis-Joseph, 1849; Geographical Institution, Alser Vorstadt; Veterinary Institute; Museum of Zoology, in Josephplatz; Museum of Botany, at the Botanical Gardens.

HOSPITALS AND ASYLUMS.—General Hospital, in Alserstrasse, founded 1783; 2,500 beds in 104 rooms, with 50 physicians and 400 nurses. Lunatic Asylum, 250 beds, in Alsergrund; Lying-in Hospital; Hotel des Invalides, near the Custom-house; Joseph II's Poor-house; Foundling Hospital; Rudolph, Elizabeth and other Hospitals; Asylum for Incurables; Deaf and Dumb Institution; Institution for the Blind.

STATUES AND MONUMENTS.—Francis I. in the Emperor's Palace; Archduke Charles, near the Burgthor or Palace gate; Joseph II; The column of the Trinity, in the Graben; and the Virgin's Pillar, in Hof Square; Theseus, and the Minotaur, by Canova, in the Volksgarten.

The grand sight in Vienna is on the day of Corpus Christi, when the Emperor and all the court parade on foot, with the Archbishop and Clergy, through the principal streets, which are lined with soldiers.

CHURCH OF ENGLAND SERVICE.—At the British Ambassador's residence. On Sundays at 11.30 a.m. Chaplain, Rev. G. L. Johnston. Swiss Protestant Church, Dorothea Strasse.

IRISH PRESBYTERIAN CHURCH.—Service all the year round, at 11, Eschenbach Gasse, at 11 a.m. Minister—The Rev. William Johnson, B.A.

THEATRES. — Burgtheater, for the regular drama. New Opera House, for operas and ballets. City or Stadttheater, for the drama in the Seilerstätte, opened September 1872. Comedies in the Viennese dialect, are performed in the Strampfer Theatre, a small new building in the Tuchlauben, Inner City.

GARDENS AND WALKS.—The **Prater**, the Hyde Park of [illegible], thickly studded with lime and chesnut trees, and containing the site of the International Exhibition of 1873.—As erected by Scott Russell, it occupied a space of four English square miles, including the grounds. The Palace of Industry was 3000 feet by 670 feet, with an immense Rotunda, 300 feet diameter and 250 feet high. The Machinery Hall was 3690 feet long. The Art Gallery (a permanent building), comprises Annexes for amateur and public collections, a conservatory and pavilions. A new international Theatre stands in the gardens, and a branch of the Danube has been turned through the grounds. The other gardens are—the Imperial Garden, or Burggarten, near the Palace, open on application; Stadtpark, or City Park, on the Wien; Botanical or University Garden, Rennweg; Belvedere Garden, Rennweg Horticultural Society's Garden; Zoological Garden (Thiergarten); Prince Schwarzenberg Garden, open to the public. The Volk's garden near the Bourg; much frequented, and contains the famous statue of Theseus, by Canova. Military band daily. The Brigittenau is now a part of the town; Leopoldstadt and its meadows have disappeared.

TELEGRAPH OFFICE.—Central Renngasse, 50, Leopoldstadt; Hotel National.

POST-OFFICES.—Alte Post Gasse, 10—9 a.m. to 9 p.m. Letter-boxes in every street. Letters received till 6 in the evening. Postage for the whole Empire, 5 kr.; for England, 9½ kr. for a single

letter of half an-ounce. A letter can be insured as to delivery for a small charge. The post-office authorities have the sole privilege of carrying small parcels. Money, if sent, must not be sealed up at the office; but can be sealed (with 5 seals) at home. The sender must write his name and address on the outside. Letters for all parts of the Continent are in time till 3 at the small offices, and till 4 at the General Post-office.

SHOPS—The best shops are in the Kohlmarkt, Graben, Karnthnerstrasse, and Stephansplatz.

COFFEE HOUSES—The first coffee house in Europe is said to have been established at Vienna, 1684, by a certain Koltschitzky, a Polish spy, who received permission to open it, as a recompense for his services. Most of them have a billiard table, smoking room, and an ordinary supply of newspapers. A cup of coffee without milk, (called black coffee,) costs 16 kr.; a cup with milk is called a mixture (mélange) 20 kr. Principal Cafés: Daum's, Del'Europe, Opera Café Schlegel's, Fuchs's, Walch's, Grunsteidl's, Berner's, Hochleitner's, Frei's in the Wieden, Orsan's, in Praterstrasse, and many others.

CLUB-HOUSES—Access to the aristocratic and mercantile Club-houses can be most easily secured by means of a banker.

BEER HOUSES.—These are well worthy of a visit There are 700 in the city and its suburbs. They are much frequented by foreigners.

BATHS. — Swimming Baths in the Danube, reached by Tram way and Omnibus

PASSPORTS.—Formerly the police were very strict throughout Austria. By a late regulation passports are no longer necessary.

LUGGAGE—The inspection of luggage takes place immediately upon arrival, and the traveller must be cautious not to carry upon his person, or to smuggle anything that pays a duty; amongst which may be particularly noticed tobacco, playing cards, and books,—forbidden books are placed in the Central Inspection Office, and remain in official custody until his departure.

Sights.—Days and hours for visiting the most remarkable establishments and curiosities in Vienna:—

MONDAY.—The royal mint and cabinet of antiquities, 10 o'clock A.M.

TUESDAY.—Royal cabinet of Egyptian antiquities (Landstrasse, No. 641), from the end of April to the end of September from 9 to 12, A.M., and from 3 to 6, P.M.; from the end of September to the end of April, from 9 A.M. to 2 P.M. The royal Ambras collection (in the same building and at the same hours).— The royal gallery of paintings, in Upper Belvedere, in the summer from 9 to 12 o'clock and from 3 to 5 o'clock; in the winter from 9 to 2 o'clock.

WEDNESDAY.—The royal cabinet of mineralogy from 9 to 1 o'clock.—Technical collection of his Majesty the Emperor in the Polytechnic Institute, at 10 A.M.

THURSDAY.—The royal cabinet of curiosities Joseph's-platz), 10 o'clock. — Blind Institute, Joseph's-platz, No. 188); there is a public examination of the children every Thursday, which every visitor will find very interesting.

FRIDAY.—The royal mint and cabinet of curiosities (same as Monday). Royal cabinet of Egyptian antiquities (ditto). Royal Ambras museum (same as Tuesdays). Royal gallery of paintings (ditto). Schatzkammer, (very fine) by Ticket, at 10, A.M., and only in the summer season.

SUNDAY.—The royal cabinet of minerals (same as Wednesday). Schatzkammer (same as Friday). Josephine academy (Währingergasse, No. 221), in the summer months every week, in the winter every fortnight. Royal collection of pictures of the royal academy of plastic arts (city, No. 980). Royal Polytechnic Institute, only in the summer. Royal Deaf and Dumb Institution (Wieden, No. 162); public examination from 10 to 12 o'clock. As these days are liable to alteration, the tourist should consult the porter of the hotel. A ticket for seeing the new Arsenal can be obtained by applying to the hotel commissioner.

CONVEYANCE.—Steamers on the Danube, see page 718. Railway to Salzburg and Munich, see page 200; Presburg, Pesth, and Szolnok, see page 214; to Oderberg, Oswiecim, and Lemberg, see page 206; to Brunn, Prague, Dresden, see page 204; to Bruck, Raab, Neu Szeny, and Buda, see p 236; to Neustadt, Glognitz, Cilly, Laibach and Trieste, see page 211; to Berlin page 226.

Environs of Vienna.—The three finest general views of Vienna are from the *Kahlenberg*, the *Gloriette* at Schönbrunn, and the *Eselberg*, near Dornbach. To Schonbrunn, omnibuses every half-hour, from Am Peter, on the Mehlmarkt, and on St. Stephen's Platz, or by tramway (Pferdebahn) from Praterstern to the Schönbrunn bridge. *Schönbrunn*, the summer residence of the Emperor of Austria, was begun under the superintendence of Fisher, in the reign of the Emperor Mathias, and completed in the reign of Maria Theresa. The Duke of Reichstadt, son of Napoleon I, died here (1832). Its garden is well attended on Sunday. Stapps, the German student who made an attempt upon the life of Napoleon, was shot and buried here. The beautiful spring, from which the castle derives its name; the Gloriette, with a view of Vienna, the flower garden with the palm-house, and a menagerie, are worthy of attention. The *Hetzendorf*, or Emperor's summer palace, is behind Schönbrunn. At *Hütteldorf*, further up the Wien is the *Emperor's deer park*, containing 3000 wild boars.—*Lainzburg* (a Station) to the

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South. Notice the Castle, with its beautiful park; Temple of Diana, the little Prater, Temple of the Eintracht, Dorfchen, artificial waterfall—the Ringelspiel, the Holzstoss, the Meierei; above all, the Knight's Castle (Ritterschloss) a correct imitation of a stronghold of the middle ages.—*Liesing*, (a Station) noted for its beer.—*Mödling*, (a Station) in the Bruhl Valley. If you take the road to it you pass the Spinner at the Cross (Spinnerin am Kreuz), a gothic cross, erected by Crispinus Pellitzer, 1547, with the statues of Crispinus and Crispinianus. At Mödling are the old Knight-Templar church of S. Ottmar, the castle and the park of Prince Liechtenstein; the ruins of the old family castle of the Babenberg; numerous pleasant walks and eating-houses.—Another road on the Vienna Wald leads through *Dornbach*, where Prince Schwarzenberg possesses a villa, with a park. From this part you can reach the Upper Wald, and from thence you descend to Hainbach, Steinbach, and Mauerbach, where refreshment can be had; thence, through a lovely valley, to the Passauer Hütten; and in half an hour to the Tulbinger Kogel, a hill, from the top of which there is a most a beautiful prospect.

The Kahlenberg, or Josephsberg, (Mons Citius), above 1000 feet high. The way to it is over *Döbling*, (where Baron Anselm de Rothschild died, 1874), near the observatory, affording the best view around the neighbourhood of the city. The *Kahlenberg*, on the N. W. of the city, near the Danube, has a view, taking in the Alps on one side, and the Carpathians on the other, it is accessible by a chean rail on the Fell system. Near this is the *Leopoldsberg*, with an old castle. From this point may be taken pleasant walks on the Cobenzelberg, to the Krapfenwaldchen, to Sievering, to the Himmel, to Grinzing and Heiligenstadt; and to Nussdorf and Klosterneuberg adjoining, one mile from which are the ruins of Greifenstein, where Richard, the Lion hearted lay in prison.

Richenau, under the Schneeberg.

For *Voslau* see below.

CEMETERIES.—Beethoven and Schubert are buried at Währing. Mozart is buried at St. Mary's; Glück, at Matzleinsdorf. Haydn was interred at Gumpendorf, after the battle of Austerlitz, 1809.

Voslau.—*Stat.*—Pop. 2000.

HOTEL-BACK; a large well furnished house, above the swimming Baths; Schweizerhof, good red wine is got.

This town is a summer resort the of Viennese, who come here great numbers in on Sundays to enjoy the fine air, and beautiful scenery. It stands among pine woods, on the top of a hill, near Baden, and its sulphur springs, on the main line from Vienna to Gratz. Some visitors prefer this place to Baden. There is a capital bath here, in Count Fries's park. the water being of a natural warmth, and perfectly transparent. When the cholera was raging in Austria some years ago, and Baden suffered in common with other places, Voslau excepted, and the towns people erected a small chapel in memory of their deliverance. Several delightful excursions can be made, especially to the castle of Merkenstein, belonging to an Austrian Baron; it is a ruin, but is well worth seeing.—(A.P.)

CONVEYANCES.—Railway, see pages 211, 215.

Waag River, the "Hungarian Rhine," is the most westerly of Carpathian streams, and the finest in Hungary, rising in the Tatra Mountains, and following the Little Carpathians to the Danube, at Komorn, below Vienna. It is accessible by the rail from Oderberg (Silesia) to Kaschau; and runs among thickly wooded hills, past many old castles and interesting sites; one of which is Tyrnau, or "Little Rome," where the Primate of Hungary formerly resided. The finest part begins at Jobo and Szomolany Castles. Then come the Platjan Baths of hot sulphur and mud, with an old church built by St. Stephen, the patron saint of Hungary, near the Maiden Well. At Mount Csejtje are four old Castles, once the seat of the cruel Countess Nadasdy, who sacrificed 70 young girls to restore her own vigour by bathing in their blood. Temetring Castle, and Betzko, or Fools Castle, are followed by Trencsin Castle, the largest of all on this river.

Waitzen (*Hung.*, **Vacz**).—Pop. 11,350.

About 21 English miles from Pesth, on the Danube. This is one of the oldest settlements of the Magyars. Principal buildings, the Cathedral and Deaf and Dumb Asylum.

Railway to Pressburg and Vienna, and to Pesth and Szegedin, see page 214.

Warasdin (*Hung.*, **Varasd**)—Pop 9200.

INNS:—Hirsch; and Goldenes Lamm.

The frontier town of Croatia, on the Drave.

There are sulphur baths, and good vineyards in the neighbourhood. Distance to Agram, 30 miles.

CONVEYANCES.—Railway to Vienna, Trieste, Stuhlweissenberg, and Ofen.

Wiener-Neustadt.—*Stat.*—Pop. 18,000.—HOTEL, HIRSCH.

An ancient town of Lower Austria, 27 miles south of Vienna, and one of the finest in the Archduchy. Principal objects the Military Academy in the old Ducal Castle, which contains a beautiful Chapel in the Gothic style with some fine stained-glass windows; the Cathedral; and the Cistertian Abbey.

Considerable manufactures of velvet and silk, and a great trade in iron.

A Canal 33 miles long runs to the Danube. From here it is about 40 miles, to the fine scenery about the Sömmering Tunnel, beyond Gloggnitz, on the Trieste Line, where some fine examples of engineering in the Tunnels, Viaducts, &c. are seen, as the line winds up and down the **Sommering Pass**, which is 4,415 feet above sea. The *Tunnel* by which it is penetrated is 4,518 feet long. The whole length of the line from Gloggnitz to Mürzzuschlag is 23½ English miles. From Gloggnitz to

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the Tunnel, 18 miles, the ascent is 461½ metres; and from the Tunnel down to Mürzzuschlag, 7½ miles, the descent is 216¾ mètres. According'y, the respective gradients are 1 in 63 and 1 in 55½. The maximum incline at each end is about 1 in 40.

CONVEYANCES.—Railway to Baden, Modling Vienna, Raab, Oedenburg, Gloggnitz, Gratz, Trieste, &c. see pages 195, 202, 211, 215, 220.

Zara or **Jadara.**—Pop. 9,000—HOTELS:—

The capital of Dalmatia, on the Adriatic, opposite Ancona; with a view of the islands in front, and of the mountains behind. The Empe or was here 1875. Its old Venetian walls have been converted into promenade. It has a fine Cathedral in the Byzantine style, and 6 other Churches; Arsenal; Theatre, on the site of a Roman building; and a small harbour inside Uglisno Island. Trade in silk and maraschino. *Old Zara* is 17 miles south east; *Spalato* or *Spolatro* with its extensive remains of Diocletian's Palace, is 50 miles further down the coast. *Ragusa* (pop. 4,000), another old Venetian town, under Mont Sergio, is 70 miles beyond; followed by *Cattaro*, 40 miles; the last place on Austrian ground up a picturesque gulf or Bocche, under the steep Montenegrin Hills. *Cettigne*, the capital of Montenegro (belonging to Turkey), is about 15 miles up the country.

CONVEYANCES.—Austrian Lloyd Steamers.

TYROL AND STYRIA.

The following **Tour of six or eight weeks** in the Tyrol, &c., can be recommended only to pedestrians who are prepared to rough it, and can speak German and Italian. If unacquainted with with these languages, they should procure a competent guide, by writing from Munich to Innsbruck, to any of the innkeepers.

Munich to Innsbruck, Solstein, Schonberg, Ambras, Zirl, Martinswand, Umhausen, the Oetzthal and its glaciers, Meran, Hofer's Haus, Meran, Finstermunz, Wormserjoch (Monte Stelvio,) Bormio, Tonal Pass, Cles in Val di Non, Trent, Riva and Lago di Garda, Roveredo, return to Trent, Botzen, Castelruth, Groden (Val di Gardena), Enneberg, or Gaderthal, Brunecken, Pusterthal, Taufers, Antlhoz, Tefferecksenthal, Windisch-Matray, Pass of St. Ruprecht, Heiligenblut, Rauriser Tauern, Bad Gastein, Werfen, Pass Lueg, Abtenau, Gosau, and thence to Hallstädter-See, Ischl, Aussee, Gmunden, Traunfall and Salzburg. From Botzen the *Dolomite region* about Caprile and Cortina, may be reached, see p. 444. The languages spoken are German in North Tyrol, and Italian in the South. French not understood except at the large hotels in Innsbruck, Botzen, &c. The Ellwagen are good, and a separate carriage may be had on all the high roads, by paying beforehand the fare for four persons. Fare by Stellwagen is about 1d. per mile. Mayr's Map of the Tyrol is the best.

Money.—The best is the Austrian bank-notes.

BADSHAW'S *Notes for Travellers in Tyrol and Vorarlberg*, price 2s. 6d.

SWITZERLAND.

(With Map in Special Edition.)

Switzerland (the land of the Switzers; Germ. *Schweitz*; Fr. *La Suisse*; Ital. *La Svizzera*); the culminating ridge of the mountains bordering on France, Germany, Austria, and Italy; including the head water-systems of the Rhône, Rhine, Aar, and Inn. To these all the rest run; except the Ticino, which runs to Lake Maggiore and the Po. **Surface**—about 220 m. by 110 m., or an area of 15720 sq m.; equal to about half of Scotland. From Bâle to Monte Rosa (about 100 m.) there is a total rise of 14,000 feet—a rise divided by naturalists into seven Regions, or more generally into four: 1.—The *Jura region*, mostly on the W. and N.W. or French border, extending in parallel ridges through Neuchâtel and Soleure to Bâle and Aargau, about 150 miles. They are clothed with pine and other timber. 2.—The *Plain*, so called, though covered with hills, 150 m. by 50 m., extending from the Lake of Geneva through Fribourg and Bern, to the river Aar. 3.—The *Hilly region* of N. and central Switzerland having the Rigi and Lakes for its centre. 4.—The *Alpine or Mountain region*, S. of Interlaken and Briens. The great ridge of the **High Alps** in Switzerland extending to the Italian frontier, has its middle at St. Gothard, near the sources of the Rhône and Rhine. Here the Lower Alps of the Oberland strike off W. past the Jungfrau, etc., along the N. side of the Rhone; while the main ridge passes E. through the Grisons, into Tyrol. Wheat and oats grow to the height of 4,300 feet; barley grows to 5,100 feet; oaks grow to 2,500 feet; pine to 6,500 feet; pasture is found to 6,000 feet; snow line at 8,000 to 8,500 feet. Timber forests are estimated to cover 1-6th of the surface. Among the Animals are good mountain horses and mules, the chamois and lamergeyer.

The **Swiss Alps** are distinguished into—1st, *Pennine Alps* from Mont Blanc to the Matterhorn and Monte Rosa, including the Passes of Great St. Bernard and Mt. Théodule. 2nd, *Helvetic Alps* from Monte Rosa to the Bernardhin, or Bernardino Pass in the Grisons; taking in the Passes of the Simplon,

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St. Gothard, and Lukmanier. 3rd, *Rhætic Alps* from the Bernhardin, eastward; taking in the Passes of the Splügen, Septimer, Maloya, Julier, Albula, Fluela, and Stelvio, or Wormser Joch, near the Order Spitze in the Tyrol. Highest points are Matterhorn on Mont Cervin and Monte Rosa on the Italian border line. Mont Blanc is outside Switzerland, on the border line of French Savoy and Italy. The highest point of the Alps actually within Swiss territory is Mont Fée or Mischabe, near Monte Rosa, 13,330 feet high. Rhododendrons are seen in summer on the Col de Balme 6,000 feet high. **Glaciers.**—About 1-14th of the surface is covered with snow, and glaciers to the number of 400; the largest of which, the Aletsch Glacier near Æggishorn, is 5 leagues long. They form an icy sea of 1,000 sq. m. and are the great feeders of the rivers.

Switzerland is also pre-eminently a land of **Lakes**, the principal of which are the Lake of Constance Lake of Geneva, or Lake Leman, 54 m. long, Lake of Zurich, Lake of Vierwaldstätten or Lucerne, and the Lake of Neuchâtel, with the Lakes of Bienne, Thun, Briens, Zug, Wallenstadt, and some smaller ones, as Morat, Sempach, Sarnen, Egeri, Greiffen, Pfäffikon, etc. On the Italian side are Lakes Maggiore, Lugano, and Como. Most of them are traversed by steamboats (see p 327); and also present traces of ancient **Lake Habitations**. Specimens in the museums at Geneva, Bern, Zurich, etc., include articles in stone, and bones of the bison and elk, for example. Remains of pile houses have been discovered at Concise, in Lake Neuchâtel; Nidau, in Lake Bienne; Guévaux in Lake Morat, Morges and Hermance, in Lake Geneva, and also opposite the city; Bauschanz, Lake of Zurich; Robenhausne, Lake Pfäffikon; Nussdorf and Wangen, in Lake Constance.—See J. E. Lee's *Lake Dwellings of Switzerland*, 1866. **Waterfalls.**—Some of the most striking are, the Rhine, at Schaffhausen, 80 feet down, and 300 feet broad; Aar, at Handeck; Staubbach (*bach* is a stream) and Pissenbach, at Lauterbrunnen; Reichenbach, at Meyringen; Giessbach, at Briens; Seerenbach and Baienbach, in Lake Wallenstadt; Schmitt and Schreyenbach, near Stachelberg; Saane, near Gateig; Pèrolina, in Bossons Glacier, near Chamouni; Pissevache, near Martigny; Pianazzo, near the Splügen; Toccia or Tosa, in Val Formazza, near the Simplon. **Points of View.**—For distant prospects of Alpine Peaks—Col de la Faucille, near M. Reculets and M. Dôle, above St Cergue; both near Geneva Chaumont above Neuchatel. The Weissenstein, above Soleure. The Hauenstein, above Olten. The Albis between Zurich and Zug. Rigi between Zug and Lucerne. Faulhorn and Rothhorn near Brienz Stockhorn, near Thun. Monte Salvatore, near Lake of Lugano. The Kamor or Stoss, near Gais, in Appenzell. From the Observatory at Turin; and many other points.

Average Cost of Living.—In Switzerland the traveller can manage to live for from 10 francs to 12 francs per day, excluding all charges for conveyances, horses guides, &c. A pedestrian tourist can travel for about 8 francs, provided he knows German and French. **Hotel Expenses.**—2nd and 1st class—Breakfast or Tea, in eating room 1½ to 2 fr. Table d'hôte Dinner, 3, 4, 5 fr. Bed, 1, 3, 4 fr. Service (servants), per day, ½ to 1 fr. Pensions (boarding houses) 4 to 8 fr. a day. If possible tourists should travel in parties (two or four are the best numbers, as they exactly fill either a one-horse or two-horse *voiture*), and make all their arrangements over night.

TOUR IN SWITZERLAND.

The most common approaches are through Germany, by way of Bale and Schaffhausen, for Switzerland; and Geneva or Neuchatel, coming from France. The Round should begin with Geneva, etc.; thence to Zurich, Lucerne, and the Oberland, etc., ending with Mont Blanc and Geneva, as the scale of magnitude increases to the end; whereas, if you begin with Mont Blanc, all the rest is dwarfed by him.

London to Rotterdam, Ostend, or Antwerp, thence to Cologne, Frankfort, Freiburg Innerthal and Bâle; and from thence to Schaffhausen, Constance, Rorschach, St. Gall, Appenzell and Gontis, Weissbad, Seenewald, Wendenberg, Ragatz, Baths of Pfäffers, Wallenstadt, Coire the Via Mala, St Moritz, and the Engadin; Chiavenna and Lake Como, Bellinzona and Lake Maggiore.) Wesen, Rapperschwyl, Zurich, Zug, Goldau, Rigi, Lucerne and Altorf; Fluelen, Altorf and the Tödi, Devil's Bridge, Andermatt, Geschinen Gorge, St Gothard, Airolo (for Lake Maggiore and Milan), Furca, and Grids Passes, at the heads of the Rhône and Aar: Grimsel Hospice, Joch Pass and Meyringen, Brunig Pass (to Sarnen and Lucerne), Brienz and Giessbach, Sheidegg Pass, Faulhorn, Grindelwald Lauterbrunnen the Jungfrau, Mönch, &c; Thun in the Oberland Gemmi Pass and Baths of Leuk, Brieg and the Simplon (for Domo d'Ossola and Maggiore); Visp (for Zermatt, Monte Rosa, the Matterhorn, &c.); Sierre, Rawyl Pass, Leuk, Simmenthal, Interlachen, Thun, Bern, Soiothurn (Soleure), Weissenstein, Bienne, Neufchâtel, Morat, Avenches (ancient, *Aventicum*, Fribourg, Lausanne, Geneva, Vevey, Bex, Martigny (for Great St. Bernard and Aosta), Tête Noire, Col de Balme, Chamouni, and *Mont Blanc*; Montanvert, Sallenches (for Chambery and Annecy) Geneva, for M. Reculets, in the Jura; Lyons Paris, and London.

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From the North of England, *viâ* **Grimsby**, by the Manchester, Sheffield, and Lincolnshire Railway Company's Steamers—see advertisement, page 718. And *viâ* **Hull and Antwerp**, by Brownlow, Lumsden, & Co.'s Steamers—see advertisement, page 704.

Time for Travelling.—The latter part of June, July, August, September, and October, are the best months for a tour; but even May is a delightful month.

Hints.—Cold water, &c., should not be taken in large quantities by tourists when heated, and particularly when much fatigued. No traveller should attempt to cross a *glacier* without a guide, having a stout rope tied round the waist; in all cases he should take the lead. Take paper, pens, ink, and soap, as they are articles difficult to be met with. A strong *alpenstock* is indispensable upon a mountain journey. Take as little luggage as possible, but do not omit a good water-proof coat or a plaid, and a pair of strong shoes to walk in.

A small phial of glycerine is useful for rubbing the face and hands when sunburnt, or for the feet when blistered. Rowland's Kalydor is also good. Homœopathic Tincture of Arnica is a most valuable remedy for any sprain or bruise and a small bottle is a most desirable addition to the tourist's equipments. Cold tea and chocolate cakes are useful to the traveller. For sore feet rub in a little brandy mixed with a few drops of grease; or put a bit of greased paper next the skin.

Transport of Luggage.—Luggage conveyed to any part of Switzerland or the neighbouring countries. All luggage is charged for; the charge is by weight, at a low rate. This mode of transit is the safest and speediest. Heavy articles should be sent, if time be no object, by "*Tarif commerce*" on Railways.

Conveyances.—In Canton Berne all prices of conveyances, &c., are regulated by tariff, which may always be demanded; elsewhere more precaution is required. Tariff placed in every hotel. Diligences, generally belonging to Government and carrying the mail, traverse all the chief roads. They have room for 12; average day's journey, 10 to 12 hours. The fare is, however, high, and three or four travelling together will find it more convenient to hire a private conveyance (*voiture, vettura*); charge, with 1 horse (2 persons) is 12 francs a day; 2 horses (5 persons) 20 francs, besides 1 franc per horse to driver. Return fare must also be paid. The traveller should ascertain whether a return carriage may not be in the town before hiring one belonging to the place; but in the height of the season return carriages are charged higher. Usual prices for a horse or mule, 6 fr., and half-pay for the return journey. Muleteers, 3 fr. a day; same for the return. Steamers navigate all the chief lakes.

Railways.—The country is now well provided with Railways (945 miles, or 1575 kilomètres in 1874.) The carriages are excellent, with the exception of those in the three French Cantons, on the American principle. The 1st class carriages are most luxuriously fitted up with tables, looking-glasses, foot-stools, and other conveniences; and the 2nd class are roomy, and admirably adapted to enable the traveller to view with ease and comfort the scenery of the country. Geneva time is 20 minutes before French time; Berne time, 26 minutes. A short line runs from Vitanau, on Lake Lucerne, to the summit of the Rigi (Rigi Kulm—see tables at p. 249). There is a branch line from the Rigi Kaltbad to Rigi Schiedeck which will be ready for traffic in the Summer season of 1875. An extension is projected from Interlaken to Brienz, and over the Brunig, down to Lucerne. A line for Italy is in progress from Altorf, through the St. Gothard, by a tunnel of 9½ miles.

Guides.—As a general rule, they are absolutely necessary in mountain excursion at any other times than the months named for a tour, since the paths are liable to be obliterated by snow. Their almost invariable honesty and good temper render them on all occasions useful. Travellers should *always* make their bargain *beforehand* with guides for such excursions; the hiring should be made through the landlord. Pay, 6 fr. a-day, and half-pay for the return journey. They will carry 25 lbs. luggage.

Money.—Same name and values as French. English sovereigns are taken at the Swiss towns at a value of 25 francs. English circular notes are exchanged at all the chief places of resort in the country. S. German florin = 2s. = 2 fr. 20 c.; kreutzer = 2 c.

Weights and Measures.—Kilomètre = 3-5ths mile = nearly 5 furlongs. **Stunde**, or hour's journey = 2½ to 3 mls. = a league; Post = 3 stunden.

Wines.—"The best vin ordinaire is the Veltliner. It is generally to be had in North Switzerland. Have it drawn from the cask."—R. S. C.

Telegraphic Lines almost universal. Tariff, 50 centimes. In 1873 there were 3560 miles (5965 kilomètres), with 800 stations. Money can be sent by Telegraph.

Post-Office Orders can be sent, up to 500 fr. (£20), for a small commission. Orders in the form of Coupons may be got beforehand and used as required. The Coupons may be written on. Postage to England, 25c. the ½ oz.

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Cantons.—Twenty-two; three being divided into two sections each. Bern, Valais, Grisons, are by far the largest; Valais, Geneva, Vaud, Neuchatel, Bern, Bâle, are on the French border; Bâle, Aarau, Zurich, Schaffhausen, Thurgau, on the German borders of Baden, Wurtemberg, and Bavaria; St. Gall, and Grisons, on the borders of Austrian Tyrol; Valais, Ticino (or Tessin), and Grisons, on the Italian border.

The Provinces or Cantons now constituting the Federation were formerly held by the neighbouring Sovereigns of Austria, Germany, Burgundy, &c. In 1307, three Forest Cantons, under Tell and others, rose against Austria, and after defeating her at Morgarten, 1315, were joined by 10 other Cantons. They defeated Charles the Bold, 1476–7, and the Duke of Savoy, 1602; and were finally declared independent by the Treaty of Westphalia, 1648. In 1815, the Confederation was revised, and the Cantons increased to their present number.

Population (1870) 2,679,095, being an increase of 6 per cent. in 10 years. Of these, 1,566,000 were Protestants, mostly in the Cantons of Zurich, Vaud, Schaffhausen, Glaris, Bale, Appenzell, and Thurgau; 1,064,655 Catholics, mostly in the remaining Cantons; and 94 per cent. were Swiss-born As respects **Language** 1,848,000 were German-speaking in 14 Cantons on the North and North-East; 640,000 in the French-speaking Cantons on the West, (viz., Bern, Valais, Fribourg, Neuchatel, Geneva, Vaud); 144,000 Italian-speaking (in Ticino or Tessin) South of the Alps; 42,000 Romansch-speaking in Grisons, next to Tyrol. The Romansch is a curious remnant of provincial Latin; a newspaper in this dialect is published at Coire. Some of the most populous Towns are—Geneva, 66,165; Zurich, 36 695; Bâle, 44,834; Bern, 34,000; Lausanne, 26,530.

Government.—A Federal Assembly, or Legislative body, consisting of a National Council of 128 members (1 for 20,000 pop.); and a Council of States, of 44 members—2 for each Canton. A Federal Council or Executive, of 7 members, is nominated by the Assembly for three years, under a President and Vice-President, elected annually, seated at Bern, where the Foreign Ministers reside; a Federal Tribunal, or Judicial body, is nominated for three years.——**Army** (1873) 201,780, of whom 83,530 were regulars, from 20 to 30 years of age; 80,420 reserve, 30 to 40 years of age; 67,000 Landwehr, above 44 years. There were 159,000 infantry, 14,100 riflemen, 19,000 artillery, 4,690 cavalry. A Federal Polytechnic School at Bern.——**Navy**—represented by 86 mercantile steamers, of 3,500 horse-power, on the lakes.——**Universities.**—Four, at Bern, Bâle, Zurich, and Geneva. A plan for bringing the army and public instruction more within the control of the central authority, is under consideration. A Tir Federal, or Swiss "Wimbledon," is held every two years. Wrestling matches or Schwingfeste, are also held at Meyringen, &c.

Commerce.—Among Swiss productions are silk, lace linen and cotton, embroidered curtains, watches, clocks, jewellery, cheese, wooden toys, charcoal, preserved milk, fruits, Kirschwasser. The Federal Revenue is about 1½ million sterling. Cantonal Expenditure, about 2 millions.

Mountains and Passes.—Heights above sea level:—

	feet.		feet.		feet.
Bernard, Great St.	8150	Jungfrau	13620	Simplon	6580
Blanc, Mont	15730	Lukmanier	6300	Spluegen	6715
Finsteraarhorn	14110	Matterhorn	14765	Stelvio	9000
Furca	7900	Monch	13505	Titlis	11105
Gemmi	6150	Rigi	5915	Tödi, or Tödule, St.	10300
Gothard, St.	7100	Rosa, Monte	15610	Weissenstein	4815
Grimsel	7000	Scheideck	6000	Wetterhorn	12120

Books.—See BRADSHAW'S ILLUSTRATED HAND BOOK TO SWITZERLAND, price 5s. W. J. ADAMS, 59, Fleet Street; HENRY BLACKLOCK, & Co., Manchester; cloth, 5s.

Maps.—Alpine Club Map, in 4 sheets; Swiss Government Survey; Leuthold's, Keller's, and others.

Couriers.—Apply to Mr. W. J. ADAMS 59, Fleet Street. **Passports** are sometimes asked or in Switzerland; in fact, they are always useful on the Continent. See p xlix.

DESCRIPTIONS, &c., OF TOWNS.

Aarau.—*Stat.*—Pop. 5100.—HOTELS: WILDERMAN, OCHS, LA CIGOGNE

The principal town of the Canton Argau, situated on the right bank of the Aar, at the south base of the Jura—here partly covered with vineyards. The baths of Schintznach are about 10 miles distant. The road along the right bank of the Aar passes several castles. The footpath along the left bank is recommended. It leads over the Gisli-Flue, easy ascent) which commands a beautiful view of several lakes. The celebrated Zschokke lived at Aarau many years. The town is also noted for its good mathematical instruments, and the canton of Aargau for its fine breed of cows.

CONVEYANCES.—Rail to Olten, Bâle, Bern, Biel Lucerne, &c. See pages 239, 240, 243, 244, 245.

Aggischorn, or Eggishorn.

JUNGFRAU HOTEL and PENSION.

A favourite centre for excursions in Canton Valais, under a peak 9000 feet high, 3 hours'

from Visoch. See Visoch. This spot, with the Riffelhaus in the Visp valley, is one of the best centres of ascents in the Alps. Among these may be enumerated the Jungfrau, the Mönch, the Aletschhorn, &c. Close to it is the Marjelen Lake, the waters of which burst 2nd August, 1872, from the fall of a glacier into it, and flowed down to the Rieder Alp, 10 miles.

CHURCH SERVICE, at the Hotel, supplied by the Col. and Con. Church Society.

Aigle—*Stat.*—Pop. 2600.

HOTEL AND PENSION VICTORIA.—Kept by X. Roy, well situate opposite the landing-place, large garden commanding a splendid view.

GRAND HOTEL DES BAINS.—Hydropathic establishment, Baths, &c., see advertisement.

A pretty town (formerly called *Aquila*, in Canton Vaud, on the W. Swiss line, at the mouth of the picturesque Ormond Valley, near the Lake of Geneva; with houses of black marble. Good wine. The Grand Eau passes it down to the Rhone.

CHURCH SERVICE, at Hotel des Bains, supplied by the Col. and Con. Church Society.

Altorf—Pop. 2430.—HOTELS: ADLER; KRONE; BAKE; POST.

Capital of Canton Uri, on the Reuss, near the S. end of Lake of Lucerne under the St. Gothard Pass. A tower marks the spot where says tradition, Tell shot the apple from his son's head. Burglen, where he was born, is near. Tell's Chapel is on the Lake, above Fluelen. Horses can be hired over the Pass.

Amphion (Baths of).—A fine little spot on the S. borders of the Lake of Geneva, 4 miles from Thonon, in French Savoy (not Switzerland). The waters are alkaline, like those of Evian.

ENGLISH CHURCH SERVICE, at Grand Hotel des Bains. Chaplain supplied by the Colonial and Continental Church Society.

Andermatt—See Route 11 (Switzerland) in Special Edition.

Arth, or Art—*Stat.*—HOTELS:—BLACK EAGLE.

A village in Canton Schwytz, at the foot of the Rigi, situated at the head of the Lake of Zug, and in the vicinity of Goldau (*Stat.*) the scene of the fall of the Rossberg in 1806, when three villages and 450 persons were overwhelmed. The ascent of the Rigi is easy for pedestrians; but it may now be done (1½ hrs.) by a new rail, part Oberarth, Goldau, and Krübel. There is a descent on the other side to Weggis, on the Lake of Lucerne.

Steamer from Arth to Zug and Horgen, on the Lake of Zurich; see page 329

Baden—*Stat.*—Pop. 2930.—HOTELS:

WAAGE, LÖWE, STADHOF, & SCHIFF at the Baths.

A bathing place in Canton Aargau, on the Limmat, noted for its hot sulphur springs, called by the Romans. *Thermæ Helveticæ*, or *Vicus Thermarum*. Here are an old Austrian castle, or STEIN, with an hospital and theatre, at the baths, 20 minutes from the town. They are excellent in scrofula and diseases of the skin and glands.

Bâle, or Basle (*German*, Basel).—*Stat.*—Pop. (1870) 44,385.—HOTELS:

HOTEL DES TROIS ROIS.—First class hotel, well situated, highly recommended. C. Fluck, proprietor

HOTEL EULER, large and well situated Hotel near the French and Swiss Railway Station.

HOTEL SUISSE, E. Merian, proprietor.—Situated near the springs on the Promenade, opposite the French and Swiss Railway stations.

HOTEL KRAFT.—First-class hotel, well situated. Recommended to English and American travellers. See advt.

HOTEL SCHREIDER, near the German Railway St.

HOTEL DE LA CROIX BLANCHE, kept by Mr. A. Gubler. Fine situation on the banks of the Rhine, and close to the German Railway Station.

HOTEL DE LA CIGOGNE, situate near the Rhine; moderate charges. Mr J. Klein Weber, proprietor.

HOTEL DU SAUVAGE (Wild Man) the nearest to the Cathedral. Diligence Office, and the Swiss, French, and German Railway Terminus.

HOTEL DE LA COURONNE.—(Crown Hotel), A. Kubler, proprietor; good situation: English spoken.

RAILWAY TERMINI.—The German to the northern half of the town; the Swiss in the southern half, near St. Elizabeth Church.

Bâle, or Basel, the Roman *Basilica*, is situated at the north-western corner of Switzerland, on the north side of the Jura, 900 feet above sea. It is the capital of Bâle Ville division (14 sq. mls.); the rest of the Canton, called Bâle Campagne, having Liesthal for its capital; and is placed on the Rhine at the point where it verges northward. It is a well-built and large city, consisting of two towns, divided by the Rhine, and spanned by a bridge near the middle of the town. Basle is the most commercial place in Switzerland, especially noted for its ribbon manufactures. It is also a great centre of Missionary enterprise, and its University, which has had many eminent professors has some interesting ethnological and other collections. A fine Cathedral, built in the Gothic style of architecture, on the site of the Roman town, possesses two spires 220 feet high. The view from the terrace is very beautiful. The Council Chamber is the Hall where the famous Ecclesiastical Council was held between 1431 and 1438: it has some old frescoes, said to be by Holbein, of the 'Dance of Death.' The picture gallery at the museum (open Sunday and Wednesday) near the minster, contains several Holbeins, with pictures by Teniers, Canaccci, etc., and drawings by Dürer; also a collection of antiquities and the university library. The town hall and arsenal deserve notice. The magnificent new church of St. Elizabeth (Protestant) is now completed. It was erected at a cost of nearly a quarter of a million sterling; one gentleman, a merchant of Basle, having left that sum by will. Holbein, the painter, and Bernoulli and Euler, the mathematicians, were natives of Bâle. Erasmus died here 1536.

For Itinerary from Bâle, see following page.

The road to Biennethrough the Val Moutier and Munster Thal, is one of the finest in Switzerland daily traversed by diligences to Berne, etc.

ENGLISH CHURCH SERVICE at St. Martin's Church, (near the bridge) at 10.30 a.m. and 3 p.m.; Chaplain appointed by the Colonial and Continental Church Society.

AMERICAN CONSUL.—H. Ernst, Esq.

Routes from BALE to	Itineraries of the best and quickest Routes between BALE and the principal cities in Europe, &c	ORDINARY FARES. 1 class. £ s. d.	ORDINARY FARES. 2 class. £ s. d.	TIME. Exp. D. H. M.	TIME. Ord'y. D. H. M.
1 Antwerp .....(Belgium)	See No. 8, Rtes. to Cologne; thence as per Itinerary of Routes to Antwerp, p. 423	2 11 6	1 17 6	0 26 0	0 31 0
2 Augsburg	a Rte. to Constance, see No. 14	...	...	...	...
"	b Rl. to Constance, p. 132, 133; Str. to Lindau, p. 332; Rl. to Augsburg, p. 188	...	...	...	...
3 Baden Baths of (Bresgau)	By Dil. over the Bo aburg, which c mmands fine views over the Alps to Brugg; Rl. thence to Baden, p. 245	...	...	...	...
4 Baden-Baden Baths of	a By Rail via Freiburg, p. 134	0 12 0	0 9 5	0 4 15	0 3
" "	b By Rl. via Strasburg, p. 75, Kehl and Appenwe'er p. 132	0 12 0	0 9 6	0 5 50	0 6 0
5 Bellinzona	Rte. to Lucerne, No. 27; thence per Dil. (17 hours)	...	...	...	...
6 Bernard, St.	a Rl. to Freyburg vis Olten and Berne, pp. 241, 247, 246, to Vevey, Rl. to Martigny, p. 247, Mules to St. Bernard.	...	...	...	2 12 0
"	b Rl. to Thun, via Olten and Berne, p. 241, Mules over the Gemmi Pass to Sion; Rl. to Martigny, p. 247, Mules to St. Bernard	...	...	...	3 0 0
7 Berne .....(Switzerland)	a Rl. via Olten, and Herzogenbuchsee, p. 241	0 10 0	0 7 3	...	0 5 30
" "	b Rl. to Lucerne, pp. 241, 239, Dil. to Berne across the *Valley of the Emmenthal*	1 1 6	0 17 0	0 15 0	...
" "	c Dil. by the Munsterthal, or *Val Moutier*, one of the most romantic valleys of the Jura, to Bienne, thence to Berne	0 19 0	0 15 0	0 15 0	...
" "	d Dil. via Liesthal over the *Ober-Hauenstein* to Soleure and Bienne, thence to Berne	0 12 0	0 10 0	0 10 0	0 10 0
8 Brussels.....(Belgium)	a See No 11, Rtes. to Cologne, thence as per Itinerary of Rtes. to Brussels p. 423	3 10 0	2 16 0	0 26 0	0 30 0
9 Calais.....(France)	See No. 32, Rtes. to Paris, thence as per Itinerary of Routes to Calais, p. 383	3 5 2	2 14 11	0 33 0	0 41 0
10 Chamounix (Switz'l'nd) (and Mont Blanc.)	a See Rtes. No. 24 to Lausanne; Rl. to Martigny, pp. 246, 247	1 7 0	1 1 6	...	2 0 0
"	b See Rtes. No. 20 to Geneva; Dil. to Sallynche; Char. to Chamounix	...	...	...	2 0 0
11 Cologne .....(Prussia)	a See No. 16, Rtes. to Frankfort, thence as per Itinerary of Routes to Cologne, p. 458	1 16 2	1 2 11	0 22 0	0 27 45
" "	b Rl. to Strassburg Weissenburg, pp. 75, 138 Worms, p. 139, Mayence, and Bingen, p. 126, thence to Cologne p. 123	1 12 0	1 3 0	0 20 0	0 23 0
12 Coire or Chur (Switz.)	a Via Schaffhausen, to Constance, pp. 132, 133, Str. to Bregenz, p. 332 Buchs, p. 192, thence to Chur, p. 244	...	...	...	...
"	b Rail. to Zurich, No. 45; Rl. to Chur, p. 243	0 8 0	0 8 0	0 10 0	0 10 0
13 Como ..... (Italy)	See Rte. to Milan No. 29	...	...	...	...
14 Constance .....(Switz.)	a Rl. to Waldshut, Schaffhausen, and to Constance, pp 132, 133	0 14 0	0 14 0	0 15 0	0 15 0
15 Florence .....(Italy)	See Rtes. to Milan, No. 29, thence via Piacenza, p. 257 and p. 270	...	...	...	...
16 Frankfort ...(Germany)	a Rl. via Freiburg, and Heidelberg pp. 134, 135, 137	1 3 0	0 18 8	0 8 0	0 13 0
"	b Rl. via Strasburg, Weissenburg pp. 75, 138, Mannheim, p. 133, Frankfort, p. 137	1 7 3	1 1 0	0 10 0	0 10 0
"	c Rl. to Waldshut, p. 132, Rl. to Zurich, Ludwigshafen, Romanhorn, p. 245, Str. to Friedrichshafen, p. 332, Rl. via Stuttgardt, Heidelberg pp. 193, 135, 137	2 4 0	1 15 0	...	...
"	d Rl to Waldshut, and Schaffhausen, p. 132, Dil. thence by the Hollenthal—grand scenery of the Black Forest to Freiburg, Rl. to Baden-Baden &c. to Frankfort see b	1 18 0	1 12 0	...	0 20 0
17 Freiburg-in-Brisgau	a Rl. to p. 134	...	...	...	...
" "	b Rl. to Waldshut; and Schaffhausen and Dil. to the Hollenthal	...	...	...	...
18 Gais Baths of ...(Switz.)	Rl to Waldshut, p. 132, Zurich, Winterthur, p. 245, St. Gall. p. 244, Dil. to Gais	...	...	...	...
19 Gall, St. ...(Switzerland)	a Rl. to Waldshut and Schaffhausen, p. 232, thence to Winter hur p. 245, St. Gall, 244	...	...	...	...
" "	b See Rtes. to Zurich, No. 45; Rl. thence to St Gall, p. 245, and p. 244	...	...	...	...
20 Geneva ..(Switzerland)	a Rl. to Freyburg, via Olten and Berne, p. 241, to Lausanne, p. 247, thence to Geneva, p. 247	1 16 0	1 10 6	...	0 24 0
"	b Dil. through the Munster-Thal r Val Moutier to Bienne, Rail to Neufchatel, Yverdun, and Geneva, p. 247	1 10 0	1 0 0	...	0 17 6
21 Grange Baths of (Switz.)	a Rl. to Olten, Herzogenbuchsee, p. 241, Soleure, p. 242, Dil. to Grange	0 14 0	0 10	...	0 8 0
" "	b Rl. to Liesthal, Dil. over the *Ober-Hauenstein* to Soleure; Dil. thence to Grange	1 2 0	0 18 0	...	0 12 0
22 Heinrichsbad Baths of Switzerland)	Rl. to Waldshut, Zurich, Winterthur, St. Gall. pp. 245, 244, Dil. by Herisau to the Baths of Heinrichsbad	1 18 0	1 4 0	...	0 15 0

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Itinerary of Routes from Bâle—*continued*.

			£ s. d.	£ s d.	D. M.	M.	D. M. M.
33	Innsbruck.....(Austria)	Rl. to Waldshut, and Constanz, Str. to Bregenz, p. 332, thence via Feldkirch, Bludenz, p 192; Dil. to Lalaus, Stuben, St. Anton, Landeck, Imst, Nassereith, Seefeld, Zirl, Innsbruck	3 5 0	3 15 0	—		8 0 0
34	Lausanne (Switzerland)	a See Rtes. 6 to Freyburg; thence to Lausanne, p. 247	0 19 0	0 16 0	—		2 0 0
	,, ,,	b See Rtes. 6 to Freyburg. Dil. via Romont	0 18 10	0 15 0	—		—
	,, ,,	c Dil. by Munster Thal to Bienne; Rl. to Neuchatel, Yverdun and Lausanne, p. 247	1 10 0	1 2 0	—		2 0 0
35	Louk Baths of ...(Switz.)	a See No. 43; Rte. to Thun, thence by the Gemmi Pass to the Baths of Leuk	1 12 0	1 5 0	—		2 25 0
	,,	b See No. 28, Rte. to Martigny, thence by Sion and Sierre to Leuk	2 5 0	1 15 0	—		4 20 0
36	London.....(England)	a No. 11, Rtes. to Cologne: thence as per Itinerary, p 433	5 12 0	5 0 0	—		9 60 0
	,,	b No. 32 Rtes. to Paris; thence as per Itinerary, p. 383...	5 17 0	4 8 0	—		9 7 0
	,,	c Rl. to Hagenau, p. 75; Metz, and Luxemburg, p. 72; and by Great Luxemburg Railway to Brussels, p. 106 ...	3 18 0	15 0	—		4 24 0
37	Lucerne...(Switzerland)	a Rl. to Olten, and Lucerne; pp. 241, 239	0 10 0	0 6 0	—		—
		b Rail to Waldshut, p. 132; Rl. to Zurich, p. 245; Rl. to Zug and Lucerne, p. 213	—	—	—		—
38	Martigny (Switzerland)	See Rtes. 34 to Lausanne; Rl. to Martigny, p. 246 247...	1 10 0	1 6 0	—		3 0 0
39	Milan .....(Italy)	a Rl. to Lucerne, pp. 241, 239; Str. to Flueler, p. 330; thence by Diligence over St. Gothard—through Val Tremola,—Val Levantina, Val Reviera and charming scenery to Bellinzona, Dil. to Magadino, fare 2 fr., thence by Lago Maggiore, by Str. from Magadino, p. 330, to Sesto Calende; Rl. to Milan, p. 255,—or by Lugano and Como; Rl. to Milan, p. 252	2 9 0	2 2 3	—		4 26 30
	,,	b See No. 12, Rte to Coire, thence by Dil. over the Spingen Pass to Chiavenna, Colico; Str. to Como, p. 329; Rl. to Milan, p. 252; (2) by Dil. from Coire over the Bernardin Pass to Bellinzona, and thence as in Rte. a; (3) by Dil. from Coire to Maloya, Chiavenna and Como...	3 0 0	2 10 0	—		6 60 0
	,,	c Via Geneva see No. 20, Rtes. to; Rl. to Sierre; thence by Dil over the Simplon to Arona; Rl. to Gallarate and Milan, p. 255	3 0 0	2 10 0	—		6 60 0
40	Munich .....(Bavaria)	a Rl. to Constans, pp. 139, 133; Str. to Lindau, p. 332; thence by Rl. to Augsburg and Munich, p. 199, 200 ...	1 16 10	1 4 6	0 13 34		3 71 0
	,, ,,	b See No. 23, Rte. to Innsbruck: Rl. to Munich, pp.305,306	6 15 0	2 0 0	—		8 13 0
41	Ostend .....(Belgium)	a No. 11, Rtes. to Cologne, thence as per Itinerary, p. 433	3 10 0	3 0 0	—		6 26 0
	,,	b Rl. to Metz, and Luxemburg, pp. 75 72; thence to Brussels, p. 106; thence to Ostend p. 79	2 17 6	2 4 0	—		5 20 0
42	Paris .....(France)	a Rl. via Strassburg, p. 75; Nancy and Paris, p. 65	2 8 11	1 16 10	0 15 30		4 20 0
	,, ,,	b Rl. to Mulhausen, p. 75; Chaumont, and Troyes, p. 69...	2 7 0	1 16 0	0 16 0		4 20 0
43	Pfaffers Baths of	Rl. to Waldshut, p. 132; Rl. to Zurich, p. 245; Rappershwyl, and Ragatz, to Pfaffers, p. 251	1 10 0	1 5 0	—		2 25 0
44	Rome.....(Italy)	Select from either Rtes. to Milan or Turin	—	—	—		—
45	Rosenlaui Baths of ..... (Switzerland)	Rl. to Berne and Thun, p. 241; by the Reichenbach Falls to Meyringen; thence by Steamer on Lakes of Thun and Brienz, p. 229; Omnibus to Rosenlaui	2 3 0	1 15 0	—		3 30 0
46	Schaffhausen ...(Switz)	Rl. via Waldshut p. 132	0 9 0	0 9 0	—		0 6 30
47	Schinznach Baths of...	Rl. via Aarau pp. 241, 245	—	—	—		0 3 0
48	Stockelberg ,,	Rail to Waldshut, p 132; Rail to Zurich, p. 245; Rail to Glarus, thence up the *valley of the Linth* to the Baths	2 4 0	1 16 0	—		4 20 0
49	St. Gall.....(Switzerland)	a Rl. to Waldshut, p. 132; Rl. to Zurich, p. 245; and St. Gall, p. 244	0 14 6	0 11 0	—		0 7 30
,,	,,	Rl. to Schaffhausen, Constance, p. 132; Rorschach, p. 245; Wirterthur, p. 245; St. Gall	0 14 6	0 11 0	—		0 7 30
50	St. Gervais .....(Savoy)	See No. 20, Rtes. to Geneva: Dil. thence	1 5 0	1 0 0	—		2 20 0
51	St. Moritz..... (Swits.)	Route, select from No. 13, and thence per diligence, same fare as to Coire	2 2 0	1 14 0	—		4 32 0
52	Strasbourg.....(France)	a Rl. via Muhlhausen and Colmar, p. 78	0 13 0	0 9 6	0 4 6		0 6 6
,,	,,	b Rl. via Freiburg, Appenweier, p. 134; and Kehl, p. 132	0 14 0	0 11 0	0 6 6		0 7 6
53	Stuttgardt(Wurtemb'rg)	a Rl. to Waldshut, p. 132; Rl. to Zurich, Winterthur, Romanshorn, p. 245; Str. to Friederichshafen, p. 332; Rl. by Ulm to Stuttgard, p 193	1 7 6	0 18 6	—		2 27 0
54	Thun.....(Switzerland)	Rl. to Berne and Thun, p. 241	—	—	—		—
55	Turin .....(Italy)	a By any of the Routes to Milan thence to Turin p. 267	1 5 0	2 16 0	—		3 60 0
,,		b See No 20, Rtes. to Geneva: Rl. by Culoz and Modane, p. 54; thence to Turin p. 250	3 12 0	2 17 0	—		6 60 0
,,		c See No. 20 Rtes. to Geneva; thence to Martigny, pp. 246, 247 over the St. Bernard, via Ivrea; Rl. to Turin, pp 251, 257	3 15 0	3 0 0	—		6 60 0
56	Wildbad	Rl. to Car sruhe p 134; Pforzheim, p. 137; thence to Wildbad, p. 193	1 0 1	0 14 0	0 10 30		2 24 0
57	Zürich.....(Switzerland)	a Rl. to Olten, p. 241; to Aarau, p 240; and Zurich, p. 245	—	—	—		—
,,		b Rl. to Waldshut, p. 132; Rl. to Zurich, p. 245	—	—	—		—
,,	,,	c Dil. to Brugg. (6 hrs.); Rl. to Zurich (1 hr.) p. 245	—	—	—		—

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Beatenberg.—See Interlaken.

Bellalp, or Bel Alp, near Brieg, in the Valais. The HOTEL has a fine view over the Aletsch glacier and Bernese chain. Good centre for excursions.

Bern, or Berne—*Stat.*—Pop. (1870) 36,000.—BERNERHOF HOTEL—first-class hotel, delightfully situated, commands a full view of the Alps.

HOTEL DU FAUCON, situated in the finest part of the town. A very good house; excellent cuisine; moderate charges.

HOTEL VICTORIA.—On the Schaenzli. First class.

SCHWEIZERHOF, DU MAURE, SINGY, CROOONE, BAER, DERM ARSCHAUX. RESTAURANTS: Schwenzli, Boulevard, Schweitenmattel. CAFES: Engl, Casino, Commerce, Schoenzli.

HACKNEY CARRIAGES.—The course of ½-hour (viertel stunde), 1 or 2 persons, 80 c.; 3 or 4 persons, 1 fr. 20 c.; 1 hour for 1 or 2 persons, 2 fr.; 3 or 4 persons, 3 fr.; 1 coll, 20 c.; for every further ½-hour, for 1 or 2 persons, 40 c.; for 3 or 4 persons, 60 c.; for the whole day, *i.e.*, over 6 hours, for 1 or 2 persons 12 fr.; 3 or 4 persons 18 fr. These prices are for 1-horse carriages; the charges for 2-horse carriages would be the same as those put down for 3 or 4 persons.

Berne, or Bern (from *Barën*, bears), the capital of the canton, and the seat of the Swiss Federal Council, is 1910 feet above the sea, and is considered one of the finest towns in Switzerland. Its old fortifications were removed 1835. The streets are regular and sometimes arcarded; and the prospects are very beautiful, particularly from the terrace (Platteforme) near the Cathedral. It is situated on the top of a rock, surrounded on three sides by the river Aar. The Cathedral is a fine Gothic building, with some handsome windows and well carved figures. The streets are embellished with a profusion of fountains. The University, Veterinary School, Military Academy, Theological College, and Museum are interesting. Valuable national manuscripts in the public library. The town takes name from a bear, but the public Bear-pit by the bridge, is not worth notice. View from Observatory. The new Catholic church is a handsome building.

Berne is the general starting place for excursions into the **Bernese Oberland,** the fine peaks of which, including the Finster Aar-horn and the Jungfrau, are best seen at sunset from the Platteforme, the Enge and other points. Travellers will do well to leave their superfluous luggage here, but engage Guides at the last place of starting for mountain excursions. Ministers for England, France, Austria, and Italy, reside at Berne.

Berne is celebrated for the beautiful musical boxes, Swiss clocks, wood carvings, and sculptures. A visit to the establishment of J. H. Heller, where this branch of Swiss industry may be seen in every variety, will be found interesting.

BRITISH ENVOY.—His Excellency E. Corbett. Secretary of Legation, G. Jennet, Esq.

AMERICAN MINISTER, His Excellency H. Rublee. POST-OFFICE—Boulevard Exterieur Haupt Strasse. Telegraph at Post-office. Railway stat. in the town.

ENGLISH CHURCH SERVICE throughout the year; Rev. James Rathbone, M.A., chaplain, appointed by H.M. Minister.

PHYSICIAN.—Dr. Denme.

CONVEYANCES:—Railway, see pages 239—246.

Bex (pron. "**Bay.**")—*Stat.*—Pop. 3550.—GRAND HOTEL DE SALINES, recommended.

HOTEL ET PENSION DES BAINS, exceedingly well situated and clean; moderate prices. Recommended. H. PENSION DE L'UNION; BELLEVUE.

A well-known centre, near the end of the lake of Geneva, in Canton Vaud, on the Rhone, and the high-road to the Simplon, famous for its salt-mines, sulphur baths, and delightful walks. It is situated at the foot of the Dents de Morcles and Midi; 2 miles from St. Maurice, and half an hour's ride by railway to the Lake of Geneva. A pension is kept at the Hotel des Bains, where there is a salt-water bathing establishment, and the grape and whey cure (Molkenkur) is also practised. A new iron bridge connects Bex with Massongex and Monthey (Valais).

The valley Des Ormonts, behind Bex and Aigle, is a charming idyllic country, leading by the Col de Pillon and other passes to the Simmenthal and Thun. Bex is surrounded with cheap and agreeable pensions at Grionne, Villard, &c.

ENGLISH SERVICE at the Swiss church and at Hotel des Salines, at 11 a.m. and 5 p.m.

CONVEYANCES:—Railway, see page 246.

Bienne (or **Biel** in *German*).—*Stat.*—Pop. 6,000.—H. OU JURA; CROIX BLANCHE; COURONNE. Hotel accommodation is better at Neufchatel.

Bienne, in Canton Berne, is an old fashioned walled town, at the foot of the Jura mountains at a short distance from the *Lake* of Bienne, which is 10 m. long. In this lake is the island of St. Peter, once the residence Rousseau. Watch trade carried on. The collection of lacustrine antiquities belonging to Colonel Schwab, deserves attention.

CONVEYANCES:—Railway, pp. 239, 240, 242, 246.

Brienz.—Pop 2300.—HOTEL CROIX BLANCHE—L'OURS—both good.

Brienz, in Canton Berne, under the Brienzergrat range, on the *Lake* of Brienz, and the Hasli valley, above Interlaken. The *Lake*, 8 m. long, is surrounded by mountains, and by the Giessbach and other cascades.

The *Falls of the Giessbach* are, by steamer, 15 min. from Brienz, and 45 min. from Interlaken; communication during the season every two hours. The Cascade, justly considered to be one of the finest in Switzerland, derives its source from the elevated Lakes of Hagel and Hexen, and during its rapid descent to the Lake of Brienz, it numbers no less than 14 falls, dashing over huge rocks, and struggling amidst dark forests of pine and beautiful green pasturage.

An excellent walk conducts from the landing place to the Kienholz, hotel and pension. Beyond are the majestic Bernese Alps, a fine panorama of which is seen from the Rothhorn (7915 ft.)

It will repay the traveller to pass the night at the Giessbach Hotel, to witness the beautiful ef-

feet of an illuminated waterfall, dashing headlong into the lake.

CONVEYANCES.—Railway, see pages 240, 241.

Brenig Pass.—See **Meyrinzen.**

Brunnen.—HOTEL WALDSTATTERHOF. First class hotel, commanding a splendid view. Large and small apartments. F. Fassbind, proprietor. Recommended. English Divine Service in hotel

A little port in Canton Schwytz, on Lake of Lucerne, at the Muotta's mouth, 4 m. from Schwytz, which is seen above it. Here the three Forest Cantons, Uri, Schwytz, and Unterwalden, began the Confederacy, 1315. Tell's Chapel is near. The mountains are 7,000 to 8,000 ft. high.

Brunnen and its environs form one of the most picturesque and most charming spots in Switzerland, and travellers will always feel gratified.

CONVEYANCES.—Railway, see page 289.

Champéry, in Canton Valais, in the Val d'Illier, near Bex, with excellent pensions, much frequented in summer. Charming excursions to Dent du Midi, Sixt, Chamouni, &c. Large grottoes.

ENGLISH CHURCH service, in the Hotel du Dent du Midi, 11 a.m. and 4 p.m. Sundays, in summer.

Trois Torrents, on the road to this place, is a pleasant village, having a large new Hotel and Pension.

Chamouni, Chamouny, or **Chamounix** (the x not sounded).—Pop. 2,300.

HOTEL PENSION DES ALPES.—Good house, well managed.

In French Savoy, in the valley of the Arve, under Mont Blanc, 3,430 ft. above sea, 22 m. from Martigny stat., and 50 m. from Geneva. This may be reached from England in 24 hrs. of railway travelling, for £6. Thence by diligence, in the season, 20 to 25 fr. From Martigny by mule or chaise à porteur. Chamouni is almost a new place since the fire of 1855; and has a museum, baths, and a spire church, where a priory was founded in the 11th century. Several days may be well devoted to explore this celebrated region. **Mont Blanc,** its great attraction, is 15,780 ft. above sea. The ascent, now an annual thing, was first made by Dr. Paccard, 1786. One resting-place, Grands Mulets, is 10,640 ft. high. In 1870, eight persons lost their lives. A French lady ascended 1872. The *Montanvert*, which can be ascended on mules, and commands a view of the Mer de Glace, ought to be the first excursion. It is an elevated pasture on the summit of a mountain under the Aiguilles de Charmos, and 2,565 ft. above the valley. From this are seen to advantage the heights of the Brevent and of the Aiguilles Rouges. At the summit, beds and refreshments may be had. The *Glacier de Bossons*, which may be seen the same day, at the other end of the valley, is remarkable for the purity of the ice, and for the picturesque formation of its ice needles and obelisks. The *Brevent*, on the opposite side of the valley, 8,000 feet above sea, affords the magnificent view of the whole range of Mont Blanc, with its numerous snow peaks and 9 glaciers. The Flégère, on the same side, commands the same view at a less elevation, and may be accomplished in half a day. An active mountaineer would be well repaid by a day's excursion across the Mer de Glace to the Jardin, 9,100 feet above the sea—a small portion of green earth, covered with flowers in full bloom, in a region of snow and ice, commanding a view of the recesses of this wonderful range. From Chamouni to Martigny, by the passes of the Tête Noire or the Col de Balme, about nine hours would be required; these roads are practicable for mules. To the Jardin is a fatiguing and severe excursion for ladies. They are sometimes deceived by guides, who take them to another spot. The Tête Noire is one of the most picturesque passes in Switzerland, the rocks frequently overhanging. Excursions to Col du Géant (11,080 ft.) and Col de Forclaz or Trient (4980 ft.)

ENGLISH SERVICE held in the ENGLISH church at 11 a.m. and 3 p.m.; Chaplain supplied by the Colonial and Continental Church Society.

Baths of St. Gervais, in a beautiful valley about six miles from Servoz on the road to Geneva; where excellent accommodation may be had *en pension* for about 5 francs. Delightful walks for the convalescent. To the north is the *Aiguille de Varens* (7200 feet above sea); to the east the pavilion Belle Vue, commanding the most magnificent view of the valley of Chamouni; to the west Mount Joli (8200 feet); and to the south the Col du Bonhomme.

Board, lodging and baths, &c., included, 12 frs. per day. The diligence of the French Messageries starting from Geneva at 7.30 a.m., put you down at the Baths in about 5½ hours.

Chateau d'Oex (Germ. **Oesch**). Pop. 600. HOTELS: BERTHOD; OURS; several Pensions.

A pastoral spot, 3,260 feet above sea, in Canton Vaud in the Upper Saane (Saanenthal), on the diligence road between Gessenay and Aigle. Church Service at the Swiss Church; supplied by the Colonial and Continental Church Society.

Excursions to Col de Pillon, M. Moléson, &c.

CONVEYANCES.—Railway, see page 246.

Chaumont.—

HOTEL ET PENSION DE CHAUMONT.—Beautiful situation; magnificent views. Church service in the season. See NEUCHATEL.

Chaux-de-Fonds.—*Stat.*—Pop. 19,930.—

HOTELS:—FLEUR DE LYS; STRUVER; GUILLAUME TELL; LION D'OR.

A thriving town for watch and clock making. (Canton Neuchâtel) 9 m. from Neuchâtel, in a gorge of the Juras, 3070 ft. above sea, near the Doubs and the French border. About 120,000 watches a year are made here by the usual division of labour, as at Clerkenwell. The trade was begun 1679. Watch chains are made at Chaux de Miller, 9 m. distant. Lace is made by the women. Here are an oval church, theatres, a club, casino, gas works, &c. About 4 m. west of it, with houses nearly all the way, is **Locle** (a *Stat*; pop. 10 580; Hotel, Grand Frederic another prosperous seat of the watch and lace trade, on the river Bied, close to the French border. The river runs through a tunnel and over a fall of 100 ft. Excursion (3 m.) to the *Saut de Doubs* (there and back, 6 fr. for 4). a fine fall of the river, in a picturesque spot.

CONVEYANCES—Railways, see pages 239, 249.

Chexbres—*Station* for **Vevey,** to which there is an Omnibus (3 m., 1 fr.), with a fine view,

on the road, of the Lake of Geneva. There is another from the HOTEL DU SIGNAL, ¼ a-mile from the station; where Church Service is supplied by the Colonial and Continental Church Society.

Clarens (Vaud).—Only three miles from Vevey, on borders of the Lake of Geneva (p. 246).

HOTEL ROY (Ancient Villa Mirabeau) beautifully situated. Recomn ended.

HOTEL AND PENSION CLOS DU LAC.

Coire—(*Chur.* German).—*Stat.*—Pop. 7,400

HOTEL CAPRIORNE—A very good house for families or single travellers. Prices moderate.

HOTEL LUKMANIER, near the Post-office and the Rail. Stat. Well recommended. CROIX BLANCHE; RED LION; SONNE. CAFE.—*D'Este*; Poste.

Coire, capital of the Grisons (i. e. Grey Coats), the Roman *Curia Rhaterum*, called *Quera* in the modern Romansch. It stands 2000 ft. above sea, near the Rothhorn (9,440 ft. high), occupying a a picturesque site on the Plessur, about 2 m. from its confluence with the Rhine, and on the great road to Italy by the Spliigen and Bernardino passes, which tend to this centre, along with the Lukmanier, Julier, and Albula passes. Population mostly Protestant, who have churches and a high school here. The R. C. *Church*, outside the city gates, is remarkable from its antiquity, part dating from the seventh century, and is also interesting from its quaint architecture, and the valuable treasures it contains; such as a Roman mosaic, fine sculpture in wood, metal reliquaries (8th century), vestments as old as Justinian, &c. The Romansch, a dialect of the Latin, is still spoken in this vicinity, and a Romansch newspaper is published here. Notice too the MSS. of its library, its collections of natural history, (Professor Theobald, &c). The views from the Galanda, as well as of the mountains on the valley of the Rhine. Excursions to the cascade, the baths of Lurli, the fountain of Aroschka, and the valley of the Albula. See Bradshaw's "Handbook to Switzerland."

CONVEYANCES.—Diligences daily to Chiavenna over the Spliigen, and from Spliigen over the Bernardin to Bellinzona; and to Samaden in the Engadine over the Julier Pass. Railway, pp. 192, 198, 240, 243-4. To Como in 36 hours.

Comballas, or La Comballas sur Ormonts. H. DE LA COURONNE, where Church Service, in the season is supplied by the Colonial and Continental Church Society. Pension Lys.

A mountain spa, 4,415 feet above sea, between Sepey and Château d'Oex, in Canton Vaud.

Constance.—*Stat.*—Pop. 10,300—HOTELS:

HOTEL DES BAINS opened 1st of June, 1875. Beautiful first-class establishment, beautifully situated on the banks of the Lake, see advt.

HOTEL DE L'ISLE. (Insel Hotel.) First-class hotel in the Dominican convent, on the Isle Macaire.

HOTEL DU BROCHET (Hecht Hotel.)—First-class establishment; deservedly recommended.

Constance, a town of the Grand Duchy of Baden since 1805, and should be Swiss, from its natural position. It is pleasantly situated at the point where the Rhine issues from the Lake of Constance to enter the Lake of Zell. In the council-hall (Concilliums Saal) by the Steam Pier, was pronounced the sentence against John Huss, who as well as Jerome of Prague, was burnt alive by a decree of the famous council of Constance, which assembled here 1414-8. The serge mantle worn by Huss, as he went to the pile, is still seen. Notice the Church of St. Maurice; the Dominican convent where Huss was imprisoned, in which is seen the epitaph of Chrystolora (now the Hotel de l'Isle), the former college of the Jesuits; the episcopal palace; the arsenal; and the chancery house, containing some rare and valuable manuscripts.

CONVEYANCES—Railway, see pp. 133, 136, 245.

Davos am Platz, or St. Johann am Platz. HOTELS. CURHAUS; where Church Service is supplied by the Colonial and Continental Church Society; SCHWEIZERHOF.

Head town of one of the old Hoch Gerichte, in a picturesque and healthy valley of the Grisons, 5,100 feet above sea, half way (15 m.) from Coire to Zernetz, in Upper Engadine. Good for consumptive patients. The Rath-haus has an armoury.

Excursions to Coire, over Strela Pass, 10 hrs. and to the Upper and Lower Engadine, by the Scaletta and Flucla Passes.

Diablerets.—See **Ormont.**

Eggishorn.—See *Æg*gishorn.

Engadine.—See **St. Moritz.**

Engelberg—See **Meyringen.**

Evian (French **Savoy**). See French section.

Evolena, or Evolina.—See **Sion.**

Faido.—Pop 660.—HOTEL: PRINCE OF WALES.

In Canton Tessin, on the Ticino, 22 m. from Bellinzona, on the St. Gothard Road.

Felsenegg.—HOTEL FELSENEGG. Church Service is held in the season. Pensions, 4 to 6 fr.

A fine spot on the Zugerberg, 3,220 feet above sea, 5 miles from Zug station, Canton Zug, overlooking the Zugersee, &c.

Fiesch or Fiehlen (Ital. *Fiorl*).—Pop. 600.

HOTEL AND PENSION UNNERSHOF, first-class establishment, beautifully situated; managed by Keiser-Heuggeler. CROIX BLANCHE ADLER.

A village in Canton Uri, 2 miles from Altorf, at the south end of the Lake of Laserne, near the bottom of the St. Gothard Pass. The scenery at this end of the lake, commonly called the Bay of Uri, is among the grandest in Switzerland. Tell's Chapel, is seen on a conspicuous rock.

Tariff for a pair of horses. From Fiuelén—to Pass of St. Gothard, (and return), 90 fr.; over the Pass, to Airolo, (single), 70 fr.; Faido, (do.), 90 fr.; Bellinzona, 130 fr; Mesgadino, 150 fr.; Lugano, 165 fr.; Como. 190 fr. N.B.—By bargaining, the above tariff may be reduced at least one-fourth — Railways, p. 239,240. Steamers p. 230.

Frauenfeld.—*Stat.*—Pop. 3,008 —HOTELS:—

KRONE; HIRSCH; STAG; OX.

Capital of Canton Thurgau or Thurgovia, on the Murg, near the Thur, 8 m. from Winterthur, and a modern place, having been rebuilt since a fire in 1788. It has an old castle, a town house, 2 churches, and a Latin school; with cotton and printworks, and manufactures of cider and kirschwasser. Rail to Romarshorn, on the lake. see page 245.

Fribourg.—*Stat.*—Pop (1870) 10,905.

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GRAND HOTEL DE FRIBOURG.—Kept by Mr. J. Monney; a very good house, commanding a magnificent view of the Alps.

GRAND HOTEL ZAEHRINGER.—One of the best and most pleasantly situated houses in Switzerland.

HOTEL SAUER, see advt.

HOTEL DES MERCIERS. CAFE Muller.

Fribourg, Freiburg, or Freyburg, the capital of Canton Fribourg, 17 miles S. W. of Bern, on the Sarine, 2080 feet above the sea. It consists of an Upper or French town, and a Lower or German town; partly built upon the bank of the Sarine, and partly upon the declivity of a rock, in a striking, picturesque position. The principal buildings are the *Cathedral* of St. Nicholas, containing a rich-toned organ; it also possesses the finest bells in Switzerland, and has a magnificent steeple. Over the principal entrance is a beautifully executed piece of carving, representing the Day of Judgment. The Hotel de Ville, built on the site of the castle of the Duke of Zähringen; the College des Jésuites, (now the Cantonal School); the Hôpital; the Maison de Travail et de Bienfaisance. The wire *Suspension Bridge* thrown across the Sarine is remarkable for its length and height above the river; it stretches across a gorge 167 feet deep, and has a span of 970 feet. The Place des Tilleuls, or Limes, so called from a lime or linden planted here in 1476, the day on which Charles the Bold was defeated at Morat. The valley of Gotteron, a suburb of the city, contains another Suspension Bridge, 767 feet long. There is an old wooden bridge; besides a long viaduct for the rail. The village of Guggisberg and the baths of Gurnige may be visited from Freiburg; as may also the Hermitage de la Madeleine, on the banks of the Sarine—being a very curious excavation 400 feet in height. MORAT, or Murten, on Lake Morat, is 11 miles distant, and 6 miles from AVENCHES, the Roman *Aventicum*, formerly the capital of Helvetia.

The celebrated organ is to be heard every day, at eight o'clock in the evening, Saturdays excepted.

Rail to Berne, Lausanne, and Vevey, page 245.

Gemmi Pass.—See **Leukerbad.**

Generoso. see **Lugano.**

Geneva,—(Fr. *Genève*; Germ *Genf*; Ital. *Ginevra.*)—*Stat.*—Pop. (1870) 46,785, or 68,170, taking in surrounding communes. (*With Map in Special Edition.*) HOTELS:—

HOTEL DES BERGUES—a first class hotel for families and gentlemen, with a magnificent view of Mont Blanc and the Alps.

HOTEL NATIONAL, see advt.

HOTEL DE LA METROPOLE, a fine handsome first-rate hotel, with 300 rooms, elegantly fitted up with every English comfort. Mr Frederic Baur, the new proprietor, speaks English, is very obliging.

HOTEL DE L'ECU. see advt.

GRAND HOTEL DE LA PAIX, J. Kobler, proprietor. First class hotel, well situated. Quai du Mont Blanc. Well-furnished apartments, &c.

GRAND HOTEL BEAU RIVAGE, first-class and well situated hotel with a beautiful garden and a splendid view of Mont Blanc, &c.

GRAND HOTEL DE RUSSIE, Quai du Mont Blanc First class hotel, kept by A. Adrion.

HOTEL VICTORIA, and PENSION. First class family hotel.

HOTEL D'ANGLETERRE, new hotel situated near the hotel Beau Rivage. G. Kunz, Proprietor.

ENGLISH FAMILY BOARDING HOUSE.—Rue Paradier, 3, kept by Mrs. Fromont and Mrs Jackson. Deservedly recommended.

HOTEL DU LION D'OR, in the centre of the town, 40 Rue du Rhône, H. E. Chevalley, proprietor.

HOTEL DE LA COURONNE; HOTEL AND PENSION FLAEGEL; good. H. ET PENSION DE BELLE VUE.

Geneva is a small canton at the S.W. corner of Switzerland, almost entirely separated from the other cantons by the territories of France, and of Savoy, now annexed to France. Its capital Geneva, 1335 feet above sea, is on the slopes of two hills, divided by the Rhone, where it issues from the lake, forming in its course two islands, on one of which stands part of the town; and the other contains a fine promenade planted with trees and ornamented with a statue of Jean Jacques Rousseau. The two banks of the river and the island are now connected by a suspension Bridge, and a handsome quay, studded with fine buildings, lines the river. Those latterly erected at Geneva are, however, too stiff and uniform to harmonize well with the scenery. The city has lately laid out a Jardin Anglais close to the Lake, with beautiful walks and fountains, immediately in front of the Hotel de la Metropole. The streets are in general wide and commodious. Its climate is hot and relaxing in summer. Principal buildings are the Hotel de Ville, where the Arbitration Court on the Alabama Claims sat, 1872; with an Arsenal and Armoury opposite. The venerable Cathedral Church of St. Peter, where Calvin preached; Church of Madelaine, dating from the 10th century. New Roman Catholic Cathedral of Nôtre Dame; St. Gervais' Protestant Temple, the Russian Church. Palais de Justice, formerly an hospital; Rath Museum; and the Penitentiary. At the Academy, founded by Calvin, now raised to the dignity of a University, is a Reading Room, with 30,000 volumes; also a Museum, and Botanical Gardens adjoining. Jewellery, watches, and musical boxes are made.

The environs of Geneva are delightful, particularly Chenes, Cologny, Carouge (to which place a tramway has been laid down, distance 2 miles, and the fare 10 centimes), Versoix, Ferney, the residence of Voltaire. About 45 miles southeast of Geneva is Mont Blanc, the first view of which, coming from France is obtained at La Faucille, near the Reculets (5630 feet high) or St. Cergues, near M. Dôle—a view never to be forgotten by the traveller. Both Geneva and its immediate vicinity are celebrated as being the retreats of very many illustrious characters.

DIRECTORY OF GENEVA.

H. B. M.'s CONSUL,—John Auldjo, Esq.. Hotel des Postes—AMERICAN CONSUL, C. Upton, Esq., Quai des Eaux Vives.—FRENCH CONSUL, M. Dubruel, 1, Place du Lac.—ITALIAN CONSUL, Sr. Gambini, Hotel des Postes et Télégraphes.

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From GENEVA to	Itineraries of the most Direct Routes from GENEVA to the following Alphabetical List of Towns.	ORDINARY FARES. 1 Class. £ s. d.	ORDINARY FARES. 2 Class. £ s. d.	TIME. Exp. D. H. M.	TIME. Ord'y. D. H. M.
1 Aix les Bains (Savoy.)	Rl. to Culoz and Aix-les-Bains., p 54	0 8 6	0 6 6	0 3 0	0 4 30
2 Basle	a Rl. to Morges, Neuchatel, Bienne, p. 246, and Bale, pp. 242, 240	1 13 7	1 7 8	...	0 28 0
"	b Rl. to Lausanne, p. 246, to Freyburg and Berne, p. 246, and thence via Olten to Basle, p. 240	1 7 0	1 1 0	...	0 19 30
3 Berne	a Rl. to Morges, Yverdun, Neuchatel, and Bienne, p. 246, thence to Berne, pp. 242, 240.	0 18 0	0 14 0	...	0 15 0
"	b Rl. to Lausanne, p. 246, and Freyburg, p. 246	0 19 0	0 15 0	...	0 15 0
4 Bex	a Str. up Lake Leman to Villeneuve, p. 331; Rl. to Bex, p. 246	0 8 6	0 6 0	0 8 0	...
"	b Rl. to St. Maurice and Bex, p. 246	0 8 6	0 6 0	0 9 0	...
5 Chamounix	a Dil. to Sallenche, thence by Char to Chamouny	1 0 0	0 16 0	0 10 0	...
"	b Str. to Villeneuve, p. 331, Rl. to Bex, p. 246, Dil. to Martigny; Tete Noir, or Col de Balme	...	...	2 0 0	...
"	c Str. to Villeneuve, p. 331; Rl. to Bex, p. 246; Dil. to Martigny Great St. Bernard, Cormayeur,—fine route	...	...	5 0 0	...
"	d By Thonon, Servoz, Srmoens				
6 Chillon, Castle of	e Str. to Bouveret, p. 331, thence Rl. to Martigny, p. 247	0 12 0	0 12 0	0 6 0	...
"	a Rl. to Lausanne, p. 246, through Montereau to Chillon	0 5 0	0 4 0	0 6 0	...
7 Gervais St. (Baths of)	b Str. up the Lake to Chillon, p. 331			0 7 0	...
8 Interlachen	Dil. several times daily				
9 Lausanne	See Routes to Thun, No. 22				
10 London	Railway direct, p. 246	0 4 0	0 3 0	0 2 0	0 4 0
"	a Rte. No. 20, to Paris; thence Routes to London, p. 383	6 7 8	4 17 0	0 20 0	...
"	b Rte. No. 2, to Basle; thence Routes to London, p. 383	6 6 0	4 15 0	0 54 0	...
"	c *Via* Neufchatel and Portarlier, p 246	...	...	...	...
11 Lucerne	a See Rtes. to Berne, No. 3, thence to Lucerne, Rte. a, Rl. to Morges, Neuchatel, Bienne, pp. 246, 242, 240, and Lucerne, p. 239	1 14 0	1 10 0	0 26 0	...
"	b See Rte. No. 24, to Vevey; Char to Montbovon; Zwysimmen to Thun, Interlacken, Brienz, Brunig Pass, Alpnach; boat to Lucerne	2 0 6	0 5 0	0 28 0	...
12 Lyons	Rl. by Culoz and Amberieu, pp. 54, 53	0 14 0	0 11 0	0 5 0	0 5 0
13 Marseilles	Rl. by Culoz to Lyons, pp 54, 53, thence to Marseilles, p. 50	2 6 0	1 7 0	0 13 0	0 18 0
14 Macon	Rl. by Culoz and Amberieu, p. 54	0 16 0	0 12 6	0 6 0	...
15 Martigny	a Str. to Bouveret, p 331, Rl. to Martigny, p. 247; or Str. to Villeneuve, p. 331; and Rl. to Martigny, p 247	0 15 0	0 12 0	0 10 0	...
"	b Dil. by Thonon, (Savoy side of Lake,) to St. Maurice and Martigny, p. 247	0 12 0	0 10 0	0 12 0	...
16 Meyringen	See Rte. No. 19, to Bernese Oberland	...	...	...	...
17 Milan	a Rl. to Culoz, Modane, and Turin, p. 54, Rl. by Novara to Milan, pp. 250, 256	2 10 0	1 10 0	0 36 0	...
"	b See Rtes. to Martigny and Sierre, p. 247; Dil. via Brieg —over the Simplon to Domo d'Ossola; Dil. to Arona, thence Rl. to Milan, p. 255	2 5 0	1 15 0	0 40 0	...
18 Neuchatel	a Rl. by Morges, Lausanne, Yverdun, to Neuchatel, p. 246	...	...	...	...
"	b Str. to Ouchy, p. 331, Omn. to Lausanne; Rl. via Yverdun, p. 246	...	...	...	...
19 Oberland (Bernese) Tour of	See Rtes. to Berne, No. 3, or Rtes. to Martigny ;Baths of Leuk,—through the Gemmi Pass to Thun, Interlachen, Lauterbrunen, Wengern Alps, Grindelwald, Faulhorn, Meyringen, thence to the Grimsel Hospice; over the Furca to Hospice of St. Gothard, Altorf, Lucerne, Zug, Zurich, Baden, Berne, Basle. This tour embraces the best part of the Oberland and its unrivalled scenery				
20 Paris	a Rl. to Culoz, Amberieu, Macon, p. 54; Rl. thence to Paris, p. 49	2 18 0	2 2 0	0 15 0	0 21 0
"	b Rl. by Culoz to Lyons, pp. 54, 53, thence to Paris, p. 49	3 0 0	2 5 6	0 18 0	0 26 0
"	c See Rtes. to Bale, thence as per Rtes. to Paris, No. 32, p. 489				
"	d See London Route c	4 15 0	2 17 10	0 34 0	0 39 0
21 Rome	a Rl. to Culoz and Modane, p. 54, Rl. to Turin and Florence, p. 250, thence to Rome, p. 260				
"	b See Rtes. to Martigny, No. 15; over Mount St. Bernard to Aosta; Ivrea to Turin,—thence as preceding Rte.				
22 Thun	See Rtes. to Berne, No. 3; thence by Rl., p. 231				
23 Turin	a Rl. to Culoz, p. 54, change Trains,—Rl. to Modane, p. 54, thence Rl. to Turin, p. 250				
"	b Dil. by Sallenche to Chamounix; Char by Cormayeur, Val Aosta, and Chatillon; Rail Ivrea to Turin, p. 251				
24 Vevey	a Rl. to Lausanne and Vevey p. 246				
"	b Str. up the Lake of Geneva to Vevey, p. 331				
25 Zurich	a See Rtes. to Berne, No. 3, thence by Rl. to Aarau, pp. 240, 245				
"	b See Rtes. to Berne, No. 3; thence by Olten, p. 240, to Lucerne p. 239 and Zurich, p. 243				

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British Chaplain, Divine Service 11 a.m. and 7 p.m. Supported by voluntary contributions.

A Minister of the Church of Scotland officiates during the months of June, July, August, and September, in the Church of the Auditoire.

American Chapel.—(Evangelical Alliance)—Salle de la Reformation, Rue du Rhone. Sunday, 11 a.m. Sunday school, 10 a.m. Prayer Meeting Wednesday eve.

English Physician, Surgeon, &c.—Dr. Metcalfe, M.D. M.R.C.S., &c., London; 5, Quai du Mont Blanc, facing the Lake; consultations daily.

Dr. Wilkinson, No. 1, Place du Lac.

Swiss Articles.—Sculptured in Wood, Ivory, Buck Horn, &c., Mr. Charnaux, Maison des Trois Rois, Place Bel-air.

Clerc Bonnet, 2, Rue des Bergues, and 31, Rue du Rhone; cigars and Tobacco of the best qualities. Recommended to English travellers.

Cigars.—Mr. Piguet, Maison des Trois Rois. place Bel-air. No. 2, near the Post Office.—confidently recommended.

Conveyances—Steamers, see Alphabetical List. Railway, see pp. 84, 240, 242, 248. Diligences, see p. 339. Cab Fares, 2 frs. 50 c. per hour, and 60 c. for each quarter over. Carriage and pair horses to Chamounix, 85 fr., coachman's fee, 5 fr. Nine hours' travelling, and 1½ hours for refreshments at Bonville and St. Martin. Diligence fares, 21 fr. each, coupé 25 fr. Swiss time is 21 minutes in advance of Paris time. For Itinerary to principal towns see preceding page.

Geneva, Lake of, or Lake Leman, a beautiful expanse of water between Savoy and Switzerland, traversed by the Rhône; its length from Geneva to Villeneuve is 54 miles, and width 9 miles. Rowing boats for the lake, 1½ to 2 frs. per hour without boatmen. They are of a very ordinary sort. Height of lake above the sea, 375 mètres The water is a transparent blue, in some parts 1000 feet deep. Steamers run in correspondence with the rails, see page 329

Gersau.—Pop. 1730.—Hotel:—Muller.

Charming village and centre for trips, on the Lake of Lucerne, in Canton Schwyz, under the Rigi, with which it communicates by a delightful path. It was an independent state down to 1798.

Gessenay, or **Saanen.**—Pop. 3500.—Hotels:—Baer; Grosses Landhaus.

Fine old Bernese town, on the Upper Saane, where Gruyere cheese is made. Good centre for excursions. Railway, see page 246.

Glarus, or **Glaris.**—*Stat.*—Pop. 4800

Hotels: Glaner Hof; Raben; Eidgenossen.

Capital of Canton Glarus, on the Linth, under Mont Glärnisch (9585 feet high), mostly rebuilt since the fire of 1861. Town-hall and Hospital.

Excursions to Baths of Stachelberg, Hotel Tödi, Klönthal, Elm, Mühlehorn.

Carriages to Klönthal—two persons, 14 fr.; three persons, 16 fr. and tring-geld. To Stachelberg, 17 and 20 fr. and tring-geld. To Hotel Tödi, three persons 25 fr. and tring-geld. The traveller will do well not to proceed further than Stachelberg. Railway see page 243.

Glion.—See **Montreux.**

Grimsel.—Hotel:—

At the Hospice of the Grimsel, 20 miles from Brienz, 6000 feet above the sea, far removed from any human habitation, and lately re-built. It is inhabited only in the season, when it is a constant resort for travellers, from connecting the tour of the Oberland by the Furca Pass, with the great St. Gothard route to Italy, and the Lake of Lucerne. The Pass is 7105 feet high.

Grindelwald.—Pop. 2924.—Hotels:—

Hotel et Pension du Glacier.—Second-class hotel, but good.

Hotel de l'Aigle Noir, very good; Ours; and Boar.

A favourite place for tourists, in Canton Bern, 12 miles from Interlaken, 3525 feet above sea, under the Schreckhorn, between the passes of the Scheideck and the Wengern Alp. Notice especially, the *Faulhorn*, with its superb view of Bernese chain and a small inn at top. 2. The Schienige Platte (Alpenrose Hotel) and Gumlhorn, view as fine as Faulhorn. The Strahleck Pass to the Grimsel is among the highest Alps, close to the Schreckhorn and Finsteraarhorn, and their glaciers.

English Church Service at the Hotel de l'Aigle l'Or at 11 a.m. and 5 p.m.: Chaplain appointed by the Colonial and Continental Church Society.

Interlaken or **Interlachen.**—*Stat.*—Pop. 1370.—Hotels:—

Grand Hotel Victoria, opposite the Jungfrau, beautiful new house, opened the 1st of April, 1870, the only one at Interlaken with a Lift. Edward Ruchi, Proprietor.

Grand Hotel Ritschard, large first-class Hotel, well situated and well managed. see adv.

Grand Hotel and Pension des Alpes, very good and deservedly recommended.

Kurhaus and Hotel Jungfraublick, exceptionally situated near the finest Promenades and the Park, about one mile apart. Extensive view over the splendid Valley of Interlaken.

Hotel du Belvedere, J. Staehli-Muller, proprietor—well situated. Reading and conversation rooms; moderate charges.

Hotel de France, at Felsenegg, near Interlachen. Herman Rimps, Proprietor; excellent second-class hotel, well situated.

Deutscherhof, good.

Oberland; Hotel Interlaken; Hotel et Pension d'Angleterre

Pension Ober (very good).

Pensions: Muller, Fischer, Seiler, Wyder, &c.

Guides, 6 to 8 fr. per day. Horse or mule, 10 fr.

Travellers should be informed that a charge is levied on all visitors at the Hotels here, for keeping up the Kursaal, Library, &c. This charge varies according to length of visit, beginning at 1fr. for one day, and about 3½fr. per week afterwards.

Guide: Mr. Lauener.

Interlaken—so called as lying between Lakes Thun and Brienz—is in Canton Bern, in the cultivated valley of the Aar, 12 miles (by road) from Thun, with which there is now a partial connection by rail, *via* Neuhaus, opened August, 1872. It has

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numerous *Pensions*, and several excellent hotels, of different ranks, suitable to all classes. The situation is one of the best in Switzerland, being nearly at the base of the Jungfrau the most magnificent mountain of the Alps, and having (within the circuit of a few miles) two of its most celebrated waterfall, **Giessbach** on lake Brienz, and **Staubbach** in the beautiful valley of Lauterbrunnen; the glorious views from Mürren and the Schienige Platte: the glaciers of Grindelwald; the mountain Faulhorn; and the Wengern Alp. a fine pass, in respect to near and distinct views of the Alps. The great salubrity of its climate is celebrated; and the Kursaal, with its beautiful saloons, fine reading-room, and famed orchestra, is considered one of the first in the country. "Thin-milk" prescribed in a great many different diseases, is taken here from the first of **May**. This delightful valley is visited all the year by more than 30,000 tourists and travellers. Walnut trees and vineyards are seen.

ENGLISH CHURCH SERVICE at the English Church at 11 a.m. and 6 p.m; also at the **Giessbach** (Hotel); and at the Hotel on the **Beatenberg**, a station about 3000 feet high in the neighbourhood. Chaplain appointed by the Colonial and Continental Church Society.

FREE CHURCH OF SCOTLAND.—Service on Sundays, morning and evening, during the summer, in the Schloss Chapel.

AMERICAN CHAPEL.—(Evangelical Alliance), Hotel Victoria. 11 a.m. from June to October.

CONVEYANCES.—Steamers on Lakes Thun and Brienz, see Alphabetical List. Post-omnibuses between Brienz and Thun, fare 1 fr. Omnibuses from the hotels meet all the Steamboats.

Railway, see pages 240 and 241.

Isles (Les).—A pretty village on a front stream in the Upper Ormont valley, between Aigle and the Upper Simmenthal (Saanen) by the Col de Pillon. Fine excursions, especially the Diablerets.

Lausanne.—*Stat.*—Pop.(1870) 25,520—HOTELS:

HOTEL GIBBON – A first-rate house in every respect, highly recommended. Proprietor Mr. Ritter.

HOTEL RICH MONT—surrounded by large gardens; in a situation of great beauty. It commands a most extensive view of the lake, and is a first rate, quiet hotel, worthy of the highest recommendation. Mr. F. Ritter, Proprietor. The reading room is well stocked with journals.

HOTEL DU FAUCON, good.

HOTEL ET PENSION DU BELVEDERE, near Mont Benon.

HOTEL & PENSION MANSFELD.—Place Chaudron; in a large garden.

HOTEL DU NORD.

HOTEL GRAND PONT.

The Casino, in the Avenue du Theatre. Is attached to a new Theatre, and has views of the Alps of Savoy, and the Lake.

HOTEL BEAU RIVAGE.—A first-class hotel, admirably situated between Lausanne and Ouchy.

Furnished houses are numerous; but the prices are so extortionate, and out of proportion with the accommodation offered, that it is much better in order to avoid imposition to arrange with the Hotel Keepers, or with the proprietors of respectable pensions

The Capital of the Canton de Vaud, beautifully placed in the centre of the Jorat Hills, and at a short distance from the northern shore of the Lake of Geneva, where there is a small port or landing-place, called **Ouchy**, about 30 m. from Geneva. It stands 1600 fee above the sea, on three hills, and the intervening valleys. The entrance of the city from the Genevese side is through the line de Grand Chêne; which leads to the Place de St. François, the chief seat of resort in Lausanne. Some of the streets are ill-paved, up and down, and crooked. Indeed it a disgrace, that a rich city like Lausanne hardly possesses one good footpath, the Trottoirs being formed of rough stones like the carriageways. In the Place de la Riponn, where there is a corn-market, stands the Musée Arland, or Picture Gallery, containing a small, but interesting collection of pictures by old and modern masters. Near the corn-market is a pretty Methodist Church; and a short distance behind is the Roman Catholic Church. On the opposite side of this square a flight of steps leads to the Cathedral of Nôtre Dame, founded about the year 1000, and consecrated in 1275 by Pope Gregory X., it is a very fine gothic building, with an imposing interior, fine porch and handsome Byzantine capitals and apsed chapels. It contains some remarkable tombs of Popes, of St Bernard, &c., and from its terrace a very fine view may be had of the City and Lake, and the ranges of the Alps and the Jura. Near the Cathedral is the Museum, contiguous to the Academy and its valuable Library; to which resident strangers have access on producing proper testimonials. The Masonic Temple is in this part of the City. Lausanne is rich in charitable and benevolent institutions; one is the Blind Asylum near the Place de Chaudron, which contains a variety of articles made by the blind, and on sale.

The environs of Lausanne are much frequented. Pully on the road to Vevey has a splendid prospect from the terrace of the very ancient church. On the other side of Lausanne is **Prilly**, with its celebrated Lime Tree, said to be a 1000 years old. It is more than 14 yards round the trunk, its immense boughs are covered with misletoe. Near the church is the CAFE DE MONT BLANC, so called because of the view it enjoys of that mountain. The old church of *St. Sulpice*, (Byzantine) merits the notice of the Archæologist. Not far from it on the road to Geneva, is a mansion that was inhabited by Napoleon the First. One of the chief attractions in the environs, is the *Signal*, two miles distant. It is on the summit of a slight elevation, and commands a panorama of great extent, including nearly the whole of the lake, the Alps of Vaud, Valais, and Savoy, the Jura, and the green pastoral hills of the Jorat, dotted with villages and country houses, &c. The Signal is backed by the forest of *Sauve Bellin*, through which is a carriage road into the Berne road, a pleasant walk to Lausanne. About half way on the road to Lausanne is the old Cemetery in which the tragedian, John Philip Kemble, is buried. His tomb is in a state of utter

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neg'ect. There are numerous other points of attraction, such as the **Grand Roches.** The Hotel Proprietors can be consulted with advantage, also, as to Photographers, Bazaars, Shops, &c., &c. Lausanne being at the junction of several railroads, is conveniently placed for short excursions The Lake is also close at hand, and has numerous steam boats which start from Onchy to Vevey, Geneva, the Valais, and Savoy, &c., &c.

The climate is mild, and Lausanne, is safe from the damp found in less elevated places on the LAKE.

There are places of worship (in addition to the four native churches,) for the Catholics, Germans, Church of England, Wesleyans, Plymouth Brethren, Free Church, Scotch Presbyterian, (Service at Musée Industriel at 11 and 3.30); Pastor A. F. Buscarlet), and the Jews.

ENGLISH CHURCH SERVICE in the morning, at the SWISS CHURCH, near **Ouchy,** at ½ past 11; in the afternoon at the Church of St. François, Lausanne, at 4 o'clock. Chaplain, Rev. Robert Eden, M.A., Oriel College, Oxon. The Organ at St. François is a fine instrument.

WESLEYAN CHURCH.—Du Valentin, Place de la Riponne. Sundays.—French Service at 9.30 a.m. and 7.30 p.m.; Mondays at 8.0 p.m. English Service, every Tuesday, at 8.0 p.m. Rev. W. Cornforth, Minister, Rue du Valentin.

POST OFFICE.—Place St. François.

PHYSICIANS.—Dr. Joel, and Dr. De le Harpe; both speak English. Dr. Dufour is highly esteemed as an Oculist; he has succeeded Dr. Recordon.

ENGLISH CHEMIST.—Mr. Rehm, Rue de Bourg, near the Hotel du Nord.

ENGLISH BOOKSELLER, Mr. Roussy, Rue de Bourg

DENTIST.—Mr. Martinet, Place St. François, speaks English, has studied in America.

BANKERS.—Messrs. CHARLES MASSON & JULIEN CHAVANNES, Place St. François, change Circular Notes. Messrs. MARCEL, Place St. François.

For Railway and Steamers, see pp. 52, 239, 240, 244—247 and 329.

Lauterbrunnen.—Pop. 1760.—HOTEL: THE STEINBOCK; PENSION OF THE STAUBBACH.

In the Oberland of Canton Bern, 10 m. from Interlaken, 757 mètres above sea, in the picturesque gorge of the White Lütchine. The sun does not show till near noon in winter. It is close to the *Staubbach*, the highest waterfall in Switzerland. Another is the Pletschbach; indeed, no valley is so favoured with waterfalls. Visits should be paid to the Upper Staubbach and Schmadribach. Mürren (with hotel) above Lauterbrunnen, commands a superb view of the Jungfrau. Many fine excursions from this centre.

Lenk, or **An der Lenk.**—HOTEL:—BAD HAUS, well situated.

A fine pastoral valley, 3560 ft. above sea, 3 hours from Zweisimmen, near the head of the Simmenthal, and the Wildstrübel (10,720 feet high) and other glaciers. There is an old Church, which the women by custom enter before the men. Chamois hunting. It is 1½ hour to Simmen Falls, 2 hours to the Sept Fontaines of the Rawil, 6 hours to the Gsteig over the Trüllisberg, and 8 hours over the Rawyl Pass to Sion in the Valais.

Les Avents.—See **Montreux.**

Leukerbad (*Loèche-les-Bains*), or **Baths of Leuk.**—Pop. 500.—HOTELS:—ALPES, BELLE-VUE, MAISON BLANCHE, FRANCE, and RHUBNER, at the Baths. HOTEL ET PENSION DE L'UNION.

In Canton Valais, in the ravine of the Dala under the Gemmi Pass, 5,000 feet above sea; 9 miles north of the village of **Leuk** or **Loeche,** (Hotel Couronne; pop. 1125) which stands on the Simplon road, close to the Rhône, 4 miles from Sierre Station. The warm baths of **Leukerbad** are frequented chiefly by the natives, and are held in great repute. There are 23 hot springs, up to a temperature of 144°, in which the patients, dressed for the occasion, sit for several hours, men and women together, with little tables before them for holding work, chess, etc. The Echelles or ladders up the face of a precipiece, are also very remarkable. The **Pass of the Gemmi** is in many respects the most wonderful in Switzerland, the road winding down a precipitous rock, and often projecting over the path immediately below. Its height is 7,555 feet.

A new Carriage Road, constructed in 1846, leads from **Leuk** to the Baths, and is wonderfully romantic. Horses may trott the whole distance. Horse road from the Baths to Sierre Station, 12 mls. From the summit of the vast precipices of the Gemmi, a path practicable for mules and chaises-à-porteur conducts the traveller through a wild and desolate region for several miles northward, and, after descending through a forest, overlooking the wild valley called the Gasteren Thal, the hamlet of Kandersteg is reached. At **Kandersteg,** Hotel Victoria, supplies respectable accommodation, the charges reasonable, but the hotel Ours is one mile nearer the foot of the pass. From Kandersteg the journey is continued through the beautiful valley and village of FRUTIGEN, with a good inn, the latter being about half-way to the Lake of Thun.

SUSTEN, just underneath the town of Leuk, has a clean, quiet, and comfortable Hotel, called the Hotel de la Souste about 100 yards away, which is the only one of the kind along the Rhone Valley from Sion to Simplon; the rest of the way from Simplon to Domo d'Ossola being destitute of a decent Hotel.

Locarno.—*Stat.*—Pop. 2840.—HOTELS:—HOTEL DE LA COURONNE, recommended.

GRAND HOTEL LOCARNO.—First-rate hotel; comfortable and good; moderate charges

A pretty little Italian town in Canton Ticino, the Italian "Switzerland," beautifully situated near the north end of Lago Maggiore, 8 miles from Bellinzona. The silk trade was carried by some expelled Protestants from here to Zurich 1553. It is the starting place of the projected International Railroad over the St. Gothard, see page 240.

Diligence to Bellinzona and St. Gothard, twice a-day, also to Maggia, &c.

Lucerne.—(*German,* **Luzern**)—*Stat.*—Pop. (1870) 14,535.—HOTELS:—

HOTEL SCHWEIZERHOF AND LUZERNERHOF.—First-class hotel; deservedly recommended. Kept by Messrs. Hauser Brothers. Beautiful situation.

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HOTEL DE L'EUROPE.—Proprietor, J. Beutler. This first-class hotel was opened on 15th May.

GRAND HOTEL NATIONAL.—New hotel, one of the finest in Switzerland, fifty balconies overlooking the Lake of the Four Cantons; comfort combined with moderate charges; recommended.

HOTEL D'ANGLETERRE, Mr. Reber, proprietor, Admirably conducted, well recommended.

HOTEL BEAU RIVAGE.—A newly-established hotel, fitted up with comfort.

HOTEL DU RIGI, G. Regli, proprietor. A very good hotel, moderate charges

HOTEL ST. GOTHARD, close to the station and landing place.

HOTEL DES BALANCES, near the Post Office, and the old Bridge.

ADLER, HIRSCH, POST, KREUS, BELLE VUE.

PENSIONS.—Christen, a modern house, with good view. The New Schweizerhaus and the Beau Rivage good and conveniently situated. The Felsberg. The Seeburg is in that village, on the lake, a little way from Lucerne. The Sonnenburg is on that hill, an hour's walk from Lucerne; and The Wallis is on the summit of the Gütsch. There are also numerous other Pensions. Terms, from May to October, vary according to room, from 5 to 8 fr., and from October to May they average 5 fr. for the best rooms, wine and lights not included.

THEATRE, at the foot of Kapell Bridge; prices of admission, from 2½ francs to 60 centimes.

HACKNEY CARRIAGES.—By time. ½-hour (¼-stunde), inside the town, in a one-horse carriage, for one or two persons, 80 centimes; for three or four persons, 1 franc 20 centimes. Drives to fixed places as under:—Gütsch, 3 francs; Sonnenberg, 3 francs; Pensions Christen, 1 franc 20 centimes; New Schweizerhaus, 2 francs; Felsberg, 2 francs.

The Capital (chiefly Roman Catholic) of Canton Lucerne, on the fine Lake of Lucerne, 33 miles (by rail) from Zurich, 55 miles from Bâle, 66 miles from Bern, at the centre of Switzerland. It is situated at the western extremity of the lake, on the Reuss, which divides it into two parts, at the foot of Mount Pilate. Its most remarkable objects are the old town Walls and towers; the covered *Bridges* over the Reuss, decorated with historic and legendary paintings (that near Hotel des Balances has the Dance of Death on it); and the wounded colossal *Lion*, (from a model by Thorwaldsen,) in memory of the Swiss guards, at Paris, in 1792. It is near the Collegiate Church.

The Kapellbrücke is decorated with 154 paintings, representing scenes from the lives of St. Leodegar, or St. Leger, and St. Maurice (the patron saints of the town), and events recorded in Swiss history. It is about to be removed, and will be replaced by a bridge for Vehicles. The Wasserthurm, close to the bridge, contains the town archives; and was formerly a light-house or "lucerna," giving name to the town. At the Cathedral of St. Leger, are good sculpture, paintings, and stained glass, and a fine organ. Several Churches and Convents. The Arsenal contains arms and trophies connected with Swiss history, including the coat of mail, of Leopold II. of Austria, killed at the battle of Sempach in 1386; ring of Charles le Temeraire of Burgundy, and relics of William Tell. A College or Lyceum Stadthaus. A "Glacier Garden," containing objects found in lake Huts is worth notice.

It is a good starting-place for the Rigi, distant about 10 miles; steam-boat to Vitznau.

The **Lake of Lucerne**, called in German, *Vierwaldstättersee*, or "Lake of the Four Forest Cantons," is perhaps the grandest for mountain scenery in all Switzerland; 24 miles long, and 300 to 900 ft. deep; the finest part being the Bay of Uri, at the east end. For the Bernese-Oberland the steamer should be taken to Stanstad, thence through the vale of Sarnen to Lungern, whence over the Brunig to either Meyringen or Brienz; a diligence daily. Or steamer to Flueles, whence by diligence over the Devil's Bridge to Hospenthal, on the road to the St. Gothard, thence to Grimsel-Hospice over the Furka Pass, and by the glacier and source of the Rhône, a day's journey on foot or with mules. Hence Meyringen or Reichenbach is an easy day, past the wonderful fall of the Aar at Handeck.

LOCAL EXCURSIONS.—1. By steamer to Stanstad row boat (half an hour), to the Rotzloch—a defile little known. 2. By steamer to Küssnacht; thence by omnibus to Immensee, on lake Zug; steamer to Arth, and up the Rigi; or by carriage from Arth (2 horses, tariff 20 francs) past Lake Lowerz to Goldau and Brunnen, on lake of Lucerne. 3, By steamer to Stanstad; thence by carriage (tariff 20 francs) to Engelberg, at the base of the snowy Titlis, 10,620 feet above the sea. 4. The ascent of Mount Pilatus now very accessible; carriage to Hergeswyl, thence by a good road, but practicable on foot only towards the top. Near the summit are two hotels; superb panorama, superior except in lake scenery to the Rigi. Drive to Wäggis on the lake, 1 hour.

ENGLISH CHURCH SERVICE, during the season in the Swiss Protestant Church, and at the Kaltbad Hotel, on the Rigi; appointed by the Colonial and Continental Church Society.

FREE CHURCH OF SCOTLAND.—Divine Service on Sundays, in the Maria Hilf Chapel; forenoon and evening, during the season.

AMERICAN CHAPEL.—(Evangelical Alliance), Hotel National. Service at 11 a.m.

BANK AND EXCHANGE OFFICE.—Messrs. Frederic Knörr and Fils.

PHYSICIANS.—Dr. Steiger; Dr. G. Naeger, No. 367, near the Reuss Bridge.

CONVEYANCES.—Railway see p. 52, 74, 239—246.

Lugano.—*Stat.*—Population, 5,400.—HOTEL: HOTEL ET BELVEDERE DU PARC, kept by M. Beha first-class hotel with 150 sleeping rooms and saloons, all elegantly furnished. The hotel is very conveniently situated for the two seasons. Church Service held every Sunday at 11 and 3.

HOTEL WASHINGTON, near the landing place.

HOTEL BELLE VUE, new.—Kept by Etienne Porzi.

Capital of Canton Ticino, beautifully situated on the north shore of Lake Lugano—the old *Lacus Ceresius*—a narrow, winding, piece of water, between Lakes Como and Maggiore, 20 miles long. The end towards Porlezza is the most

mountainous. A steamer plies regularly twice a day between Lugano and the two extremities of the lake; and there are diligences twice a day to Bellinzona and Como; and once a day to Luino. (2 hours drive) on the Lago Maggiore, where the steamers touch regularly four times a day, in ascending and descending. The views from Monte Salvadore (near the new hotel) and Monte Brè are remarkably grand. Another from **Monte Generoso,** 5,560 feet above sea, at the New Hotel Monte Generoso, where Church Service is supplied by the Colonial and Continental Church Society.

N B.—Italian paper money not current here.

BANK OF ITALIAN SWITZERLAND.—Money changers.

CONVEYANCES—Railway, see page 240.

Martigny. — (*German,* **Martinach.**)—*Stat.*—Pop. 2,600.—HOTELS:—

HOTEL LA TOUR.—Old established Hotel, newly refurnished, kept by Joseph Tairras.

GRAND MAISON (Poste): CLERC; CUISINE good.

ENGLISH CHURCH SERVICE, at the Hotel Clerc, twice every Sunday.

A small town in Canton Valais, 24 miles from Villeneuve, on the Simplon road, and a bend of the Rhône, where the Dranse joins, 1,500 ft. above the sea; at the foot of the passes of the Tête Noire and the Col de Balme, leading to Chamounix, and also near the foot of the Great St. Bernard. It is divided into La Ville and Le Bourg, and has the mother Convent which supplies the dozen monks who take their turn of duty at the Pass.

The road from Martigny to the lake of Geneva runs down the valley of the Rhône, past the the singular gorge of the Trient, and the fine waterfall of the Pissevache. The Dent du Midi and the Dent de Morcles are conspicuous objects on each side of the Rhône valley. Up the valley from Martigny to Brieg, under the Simplon Pass, is about 65 miles by rail and road, through Sion, Sierre, etc. Of the three ways to Chamouni, one is by the fine bridle-path of Trient, through the Gorge opposite the New Hotel at Vernayaz. The ascent begins with 52 zigzags; then comes Finshaute, at the Col de Trient or Forclaz, among fir woods, with a view of Tête Noire. At Châtelard, the paths from Tête Noire and Col de Balme join, and a sudden splendid view of Mont Blanc opens.

The **Great St. Bernard,** the Roman *Mons Jovis,* 22 miles above Martigny, takes its modern name from Bernard de Menthon, who, in 962, founded or rebuilt a monastery on the Pass, near a Pagan temple, 8,130 ft. above sea, the neighbouring mountains being 3,000 ft. higher. The monastery erected here has existed under 34 superiors for more than 9 centuries. Strangers with their mules or horses, are gratuitously entertained for three days. Tourists ought to leave in the Convent box at least as much money as they would pay at an hotel, as poor travellers are lodged and fed gratuitously summer and winter. The bodies of those who have died on the mountains are to be seen in the Morgue in a state free from decomposition They have a piano, given by the Prince of Wales at his visit. The Pass was one of the high routes for pilgrims to Rome; and was traversed by the armies of the Romans, Charlemagne, Fred. Barbarossa, etc., and in the year 1800 by Napoleon, before the battle of Marengo.

CONVEYANCES—Railway, see page 247.

Matterhorn.—See **Zermatt.**

Meyringen.—Pop. 2,750.—HOTELS:

HOTEL ET PENSION DU SAUVAGE, opposite the cascades of Reichenbach and Alpbach; moderate charges and excellent accommodation.

HOTEL AND PENSION REICHENBACH.

ENGLISH CHURCH SERVICE, with early and mid-day celebration of Holy Communion every Sunday during the season, at the beautiful little Gothic Church, opened 1868, in the gardens adjoining the Hotel du Sauvage, the proprietor of which gave the land, besides a contribution in money. The Chaplaincy, the oldest in Switzerland, is entirely maintained by offerings of visitors; and the Chaplain, Rev. T. W. Bull, M.A., is licensed by the Bishop of London. The Queen gave £50 towards the building.

Meyringen, amidst splendid scenery, exceeds most other places as head-quarters from which to make excursions into the Oberland. It stands on the river Aar, among wooded slopes, and foaming waterfalls, overtopped by glaciers and fields of ice and snow; and is the chief place of the Hasli valley, in a spot, remarkable for the purity and freshness of the air. A carriage road leads from it to Brienz (8 miles) along the beautiful vale of Meyringen, where there is communication with Interlaken by steamer; and a fine diligence road leads over the Brunig to Lucerne. Here also the passes of Joch, Susten, Grimsel, and Scheidegk or Scheideck meet. The picturesque houses of the village present a scene which few other Swiss places can rival. An old Castle of the Counts von Hasli remains. Near it is the double fall of the "dreaded *Alpbach,*" pouring down upon an enormous bank of moraine, heaped higher than the neighbouring Church spire. In early morning it frequently displays a perfectly circular rainbow. On the opposite side of the valley descend the magnificent Falls of the *Reichenbach*; the upper of which is 600 ft. in height. The thunder of its waters can be heard at all times. Meyringen possesses a resident President and Council, but no public buildings of importance. The plain Church, beneath the Hasliberg, has on the wall a line drawn 17 ft. from the floor, with an inscription stating that in the great inundation of the Alpbach torrent on July 9, 1762, the Church was filled with moraine and mud to that height. Adjoining it is a smaller building dated 1486. The watch tower of the former Counts contains 3 bells of the fourteenth century. It is a chief centre of the wood carving trade; carvings may be bought here on very reasonable terms; the best at J. Baud's, opposite Hotel du Sauvage. The most noted Schwingfest or wrestling match between the different Cantons is held at Meyringen annually, on the first Monday in August. Beautiful walks as well as peaks for climbers abound. GUIDES.—Melchior and Jacob Anderegg, Melchior and Jacob Blatter, John von Bergen, John Tänneler, Caspar Moor, &c.

EXCURSIONS.—(A) To **Grindelwald,** over the Scheideck, in 7 to 8 hours, passing the Glacier of

Rosenlaui. A good Inn at Rosenlaui, convenient for the ascent of the Faulhorn. (B) Ascent of the Hohenstollen, in 4 to 5 hours; by a good horse path to within an hour of the summit. The panorama is thought to surpass that from the Faulhorn. (C) By the Joch pass to **Engelberg**, in 10 hours; halting at the Engstlen Thal, at a comfortable little hotel, in the centre of magnificent scenery. This is the best starting place for ascending **Mount Titlis.** Trustworthy Guides may be obtained at the Hotel at a less cost than from Engelberg, and the expense of porters carrying up provisions, &c., is saved. (D) By the Susten Pass to Wasen, and thence to the St. Gotthard, passing the Stein Glacier. Good, homely Hotel at Stein. (E) To the **Hospice of the Grimsel**, in about 5 hours, by the splendid Falls of the Aar at Handeck; where is a hut for refreshments. Inn at the Grimsel clean and comfortable. The source of the Rhône and the Furca Pass, are 2 hours farther. (F) The Lake of Lucerne may be reached in one day from Meyringen, over the **Pass of the Brunig** to Lungern, and thence along the lovely pastoral vale of Sarren, past its lakes to Stanstad or Beckenried, on the Lake of Lucerne. A rail is projected connecting Meyringen with Lucerne by this route.

Conveyances.—Diligence over the Brunig to Lucerne; Omnibuses to Brienz meet the Steamer to Interlaken.

Mont Blanc, see Chamouni.

Montreux.—*Stat.*—Pop. 2,300.

Langrein's Hotel and Pension Beau Sejour au Lac.—First-class hotel; beautifully situated.

Hotel des Alpes, a new large first-class hotel, well situated close to the lake, between Vevey and Villeneuve. Kept by Mr. A. Chessex.

Pension Vautier. Pension Beau Regard.

A village in canton Vaud, in a beautiful spot, near the eastern end of the Lake of Geneva, about half way between Clarens and the Castle of Chillon, completely sheltered from the north and east winds. It is much sought after as a winter residence by invalids; and houses are now rising fast. Hotel du Cygne, and Hotel Suisse, at Vernes Montreux are newly built. Among the Pensions, are de Bellevue, de la Rottaz, Moser, Genton. In fact, the whole bank of this Bout du Lac, from Clarens to Chillon, is covered with flourishing villages, offering a choice of pensions, with delightful views.

Church of England Service—Chaplain, the Rev. John Bennett. Divine service is held at Montreux Church in summer, at 11 a.m. and 4 p.m., at **Glion**, Hotel Rigi Vaudois, in summer at 7 p.m.; and at the large Hotel at **Les Avents** Supplied by the Colonial and Continental Church Society.

Free Church of Scotland.—Divine service every Sunday at 11 and 4, regularly, (except the very hot months), in the Presbyterian Church, opened 1872, between the New College and the Station. Bible reading every Friday at 11 a.m., in Maison Mellet (Misses Harley), Montreux.

Railway to Lausanne, Geneva, Vevey, &c.

Moutiers.—**Hotels:**—**Maison de Commerce. Hotel de la Couronne,** good & moderate. A good resting-place in Canton Bern, between Bâle and Bienne, at the mouth of a fine gorge, called Val Moutiers, or Munster Thal; the scenery of which is very magnificent.

Mürren.—Pop. 400.

Hotel and Pension, Mürren,—(with a dependance, formerly Hotel Silberhorn); delightfully situated, commanding a fine view of the Oberland mountains. See Advt.

A village consisting of a few chalets 5,100 ft. above sea level, 2 hours walk from Lauterbrunnen; and now a favourite resort, on account of its pure air, beautiful scenery, and fine panorama of the Oberland.

Excursions.—Up the Schilthorn (9 800 ft.) 3 to 4 hours from the Hotel; an excellent point of view. The Almendhubel, 1 hour; with a view which beats that from Mürren. To the Schmadribach Fall, and Sefinen valley, past the Bidicke, a fine point above Grindelwald.

Neuchâtel, (*German*, **Neuenburg**).—*Stat.*—Pop. (1870) 12,320.—**Hotels:**

Hotel de Belle Vue.—A new Hotel, admirably situated on the banks of the lake.

Grand Hotel du Lac—Newly re-built and refurnished. Omnibuses to and from every train.

Grand Hotel du Mont Blanc.—Large new first-class hotel, on the borders of the Lake, view of the mountain and the Mont Blanc.

Faucon; Du Vaisseau.

Neuchâtel is a small canton among the ridges of the Jura, between the *Lake* to which it gives name and the borders of France; and is composed of six or seven valleys, the principal of which are Val de Travers, Val de Sagne, and Val de Ruz. It joined the Confederation only in 1857. Neuchâtel, the capital, on the N. side of the Lake, is a well-built and thriving town on the slope of a hill, at the mouth of the Seyon; containing several remarkable buildings, particularly the Château (the ancient residence of the princes of Neuchatel) —and the newly-restored Cathedral, a Gothic building, erected in 1161, adjoining the Chateau.

The environs are well worth visiting, especially **Chaumont** on the summit of the Jura, two hours distant, and easily accessible with carriages. Here is to be had the finest *general view* of the whole chain of the Alps in Switzerland, the prominent feature in the landscape being the Lakes of Neuchatel, Morat, and Bienne, and the snowy masses of the Bernese Oberland. Mont Blanc, 80 miles distant, seems but a few miles off. Excursion to Valangin, and the magnificent gorge of the Seyon; distance 3 to 4 miles.

The *Lake of Neuchâtel* is surrounded with remains of the ancient lake habitations of the Age of Stone and Bronze. It is 24 miles by 4 miles in extent, and 480 feet deep. Concise, a station on the Rail to Yverdun is the most important locality: St. Aubin is also interesting.

English Church, Service twice every Sunday, in the season, at the Oratoire des Berolle; supplied by the Col. and Cont. Church Society.

Manufacturers of Watches and Jewellery.—**JEANJAQUET and CO.,** on ground floor of the

Grand Hotel du Lac, a first-class reliable house. Good Watches can be purchased here at a lower price than at Geneva, being manufactured at a less expense.

BANKERS.—Messrs. Pury & Co.

CONVEYANCES.—Railway to Bienne, Yverdon, Lausanne, Morges, and Geneva: NEUCHATEL and PONTARLIER, pp. 239–246. Change carriages at Pontarlier, and if travelling to Dijon from Neuchatel, change carriages again at Dôle, (see pp. 52 & 248.)

Ormont or **Ormond, Dessus** and **Dessous,** (*i.e.* Upper and Lower). HOTELS:—

HOTEL DU DIABLERETZ, a good centre.

A delightful pastoral valley, in Canton Vaud, behind Aigle, under the Bernese Alps. Pasture farms, good fishing. Best rifle shots in Switzerland. Primitive population. Many cheap pensions, at which, or a chalet, persons wishing to make a stay could live at a cheap rate. **Diablerets,** with its fine peaks, 10,605 feet high, is 4 hrs. east.

Rail to Aigle from Vevay or Sion.

Routes from NEUCHATEL to	Itineraries of the best, cheapest, and quickest Routes between NEUCHATEL and the principal cities in Europe, &c.	ORDINARY FARES. 1 class. £ s. d.	2 class. £ s. d.	TIME. Exp. D. H. M.	Ord'y. D. H. M.
1 **Baden-Baden**.....(Baths of) **Berne**.....(Switzerland)	By Rail via Basle and Freiburg .....[191 Miles]	1 3 3	0 16 3	—	0 15 0
	By Rail direct .....[42 Miles]	0 5 8	0 4 0	—	0 2 20
3 **Brussels**.....(Belgium)	a By Rail to Basle and Mannheim, thence Steamer to Cologne, Rail to Verviers (re-book here), and on to ...	2 14 9	1 18 0	1 12 0	2 0 0
	b By Rail as before to Mannheim, thence by Rail to Treves, and via Luxemburg to .....[563 Miles]	3 7 2	2 7 0	1 12 0	2 0 0
4 **Calais** .....(France)	a By Rail to Paris (p. 52), thence via Amiens and Boulogne to (p. 13) .....[500 Miles]	3 11 9	2 13 9	0 20 0	1 12 0
	b By Route 3a to Brussels thence by Rail to Tournai (rebook here), and via Lille to .....[450 Miles]	3 9 8	2 8 9	2 0 0	2 12 0
5 **Cologne** .....(Prussia)	a By Route 3a to.....[420 Miles]	1 19 0	1 6 9	1 12 0	1 18 0
	b By Route 15 to Strasburg, Ludwigshafen, Mayence, Bingen, Bingerbruck .....[421 Miles]	2 17 0	2 2 0	1 6 0	1 12 0
6 **Frankfort** (Germany)	By Rail to Basle, and on via Freiburg and Heidelberg to .....[300 Miles]	1 14 6	1 3 9	—	1 0 0
		0 10 6	0 7 3	—	0 5 0
7 **Geneva**...(Switzerland)	By Rail direct via Lausanne to .....[72 Miles]				
8 **London** .....(England)	a By Route 12 to Paris, thence by Mail Service via Calais (p. 13) to.....[500 Miles]	5 2 3	3 16 3	1 1 30	1 8 0
	b By Route 12 to Paris, thence to Boulogne by Rail and Steamer direct to London Bridge (Through Ticket from Paris—pp. 52, 48) .....[595 Miles]	3 10 0	2 11 9	1 18 0	2 0 0
	c By Route 12 to Paris, thence via Newhaven and Dieppe .....[570 Miles]	3 15 0	2 15 9	1 12 0	2 0 —
	d By Route 11 to Ostend, thence direct by Steamer to	3 11 6	2 11 3	3 0 0	4 0 0
	e By Route 3b to Brussels, thence Rail to Tournai (re-book), and via Lille to Calais, and by Dover to .....[88 Miles]	5 12 6	4 0 0	2 0 0	2 12 0
9 **Lucerne** (Switzerland)	By Rail direct .....[88 Miles]	0 12 0	0 8 6	—	0 6 0
10 **Munich** .....(Germany)	By Route 17 to Zurich, thence Rail direct to Romanshorn and Friedrichshafen by Steamer Rail on to Ulm, and via Augsburg to	1 18 6	6	—	1 4 0
11 **Ostend**.....(Belgium)	By Route 3a to Verviers (re-book here), thence direct by Rail to .....[650 Miles]	2 16 6	1 19 3	2 —	2 12 0
12 **Paris** .....(France)	By Rail direct (without change of carriage by Express Train), via Dijon as per Route 4a to (p. 13), [315 Mls.]	2 5 0	1 13 9	0 13 0	0 19 0
13 **Pfäffers** (Switzerland)	By Route 17 to Zurich, thence by Rail to Ragatz	1 0 3	0 13 9	—	0 13 0
14 **Schaffhausen** (Switz.)	By Route 17 to Zurich, thence by Rail to	0 17 0	0 12 9	—	0 10 0
15 **Strasburg**.....(France)	By Rail via Basle direct to .....[63 Miles]	1 3 6	0 17 6	—	0 11 0
16 **Thun** .....(Switzerland)	By Rail direct, via Berne	0 8 2	0 5 9	—	0 3 0
17 **Zurich** ...(Switzerland)	By Rail direct, via Olten	0 12 0	0 9 4	—	0 6 0

Ouchy.—HOTEL.—BEAU RIVAGE; see Advt. under Lausanne. HOTEL DU PORT, moderate.

HOTEL D'ANGLETERRE, (formerly de l'Ancre.)

The port to Lausanne, (Canton Vaud,) below that town, on the Lake of Geneva. At the Hotel de l'Ancre (now d'Angleterre), Byron wrote his 'Prisoner of Chillon," in June 1816, when detained by rainy weather. Steamers land passengers here for Lausanne. Omnibuses to and from Lausanne, in connection fare ½ fr.

Pfaffers-bad, or *Baths of Pfäffers.* HOTEL and BATH-HOUSE.

In the narrow deep gorge of the Tamina, 3 miles from Ragatz station, (Canton St. Gall,) 2240 feet above sea. The hot sulphur springs (temp. 98°) are reached by steps in the rocks, through the gorge, which is just wide enough for the Bath-house. Pipes bring the water from the old Bath-house at the source, higher up. Old Pfäffers Dorf Abbey is now an asylum. The Kalfeuser Thal behind Pfäffer's Baths is one of the finest in the Alps. Winding path; requiring caution, as fatal accidents have recently occurred here. Voitures, 5 frs.

A few hours further lie Coire, Reichenau, and the Via Mala, one of the most traversed of all the Alpine passes, by a superb road, totally free from danger, but carried through a surprising mountain fissure above the Rhine.

Pontresina.—Pop. 300.—HOTELS & PENSIONS CROIX BLANCHE; HOTEL DU GLACIER; COURONNE; HOTEL ROSEG.

A village in Canton Grisons, 5600 feet above sea in a valley out of the Upper Engadine, under the Bernina Pass. It is a growing rival, (with

Silva-plane). to St. Moritz; and many English visitors come here. Fine excursions up mountains 10,000 to 13,000 feet high. Path to the Stelvio. The Bernina Pass, 7,800 feet, leads by two lakes to Poschiavo, and the Adda, over the Italian frontier

Colani, the Chamois King, inhabited this place, where his son unites the professions of Chamois hunter, Guide, and Naturalist.

Rosegg Glacier at hand, a superb trip; also Glacier of Mortiratsch, and view from Piz Languard, 10,715 feet; ascent 4 hours.

Prese, Le, on **Lago di Poschiavo.**—Hotel and Baths.

A watering place, with an Italian climate, in the Grisons, 3,215 feet above sea, between the Valtellina and the Engadine, 3 hours from the Lombardy frontier, 5 hours from Bernina Pass, on the road to Sondrio. Church Service at the Hotel, supplied by the Col. and Con. Church Society

Ragatz.—*Stat.*—Pop. 1600.—Hotels:—

Hotel Hof Ragatz; where Church Service is supplied in the season, by the Colonial and Continental Church Society.

Hotel et Pension Tamina.—Baths establishment attached to it. Good situation; excellent accommodation, and moderate charges.

In Canton St. Gall, on the Splugen road, and the Rhine, where the Tamina joins it from the romantic gorge of Pfäffers. Baths here supplied by pipes from the hot springs at Pfäffers.

Railway to Coire, Zurich, Lake of Constance. St. Gall, &c., see pages 243, 244.

Reichenau, Hotel Aigle, comfortable.

A village in Canton Grisons, on the Splugen road, 6 miles from Coire, where the two heads of the Rhine join,—the Hinter Rhein (blue), from the Bernardin, the Vorder Rhein, (white) from the St. Gothard. Opposite the Hotel is the old *Château*, in which Louis Philippe acted as usher in a school, after the French revolution, 1793-4. Excursions to the Via Mala, the Splugen, the Julier Pass, &c.

Rhône Glacier.—Hotel du Glacier du Rhône. Church service is held in the season; supplied by the Col. and Con. Church Society.

A glacier 10 miles long, at the source of the Rhône, 5,740 feet above sea, under the Galenstock (11,955 feet), half way (6 hours) between Brieg and Hospenthal. It is near the Furca Pass, (7990 ft.), Grimsel Pass (4 hours), St. Gothard (6 hours), and other Passes in the heart of Switzerland.

Riffelberg, in Canton Valais.

Here on a plateau 7910 feet above sea, 2900 feet above Zermatt (5 miles distant), is an Hotel, built 1854, surrounded by the Matterhorn, Monte Rosa, the Gorner, and Findelen Glacier, &c., near the finest mountain view in the Alps, and in the midst of the best botanical district in Switzerland. Church Service at the hotel, supplied by the Colonial and Continental Church Society.

Rigi, or Righi.—*Stat.*—Hotels:—

Hotel Rigi Kulm, the most ancient and universally known Hotel, established at the summit of Rigi-Kulm. First class and moderate.—See Advt.

Rigi Culm, Hotel Schreiber, beautiful establishment, built by the proprietors of the hotel and pension Rigi Staffel, open from the 1st June, 1875.

Rigi Staffel Hotel and Pension, situated between Kulmann and Rothstock, kept by Messrs. Schreiber, brothers, proprietors. See Advt.

Hotel and Pension, Rigi.—First Magnificent establishment, situated at the Station of Scheideck, near Kaltbad.—See Advt.

Hotel and Pension, Rigi Scheideck.—At the extremity of the line of Scheideck, splendid situation.—See Advt.

Kaltbad Hotel good. Many other Hotels and Pensions in beautiful situations.

The Rigi, or Righi Culm, the old *Mons Regius*, in Canton Schwyz, is a well-known mountain range between the lakes of Lucerne and Zug, with a pilgrim's chapel, and inns and milk cures on the top and sides. The **View** from the summit (5905 feet above sea) is unrivalled for extent and grandeur. The horizon has a circumference of 300 miles, and includes in the prospect 13 lakes, the whole range of the mountains of the Black Forest of Germany, and the range of the Jura from Geneva to Basle. The most favourable ascent (3 hours) is from Arth; the best descent (2 hours) is upon Weggis. The ascent is easily accomplished; chairs are ready for invalids, horses are also to be had. Sun-set is generally far more beautiful than sun-rise, and is best seen from the Rothstock; sun-rise from the Kulm.

The new *Rigi Railway*, opened 1871, from Vitznau on the Lake of Lucerne, up to Staffelhöhe, 5000 feet high, near the top of Kulm, runs on an incline (supported by iron pillars), five miles long, watched by a man to each mile. It is a single line of three rails, the middle one fitted for cog-wheels. Only one carriage for 24 people is provided. It passes through an inclined tunnel 225 feet long, and over a girder bridge, across the Schnurtobel gorge. A junction line has been opened, starting from Kaltbad, and running a distance of 6.75 kilom. along the ridge of the mountain as far as Scheideck, 1,600 metres above the level of the sea. Along the whole line travellers are astonished by the magnificence of the panorama. Another line is now opened from Arth. (p. 488), see pages 239, 240, and advt. 805.

Rosenlaui Baths, and Hotel, near Meyringen, and the Reichenbach Falls, in Canton Bern, 4800 feet above sea. The blue of its Glaciers is proverbial.

Rossinières. — Grand Chalet and other Pensions. Church Service, at the Grand Chalet (a large farm, with 115 windows) supplied by the Colonial and Continental Church Society.

About 2 miles from Château d'Oex, in Canton Vaud, near a fine gorge, and the beautiful Dent de Jaman Pass. Excursions to Le Cray (6,705 feet high), and Le Pras (7,400 feet).

Saas-im-Grund.—Hotels:—Monte Moro; Monte Rosa.

A village in the valley of the Saaser Visp, in Canton Valais, 6 hours from Visp; a centre for excursions to the Fée Glaciers and by way of the Mattmark Lake, over the Moro Pass (9000 feet high), to Macugnaga in Val Anzasca, with Monte Rosa behind, 15,200 ft. high.

Samaden.—Pop. 525. HOTELS: BERNINA; ENGADINER HOF.

Chief place in the Upper Engadine, 5,610 feet above sea, 3 miles from St Moritz, near the Muottas, or Mittelberg, the Piz Padella (9,460 ft.), and Piz Ot (10,660 feet). At St. Peter's old church are graves of the Planta, Salis, and other resident families of ancient standing.

Church Service at Emmanuel Church, supplied by the Colonial and Continental Church Society.

Sarnen.—Pop. 3300.—HOTELS:—SCHLUSSEL; ADLER; and AIGLE D'OR

Capital of Canton Unterwalden, and of its Ob-Wald, or Upper Section, 4½ hours from Lucerne, where the Aa falls into Lake Sarnen (3 m. long), under the old Castle or arsenal, on the Landenberg. Here are chambers, hospital, college theatre, and a town house, with portraits of Landsaemmans. The Canton is a district of pastoral hills and valleys of attractive character. Excursions to Brünig Pass (4½ hrs.) and Briens, past Lake Lungern; to Stans (10 m.), the capital of the Lower Section; to Engelberg and the Titlis; to Giswyl and the Entlibach, in Emme-thal, between M. Pilate and M. Napf.

Sarraz (La).—*Stat.*—A village in Canton de Vaud, at a short distance from Lausanne, having one of the oldest castles in Switzerland, the seat of the ancient family of Glugins, who have been there for 1000 years. Visitors are permitted to inspect the chateau, its chapel, and grounds. Two good hotels in the village. At Chevilley, near it, is the tomb of Gleyre, the historical painter. For La Sarraz take the rail to Cossonay, and there change carriages.

Schaffhausen.—*Stat.*—Pop. (1870) 10,305—(N.B.—At the *Fall*, near Neuhausen Station, not at the town.)—HOTEL DE LA COURONNE, (near the Town), beautiful situation, J. Hirt, proprietor, recommended to English and American travellers. BELLE VUE, close to Rail; SCHWEITZERHOF.

Capital of the Canton, on the N. bank of the Rhine, near the Baden frontier, near the meeting of 5 rails, 60 m. from Bâle, 32 m. from Constance, 3 m. above the celebrated *Falls*. At the old picturesque walled town, are many gabled houses, a citadel, college, and a library and museum, containing the books of J. Müller, the historian, who was born here. An inscription on the bell of All Saints gave rise to Schiller's "Lied von der Glocke." Here the descending river barges stopped—hence the name, "boat-houses." Its chief attraction, the **Falls of Schaffhausen**, are below the town; and visitors coming by rail from Basle should stop at Neuhausen, close to the Falls, and within a few hundred yards of Hotel Belle Vue and the Schweitzer Hof. Travellers from Zurich will find omnibuses from these hotels at the station.

The Fall is 300 feet wide, with a descent of 50 to 80 feet. The points of view have been so admirably cut out of the rocks beneath that the spectator is able to stand quite under the fall and within reach of the cloud of spray, without getting wet. The rock in the middle of the fall is reached easily in a small boat at a trifling cost, and in no way attended with danger. Salmon abound.

ENGLISH SERVICE in the "Schweitzer Hof" every Sunday, at 11 and 3.30.

CONVEYANCES.—Railways, see pp. 132, 136, 211, 245. Steamers on the Rhine, see page 328.

Schwytz.—Pop. 5750. — HOTELS.—ROMSIL and PENSION JUTZ.

Capital of the Canton, in Muottathal, under the double-headed Mythen, or Mitre mountain (6245 feet above sea). 8 miles from Brunnen, on Lake of Lucerne. It gave name to the country (Switzerland, the Land of the Switzers, or Schweits in German), having been the largest of the three cantons which first rose against Austria. Here are St Martin's Church, with its tomb of Aloys Reding, the patriot; Council House and paintings; arsenal and trophies; and college.

Seelisburg.—Charming little place, only two hours (by steamer) from Lucerne. HOTELS. SONNENBURG, good. HOTEL TROTMANN.

Sepey, good cheap PENSIONS; Rustic INN.

A quaint, picturesque old Swiss village, in Canton Vaud, 3500 feet above sea, in the Ormont Valley 8 miles from Aigle.

ENGLISH DIVINE SERVICE in the Hotel de Mont d'Or, every Sunday during the season; supplied by the Colonial and Continental Church Society. Also in Hotel de la Couronne, at Comballaz.

Sheideck.—Another charming spot, 6118 ft. above the sea. HOTELS: BELLE VUE; KLEINE SHEIDECK, good.

Sion (*German* **Sitten.**)—*Stat.*—Pop. 4200.—HOTEL:—POSTE.

The ancient *Sidunum*, capital of Canton Valais, on the Rhône, 17 m. from Martigny, up the Simplon road. This old, decayed walled town has remains of three castles perched on the heights, once the residence of bishops, who lived in feudal splendour. There is a curious ancient as well as modern Cathedral, a "Maison de Force," containing the condemned cells, and a place of execution called Rue du Château. Opposite Sion is the fine valley of Herens, up to **Evolena,** 5½ leagues, 4,520 feet above sea (Church service in the season); a good centre for excursions among high Glacier Passes; one leading to Zermatt (13 hrs.), under the Matterhorn; another to Aosta. The rail ends at **Sierre,** 10 m. above Sion, with a good hotel at the opening of another fine valley, Val l'Anniviers, or Einfisch, leading up to Zermatt, etc., past or near to St. Luc and Zinal, both good centres, with PENSIONS. Guides at Sierre for the Leukerbad and the Gemmi Pass.

For Railway to Sierre, *&c.*, see page 247.

Sixt.—In French Savoy. (See French section.)

Soleure, or **Solothurn** (in *German*)—*Stat.*—Pop. 5920.—H., COURONNE, good; TOUR ROUGE

Capital of the Canton, an ancient place on the Aar, under the Jura hills; and has two bridges, a council house, arsenal, theatre, a cathedral and an interesting museum of Roman antiquities and Jura fossils. Koskiusko died here, 1817. Grand view from the **Weissenstein,** 4210 feet above sea, 8 m. distant; with a cheap Pension and milk

cure on the top, taking in a panorama of the whole Alpine chain. Railway, see page 242.

Splugen.—Pop. 500. HOTEL BODENHAUS.

A village in Canton Grisons, near the source of the Rhine, 4700 feet above the sea; where the roads from Bellinzona, by the Bernardine Pass, and from Milan and Chiavenna, by the Spluigen Pass, unite. The *Pass*, 4 m. S., in the Rhaetian Alps, 6945 ft. above sea (the mountain being 2400 ft. higher), was opened by a road in 1823, protected by long galleries. Going down to Coire you thread the celebrated **Via Mala**, one of the most striking chasms in the Alps, where the bridges are carried over depths through which the Rhine thunders without being seen, and the rocks are 1600 feet above the river.

CONVEYANCES.—Diligences to Coire, also to Chiavenna (for Como), whence there are diligences to Colico and Bormio, also over the Bernardin to Bellinzona, see page 244.

Stachelberg—HOTEL and large Baths,

A fine spot (Canton Glarus), in the deep Lint Valley, 12 m. above Glarus, and as many from the Tödi Glacier at the top (11,500 ft. high). Greatly admired for its beauty and retirement.

CHURCH SERVICE, supplied by Colonial and Continental Church Society.

Stelvio Pass, or **Wermser Joch**, a magnificent road, at the further end of Canton Grisons, on the borders of Tyrol and Italy, near the Ortler Spitz. See Special Edition.

St. Cergues, 7 miles N. of Nyon Station, on Lake of Geneva. HOTEL L'OBSERVATOIRE.

Under Mont Dôle, 300 ft. above sea, 2300 ft. below the top, commanding a splendid view of the Lake, Mont Blanc, and the Bernese Alps.

St. Gall, or **St. Gallen.**—*Stat.*—Pop. 16,675.

HOTEL ST. GALL, newly established, first class hotel. G. A. ROSER, manager. HOTEL HECHT.

Capital of the Canton, and a considerable town upon the Steinach, very industrious and commercial, noted for its Swiss curtains and other figured muslins and cotton prints. Its Abbey, founded in the seventh century, contains many curiosities. St. Gall, an Irishman, who journeyed into Helvetia, became its patron. The colleges, libraries, museum, and benevolent societies are worth attention. A number of very agreeable excursions may be made in the vicinity of St. Gall to the Convent of Nothersack, the Bridge of St. Martin, Lake of Constance, &c. This Canton entirely surrounds the Canton of Appenzell.

CONVEYANCES—Railway, see pages 240 and 244.

St. Gervais.—See **Chamouni.**

St. Gothard, or **Gotthard, Pass**—6935 feet above sea, on the Alpine road from Lake Lucerne, Altorf, and Andermatt, to Airolo, Lago Maggiore, and Milan; at the junction of three cantons, 10 m. from Andermatt, 8 m. from Airolo, near the sources of the Rhine, Rhone, Reuss, and Ticino. A good, well kept diligence road ascends the Reuss, to Wasen, Goeschenen, and the Devil's Bridge (Teufelsbrücke)—a scene of much fighting, 1799, between the French, Austrians, and Russians—thence by Andermatt, to the hospice for travellers on the top, and so down to Airolo and Bellinzona, on Lago Maggiore. Mean summer temperature 40 above that of the North Cape; but the rest of the year is colder. The ridge through which the road winds is 8700 ft. to 11,000 ft. high. At Andermatt paths may be taken to the Vorder Rhein, and the Furca and Grimsel Passes. The *St. Gothard Rail*, now in progress, from Zug and Altorf into Italy, will pass this way through a *Tunnel* 9½ miles long; having its north end at Goeschenen, 109 mètres above sea; its south end at Airolo, 1145 mètres above sea, and a slope from the middle for drainage, see pages 240 and 241. Diligences over the Pass three times a day from Fluelen, on Lake Lucerne, to Bellinzona, 15 hours.

St. Maurice.—*Stat.*—Pop. 1,100. HOTELS: HOTEL DES ALPES; HOTEL DE L'UNION.

Here are a very old *Abbey*; the Hermitage of Nôtre Dame de Saxe; the Grotto des Fées (or Fairies' Cave); and the camp where Maximian decimated the Theban Legion in A.D. 286.

CONVEYANCES.—Railway, see pp. 242, 245, 247.

St. Moritz.—Pop. 500.—HOTELS:—

BADRUTT'S; ENGADINE CULM; PENSION SUISSE; POST; several PENSIONS; but being limited, they are difficult to obtain and expensive. Little reliance can be placed on the mere promises of the proprietors of the Hotels or Pensions. At a Pension they only find breakfast and tea; luncheon and dinner must be taken at an hotel. Bread, butter, milk, and spring water are excellent. As this place stands high, warm clothing is required; though the days are hot, the evenings are cold. Snow sometimes falls in the middle of summer.

Medical men: two resident, and highly spoken of. DILIGENCES to and from Coire, daily. POST OFFICE and telegraph station. Letters (*via* Belgium), above 3 days from England; 3d. under 15 grammes.

ENGLISH CHURCH, opened 1871; Chaplain, Rev. A. Shettell.

A watering place, in Canton Grisons, on the Inn, in the **Upper Engadine** near the Julier and other Passes, 40 m. from Coire, 300 feet above a Lake, and 6100 feet above sea, with five snowy peaks in view. It consists of one street, has a small English Church, and a bank; and is becoming of great repute on account of its situation, mineral springs, and the bracing qualities of the air. The *Springs* are at the Kurhaus, 1½ m. off, in the valley (omnibuses every ½ hour, 40 cents.); they are used for drinking and bathing; are pleasant, and highly tonic, being in fact some of the strongest iron springs in Switzerland. Baths should not be taken without advice. The Kurhaus, containing 90 rooms, was built in 1853. There are delightful *Excursions*, both for walking and driving; also boating and trout-fishing in the Lake.

ACCESS TO ST. MORITZ by the beautiful Albula and Schyn Passes. Leave Zurich at 10.20 a.m., sending servants and luggage on to Coire. Leave the train at Ragatz at 1 29, and drive over to the old **Pfaffers Bath**, an extraordinary spot, 2½ m. up the gorge of the Tamina. Return to dine at the Hotel Tamina, at Ragatz, see Adv. Leave by 6 17 train, arriving at Coire at 7.0 p.m. Sleep at Hotel Steinboch (clean, and fairly comfortable). It is as well to write from Zurich to the Steinboch, to engage a good

driver and carriage, stating the number of the Party and the luggage; and also to see the drivre the night before, and settle the route to St. Moritz, viz., *via* Thusis, and the Schyn and Albula Passes. Shou d there be much luggage, keep the night bags separate, and show the driver before packing what will be required on the road. It saves time and trouble. Also, it is necessary to telegraph to order the rooms, &c., at *all the inns*. Prices are high, and where the charge is not made by head the *carte* should be examined. Leave at 7 a.m., in a two, three, or four-horse veturino, according to circumstances. A printed tariff is hung in all the hotels. Arriving at Thusis, take a carriage (10 fr. and 2 fr. the driver) to the **Via Mala**. 3rd bridge (Hotel—good, clean, and fine view.) Return to Thusis, join your own carriage, and take the Schyn Pass to Tiefenkasten, and, if possible, push on to Bergun (clean and fair Inn) to dine and sleep. Next day leave at 9 0 a.m., and proceed over the Albula Pass (7600 ft. above sea) to St. Moritz, arriving about 2.30. On the return, the diligence takes the Julier Pass, about 11 to 12 hours, down to Coire, the distance being nearly the same either way. It is 10 hours by the Maloia Pass to Chiavenna, over the Italian frontier; and about 17 hours down the Engadine to Finstermunz, in Tyrol. Should Pfäffers Bath not be visited, take the 10.20 train on to Coire, due at 2 0; have the carriage ready; dine at 3.30 (table d'hôte); go on, and sleep at Thusis.—(*Hon. A P.*)

Tarasp.—Hotel and Bath; large new establishment for 300 guests; band and concerts.

A village in Canton Grisons, on the Nairs, in the Lower Engadin, 4270 feet above sea, 11 hours from St. Moritz; with saline and chalybeate waters in high repute. Capuchin convent here. Centre for excursions in the neighbouring mountains and glaciers; the Lischauna Gletcher being one of the finest of the *higher* glaciers in Switzerland.

English Church Service in the chapel of the Kurhaus, on Sundays at 11 and 3.30—Holy Communion after morning service.

Conveyances.—Diligence, Morning and noon daily, to Samaden and St. Moritz, in the Upper Engadine and Italy, and by Fluela Pass to Landquart and Zurich. Afternoon, to Austrian Tyrol, and the Stelvio route.

Thonon, in French Savoy. See French Section

Thun.—*Stat.*—Pop. 5000.—Hotels:—

Hotel Belle Vue.

Hotel and Pension Baumgarten.

Falken, Crown, Croix Blanche, Freyenhof. Pensions: Itten, 5 fr.; Rupenacht, 6 fr. Boats, two men, 1 hour, 3 fr.; 2 hours, 5 fr.; the day, 10 fr.

Railway Station outside the town, in the opposite direction to the Steamboat station on the lake. Omnibuses and fiacres at the station.

A picturesque place, in the Canton Bern, chief town of the Oberland, on the Aar, at the bottom of Lake of Thun, 18 m. from Interlaken, 18 m. from Bern. It contains the Military School of the Confederation, a mediæval castle; and a good Swiss Bazaar. Fine view from the picturesque church yard celebrated by Byron. The *Lake*, 10 m. by 2 m., is 1900 feet above sea, and has good cliffs and pretty villas, with the Niesen and Stockhorn, 7765 ft. and 7195 ft. high, on the south side, at the mouth of the Simmenthal; both fine points for a panoramic view

English Service, in the English church (Hotel Belle Vue) at 10.30 a.m. and 3.30 p.m.; supplied by Colonial & Continental Church Society.

Resident Physician.—Dr. Fredrich R.s; recommended. The doctor speaks English

Conveyances.—See pages 240, 241, 245; for Steamboats, see page 329. Passengers for the boat to Interlaken take it at Scherzlingen, the station beyond Thun.

Thusis or **Tosana.**—Pop. 870.—Hotels:

Hotel et Pension Viamala.

Hotel et Pension Rathia.

A village in Canton Grisons, 16 miles from Coire, on the Splugen road and the Hinter Rhein, in the valley of Domlesegh, at the foot of Mont Heizenberg. Extra post and telegraph offices. Carriage to the romantic gap of *Via Mala*, 3rd bridge, 10 fr. and 2 fr. the driver. This gap of the Rhine is 5 miles long. to Zillis, between narrow cliffs, 1500 ft. high, out of which the road is cut.

Church Service at Hotel Via Mala; supplied by the Colonial and Continental Church Society.

Conveyances—Railway, see page 244.

Tourtemagne (*German* **Turtmann**).—Pop. 500.—Hotel:—Lion d'Or

In Canton Valais, on the Rhône, above Lenk, and so called from the old tower (*turris magna*) of a chapel here. It stands at the mouth of the romantic Turtmannthal, leading up past a waterfall to grand scenery at the back of the Weisshorn and Zermatt.

Vernayaz (Valais).—*Stat.*—Hotels:

Grand Hotel des Gorges du Trient; Hotel de Vernayaz, opposite the road to Chamonnix.

In the valley of the Rhone, between St. Maurice and Martigny, near the Col de Trient, the Pissevache Fall, gorge of the Tête Noire, &c

Conveyances—Railway, see page 247.

Vevey (*German.* **Vivis**). — *Stat.* — Pop. 6500.—Hotels:—

Grand Hotel du Lac—Ed. Delajorn, proprietor. 1st class hotel, well situated, good accommodation.

Hotel Monnet, or Hotel des Trois Couronnes.—Kept by J. Schott and Co., close to the lake; one of the best inns in Switzerland.

Grand Hotel.—A first-class establishment, beautifully situated.

Hotel du Pont, near the Gare; and Hotel de Croix Blanche, in the town, both commercial houses. Hotel de la Poste, a German house.

Hotel d'Angleterre.

Vevey, in Canton Vaud, 12 m. from Lausanne, 1230 ft. above sea, on the north shore of the Lake of Geneva. Is picturesquely situated at the mouth of the Gorge of the Vevayse, and is a delightful place for a stay of any length. N.B.—The station for Vevey, on the Lausanne and Berne line, is **Chexbres**, which see, page 245.

St. Martin's, built above the town, among orchards and vineyards, is of the fifteenth century, and surrounded by a planted terrace, commanding a magnificent view. In this church are buried Ludlow, the regicide, and Broughton, who read

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the sentence of death on Charles I. There are also monuments to the traveller Matte and J. Martin Couvreu, a liberal benefactor to the town. A road strikes up to Bulle and the Gruyère cheese country, round M. Moléson 6580 ft. high.

ENGLISH CHAPLAIN—Rev. Wm. Phelps Prior, Divine service at St. Claire's Church at 11 and 4. Communion on first and third Sundays.

ENGLISH PHYSICIAN.—Arthur E. Leeson, M.A., M.D., 4, Quai de la Veveyse.

AMERICAN AND ENGLISH BANKERS.—Messrs. P. Kuhne & Co.

CONVEYANCES.—See p. 246. Steamer, see p. 331

Viesch.—Pop. 247.—HOTEL:—DU GLACIER.

A fine point, in Canton Valais, on the Rhône, 4 hours from Brieg, 3¼ hours from the Æggischhorn (9650 feet), surrounded by the Aletsch glaciers and the snowy sides of the Jungfrau, Mönch, Eiger, &c. The way from Viesch is up a good but steep horse road Time to the Inn, on Æggischhorn, 2½ hours, and 2 hours more to the top

Villars, or Villard.—HOTEL: GRAND MOUVERAN; CHEMILLARD and other Pensions.

On a fine point of view, in Canton Vaud, 10 m. east of Aigle, 4,025 feet above sea, looking on the Rhône Valley, the Grand Moureran, Dent du Midi, Dent de Morcles, &c.

Excursions to the Chamossaire, Col de la Croix, Diablerets, &c.

Church Service at Hotel Grand Monveran, supplied by the Colonial and Cont. Church Society.

Villeneuve.—*Stat.*—Pop. 1,624.—HOTEL:

HOTEL LORD BYRON (between the Castle of Chillon and Villeneuve), a charming situation; highly recommended in every respect; central.

In Canton Vaud, 7 miles from Vevey, at the east end of Lake of Geneva, beautifully placed in view of Byron's "little Isle," and a quarter of an hour's walk from the Castle of Chillon.

Church of England services every Sunday, at 10½ and 3 o'clock at the Hotel Lord Byron. The British Chaplaincy is supported by the voluntary contributions of the congregation.

For Rail, see p. 246; for Steamers, see p. 331.

Visp.—HOTEL DU SOLEIL.

A small village in Canton Valais, in a marshy part of the Rhone, where horses are taken to visit Zermatt, 10 hours journey, for the Matterhorn, &c. A good road the whole way. Here are strong marks of the terrible earthquake in 1855, which left only seven houses in Visp habitable.

Weissenstein.—See Soleure.

Winterthur.—*Stat.*—Pop. 8,530.—HOTELS: KRONE, SONNE.

Prettily seated on the Töss, in Canton Zurich, 12 miles from Zurich, and so called from the Roman *Vitodurum*, the site of which is at Upper Winterthur. It is an industrious town, with some of the best cotton manufactures in Switzerland.

CONVEYANCES.—Rail., see pages 133, 239, 244, 245

Yverdun.—(German *Iferten*, anciently *Ebrodunum*)—*Stat.*—Pop. 4,100.—HOTELS:

DE LONDRES is the best; it is both comfortable and reasonable.

CROIX FEDERALE.

A town of Roman origin in Canton Vaud, 18 miles from Lausanne, under the Jura hills, at the top of Neuchatel Lake, where the Orbe or Thiele falls in. It has Churches, a Town-house, Library, and Museum of Antiquities, and an old Cast'e, built in 1135, in which Pestalozzi carried on his school system, 1805-25. Hot springs at a short distance.

Railway, see page 246. Diligences, see page 346, Steamers, see page 329.

Zermatt.—Pop. 369.—HOTELS:

MONTE ROSA, MONT CERVIN.

This secluded village in Visp thal (Canton Valais), may be reached from the Rhone Valley by the side paths from Sierre, Tourtmagne, or Visp (10 hours; or from the Italian side, *viâ* Chatillon (13 hours). It is much frequented in consequence of its glaciers, and splendid views of Mont Cervin, or the **Matterhorn**, and **Monte Rosa**, 14,705 feet to 15,215 feet high. The *Pass of St. Theodule* to Chatillon 11,000 feet, is practicable on foot with good guides, in fine weather; the chalet at Breuil, 2 hours from the summit, giving excellent accommodation. It is necessary to start from Zermatt at 3.30 a.m. The journey from Visp, will occupy 10 hours on horseback, with a good narrow road the whole way. Inns at Stalden, and St. Nicholas, just half way. The two finest excursions from Zermatt are to the Gürnergrat (10,000 feet), a little beyond the Riffelberg, and to the Cima di Jassi (12,525 feet); both easy of access to all but bad walkers, and free from danger. The inn on the Riffelberg, (8000 feet), commands a superb view. The Mountain is 9,615 feet high.

ENGLISH CHURCH SERVICE.—St. Peter's memorial Church, at the entrance of the village, dedicated to those of Mr. Whymper's party, who were lost on the Matterhorn, 13th July, 1865, was opened in August, 1871, by Bishop Parry. Service at 11 and 3, by a Chaplain appointed by the Colonial and Continental Church Society.

Zug.—*Stat.*—Pop. 3,860.—HOTELS—HIRSCH (the Stag; OCHS (Ox.)

This small capital of the smallest canton of the Confederation is at the north east corner of the Lake of Zug, under the Zugerberg (marked by the Capuchin Church), with the Rigi at the further end. Its chief edifices and institutions are the Cathedral, the Town Hall, Library, and the Arsenal. St. Michael's remarkable churchyard here should be visited by the traveller; manufactures of kirschenwasser, cider, and paper.

The *Lake of Zug* is 4 leagues in length by 1 in breadth, abounding in a species of fish called "rotheli," much prized. Excursions to the village of *Cham*, where the works of the Anglo-Swiss Milk Company may be seen; the Castle of Hunenberg, the Convent of Frauenthal, the Gubel, the Egeri See, and the battle-field of Morgarten, the most interesting of them all, where the Austrians were first defeated, 1315.

During summer the steamboat on the Lake runs three times a day in connection with the omnibuses from the steamboats on the Lake of Zurich, and once daily on the Lake of Lucerne, for tourists to the foot of the Rigi, the Bernese Oberland, and Lucerne.

Guides may be hired at Zug. Casper Schell particularly recommended.

CONVEYANCES.—By Rail, page 243; Diligences, see page 246; Steamers, see page 329.

Zurich.—*Stat.*—Pop. (1870) 21,260; or 86,700, with neighbouring communes.—HOTELS:—

HOTEL BAUR (en ville), Bahnhofstrasse. First class establishment, deservedly recommended.

HOTEL DU LAC, New First Class Hotel for families and single Gentlemen, exceedingly well situated See Advt.

HOTEL DE L'EPEE.—Well situated; view on the lake and environs; Recommended.

HOTEL DE BELLE VUE AU LAC.—One of the best situated hotels in Switzerland; kept by Messrs. Ermell and Pohl.

HOTEL BAUER AU LAC; ZURICHERHOF; SCHWEIZERHOF.

READING-ROOM, with English and foreign papers. The landlord of the hotel will give an introduction.

Zurich Canton is a country of great extent, beautiful, and fertile, with a dense population, Protestant and manufacturing. Zurich or Zurch (ancient *Turicum*)—the capital, stands at the north-west end of the beautiful and extensive Zuricher-See, where the Limmat issues from it with a broad and impetuous current, and is crossed by 5 bridges, large and small. The old walls have been cleared away. It is built along both banks of the river in a valley hemmed in by mountains. Grosse Stadt on the right bank of the river extends to the foot of the Zurichberg and the Sussenberg, and contains a great number of sloping streets; Kleine Stadt on the left bank, is built on the hill of Lindenhoff and St. Peter's.

OBJECTS OF ATTRACTION.—The Cathedral; St. Peter's Church; Town House; Arsenal and Armoury; University founded 1832; Federal Polytechnic School, (1855); Orphan and Blind Asylums; Weltenberg Tower or Prison; Reading Room and Museum, with remains of ancient Lake habitations; Platz promenade, and its monument of Gessner, author of the "Death of Abel." The Library founded in 1620, in the old Wasserkirchie, contains about 40,000 vols., many Roman antiquities, rare MSS., and 4000 medals. Among other treasures are Lady Jane Grey's Letters; Zwingli's Greek Bible, with his portrait and statue; a bust of Lavater (born here), and Muller's model of part of Switzerland. Coverdale printed his English Bible at Zurich, 1535, or 13 years after the Reformation began. Here Massena defeated the Russians, 1799. Silk and cotton prints are manufactured.

The Uetliberg, the highest point of the Albis range, is about 4½ miles from Zurich. It is 3000 feet above sea level, and may be reached on foot in two hours walking; or by rail to the top, opened 1875. It affords a most lovely view of the lake of Zurich, and of a part of the Alpine range. An Inn on the summit is enlarged by the addition of a Restaurant. Fine general view from the Albis, at a point eight miles on the road to Zug, four miles from Keppel, where Zwingli is buried. Another fine view from the Zurichberg, within three-quarters of an hour's easy walking, on the opposite side of the city.

The Zurichberg, a hill to the East of Zurich, and within a short distance of it, affording a very fine general view of the lake, the town, and mountains. Sunset, as seen from the Zurichberg, is very fine.

THE **Lake of Zurich** consists of a lower and upper basin; and is 10 leagues in length by 1½ in breadth. The tour of the Lake is very delightful and may be made either by land or water. Perhaps the most agreeable mode would be to proceed in a carriage to Rapperschwyl Bridge where the two basins unite, along the south-western shore, (which is so elevated as to command delightful views, and leads through several very fine villages), and return to Zurich along the north-eastern shore. A road leads from Rapperschwyl to Uznach, a little farther than the south-eastern extremity of the lake. In 3 hours and another to Zurich in 6 hours. Vineyards are planted on the Lower Lake; the Upper freezes in winter.

ENGLISH CHURCH SERVICE is held in St. Anne's church twice every Sunday. Chaplain, Rev. Dr. Heidenheim, appointed by the Colonial and Continental Church Society.

PRESBYTERIAN WORSHIP.—A Minister of the Church of Scotland officiates from July to Sept.

AMERICAN CONSUL.—S. Byers, Esq. AGENT FOR BRADSHAW'S GUIDE, C. Schmidt, Libraire Schabelitz; and at the Railway Station where the London Daily Papers may be obtained.

POST OFFICE.—The new General Post Office, is in the Bahnhof Strasse.

EXCHANGE OFFICES.—One in the Poste Strasse, and one in the Römi Strasse

HACKNEY CARRIAGES.—To or from the Railway Station, or for ½ hour, (stande) within the town, for 1 or 2 persons, 80 centimes, 3 or 4 persons, 1fr. 20c., each portmanteau, 20c. For ½ hour for 1 or 2 persons. 1fr. 40c, for more than 2 persons, 1fr. 80c. For ¾ hour, 1 or 2 persons, 1fr. 60c., for more than 2 persons, 2fr. 40c. For 1 hour, for 1 or 2 persons, 2fr., more than 2 persons, 3fr.

CHEMIST AND DRUGGIST.—MR. J. H. KERR.

CONVEYANCES.—See p. 243; Steamers, see p. 329. Travellers for the Rigi reach Horgen in an hour; and a diligence takes them to Zug, p. 329, whence a steamer takes them down the lake to the Arth at foot of the Rigi by 2 o'clock. Total fare, 5 francs. The Rigi may be ascended in the same day; the view from the summit (where there is a very good Hotel) is one of the sights of Switzerland. The next day, by descending to Weggis, the best views may be obtained, and thence is a steamer to Lucerne.

Zweisimmen.—Pop. 1,200.—HOTELS: BAR; COURONNE; several Pensions.

A charming spot, 11 miles from Thun, 3,121 feet above sea, in the Simmenthal, where the Great and Little Simmen unite near Blankenburg Castle.

Excursions to the pleasant Sianen Möser Valley, the Dent de Chamois (7,570 feet), Grunfluh (7,070 feet), Gelten and Sanetsch Glaciers, &c.

Church Service at H. Couronne, supplied by the Colonial and Continental Church Society.

For description of the ALPINE PASSES and the LAKES, see SPECIAL EDITION.

ITALY.

Books.—See BRADSHAW'S *Illustrated Handbook to North and South Italy*—including a Special Guide to Rome and its Environs, Sicily and Sardinia—forming a complete Guide to the whole country, with Maps and Plans, &c. Price, 7s. 6d. For an excellent description of the country, and the war with Austria, the traveller is recommended to consult Count Arrivabene's *Italy under Victor Emmanuel*, in 2 vols., 1862. Its author is a distinguished native of Italy, and a member of the Italian Parliament. See also, J. Ball's three *Guides to the Eastern, Central, and Western Alps.*

Italy consists of two distinct portions—the continental and the insular. The latter includes the two large Islands of Sicily, and Sardinia, with the smaller ones of Elba, Capri, Gozo, Lipari Islands, etc. See the "Islands" section. The continental portion forms a long narrow peninsula, extending from N. W. to S. E., the greatest length of which measures about 695 or 700 miles from the sources of the river Tosa to Cape Cimiti in Calabria, or Cape Lucca in Otranto. The breadth is various, its northerly measurement being 365 miles; it is about 275 miles from Mount Genèvre to the mouth of the Po, through the middle of Lombardy; 166 miles from Plombino to Ancona; and only 20 miles in some parts of Calabria and straits. The superficial **Area**, including the Islands is 122,167 English square miles. The northern border of Italy is formed by the stupendous range of the Alps, extending in a long curve line from the shores of the Mediterranean Sea, near Genoa, to the head of the Adriatic. The Alps are connected with the Apennines, a lower but still important range, which stretches in an uninterrupted line, parallel to the shores of the Gulf of Genoa, and then through the peninsular part of Italy to the Strait of Messina, dividing the country into two narrow sections of lowland, which run along from the mountains to the adjacent seas. The great Plain of Lombardy, between the Alps and the Apennines in Northern Italy, traversed by the Po, is about 250 miles from east to west; its average breadth being 50 miles.

Principal Mountains.—M. Blanc (on the borders of French Savoy), 15,780 ft. above sea; M. Rosa (on the Swiss border), 15,215 ft.; M. Viso (in the W. Alps) 12,640 ft.; Grand Paradis (in the Graian Alps), 13,300 ft.; M. Corno (in the Apennines), 10 200 ft. **Passes.**—M Cenis or Cenisio, 6280 ft.; Great St. Bernard, 8130 ft.; The Stelvio, 9,175 ft.; Simplon, 6,595 ft. **Volcanoes.**—M. Etna (in Sicily), 10,874 ft. high; M. Vesuvius (at Naples), 4,000 ft.; Stromboli (in the Lipari group), 2,650 ft. **Lakes**—Maggiore, Orta, Lugano, Como, Garda, and smaller ones, all under the Alps, and noted for beautiful scenery. **Rivers.**—The largest are the Po, with a course of 160 leagues; Tiber, 80 leagues; and Arno, 25 leagues.

The States of the Church having been annexed by decree of 9th Oct., 1870, Victor Emmannuel is now King of United Italy; with Rome for its capital; and a total **Population** (census of 1871) of 26,801,154, distributed over 15 Territories and 69 Provinces. Of these 38,700 were Protestants, and 32,420 Jews. Population of the largest towns—Rome, 244,500; Naples, 448,335; Palermo, 219,400; Turin, 19,400. Victor Emmanuel II. was born 1820; succeeded his father, Charles Albert, 1849, and took the title of King of Italy 1861. His Queen died 1865. His eldest son Humbert, Prince Royal, was born 1844. His second son, Amadeo, was King of Spain, 1870–3. **Senate**—numbers, 270 members; Chamber of Deputies, 508. **Army** (1873), 204,000; **Navy**—76 vessels, of 653 guns. **Commerce**—chiefly with England, France, and Austria; employing 29,000 ships (118 being steamers), of 1 million tons, with 184,000 sailors. Among the **Products** are iron, lead, sulphur, glass, marble, rice, oil, fruits, wine, cotton, sugar, silk and silkworms, pottery, straw hats, pictures, mosiacs. Exports and imports to and from England (1873), 3¾ millions sterling, and 8¼ millions, respectively. **Public Revenue** (1873), 51¼ millions, against 55¼ expenditure. Debt 333¼ millions.

London to Italy, through France.—Travellers visiting Italy for the first time, may proceed, by rail and steam, all the way from London to Florence, via,—London to Dover or Folkestone, rail; Folkestone to Boulogne, steamboat; Boulogne to Paris, Chalons, Lyons, Avignon, and Marseilles, by rail; from Marseilles, steamboat to Leghorn, and rail to Florence. Those preferring a land journey to Italy, instead of taking the boat at Marseilles, should proceed thence to Toulon, Frejus, Antibes, Nice, and along the coast of the Mediterranean to Genoa and Lucca; passing over the two finest roads in Italy—the Riviera di Ponente or Cornice Pass, from Nice to Genoa; and the Riviera di Levante, from Genoa to Lucca, both now traversed by rail. Railway communication also through Switzerland to Chur, thence by diligence across the Spliigen pass to the lake of Como, and the soft Italian scenery on the southern slope of the Alps; this is replete with interest to the tourist: passing by Zurich and its beautiful lake, Wallenstadt, Sargans, the Via Mala, etc.

Brindisi Route.—There are two ways; 1st, through France, *viâ* Mont Cenis Tunnel; 2nd, through Germany, *viâ* the Brenner Pass.—The **French and Mont Cenis Route** follows the Lyons rail to Dijon, Châlons-sur-Saône, Mâcon, Amberieu, Culoz, Chambéry St. Michel, to Modane (17 hrs.

from Paris). Then through the Great Tunnel, *viâ* Upper Italian rail, to Turin (24 hours from Paris) Alessandria, Parma, and Bologna, in 7 hours.—The **German and Brenner Route** passes Brussels, Cologne, Mayence (or Mainz), Aschaffenburg, Munich, Innsbrück, the Brenner, Verona, Padua, to Bologna, as above. Thence, by South Italian rail, to Brindisi. A traveller leaving London Thursday, 8.45 p.m., reaches Brindisi on Monday, 4 a.m.

Money —The moneys of account and currency are as follows:—100 centimes = 1 lira = 9½d. English. GOLD COINS—100, 50, 20, 10, and 5 lire. SILVER COINS—5, 2, and 1 lire, and 50 and 20 centime pieces. COPPER COINS - 1, 2, 5, and 10 centimes. BANK NOTES—Paper Money or Bank Notes from 1000 lire down as low as 2 lire, and 1, ½, and ¼ lire together with Copper Coins form now (1873), almost the only currency—Gold and Silver are very scarce, and are at a premium of about 8 per cent., or about 27 lire (paper) for £1 sterling. (See *Moneys, Weights, and Measures of all Nations*, by W. A. Browne, L.L.D., London, Stanford.) Travellers are cautioned against taking local paper except so much as they can pay away before leaving for another Italian town. The local 1 lire and ½ lire notes of the leading provincial Banks are however current in most parts of Italy.

Railways.—Italy is now pretty well provided with Railways. In the North there is scarcely one town of any importance without Railway Communication. The fares vary; those on the Great Southern Railway, "Ferrovie Meridionale" being the lowest, viz:—1½d.; 1d.; ½d.; 3-10d. per English mile for the four classes. Return Tickets are now issued between almost all stations and at moderate rates to 1st, 2nd, and 3rd class passengers. The 2nd class are generally comfortable and well cushioned; but English travellers are not recommended to travel 3rd class. The 2nd class is the cheapest in proportion. There is a government tax of 5 c. on all tickets, and in the ex Papal States a special tax of 10 per cent. No free allowance of luggage, and 20 per cent extra charge for Express trains on most lines. Travellers should always pay in paper, and thus effect a great saving. The Railway is called "Strada Ferrata," or "Ferrovia." Steamers are called "Piroscafi." In 1872, there were 6,780 kilom. of Railways open; and 19.460 kilom. of Telegraphs.

Luggage—May now be forwarded from city to city, without difficulty, by Railway. There is a Railway office in all large towns; deliver it, and have a receipt. It must be declared as Passenger's Luggage, "*Effetti di Viaggiatori.*"—Prepay and address it to some Hotel; this ensures a bed on arrival, and saves trouble and expense; or, write to the Hotel-keeper to receive it.

Hotels.—In Italy, it is well to bargain before-hand for chamber, &c., and know the price of table d'hôte. This is especially necessary in small towns and road-side Inns,—where there is no table d'hôte, ask for a dinner for 3 francs, including wine, (*Vino ordinario.*) The best Hotels (kept by Swiss and German proprietors in most cases) are very comfortable, and English tastes are consulted: their charges are high, but the travelling public should nevertheless choose them in preference to the native Inns, which although much more reasonable in their charges, are not at all suitable to English tourists, and are frequently very dirty and uncomfortable. A knowledge of the French language is invaluable in Italy; in the native inns English is never spoken. (See *Vocabulary* in Special Edition.) It is customary in this country to breakfast or take tea and coffee at a caffè: the saving is great, and, except in the case of families it is often a great convenience. "As a rule the Traveller will find English Boarding Houses in Italy very uncomfortable and straight-laced quarters."—R.S.C.

Servants are now charged for in the bills throughout Italy, 1 franc. The Waiter is called "Cameriére." At a Caffè, "Bottega" (shop) is called out. **Wines.**—"In North Italy, try Val Pomicella, or Poticella, Gallinaca, Barolo, Brollo."—R.S.C.

Postage to England —25 cents the ½ oz.

Passports.—The liberal arrangements in respect to Passports, hitherto afforded to British and American Travellers in Italy is now extended to Rome, and throughout the late Papal Dominions. Foreign Office Passports now require *no visa* for any portion of the Kingdom of Italy.

Churches.—Italy is famous for the number and extraordinary magnificence of its Churches, and many of the small and unknown provincial towns possess monuments of the highest architectural interest. What renders the Churches so extremely interesting is the costliness of their internal decorations—the silver, gilding, rich marbles, precious stones, paintings, mosaics, and sculpture, with which they are profusely adorned. Travellers should not be deterred by the exteriors of many of the churches from entering the building, the exteriors of some of the most magnificent edifices in Italy being shapeless masses of brick or rubble. The prevailing church and domestic Architecture of Italy is classical, the pure Gothic of France and England being almost unknown. Venice and a few of the larger towns in the north of Italy are, however, exceptions; and have produced a style of architecture which has long been known as Venetian or Italian Gothic. For the Schools of Art, with Lists of the Popes, etc., see BRADSHAW'S *Hand Book to Italy*

NOTE—The churches are generally closed from 12 to 3 or 4, and travellers will do well to rise early and visit the public buildings of a town before noon. Some of the churches are only open in the morning.

VAUDOIS, or Waldensian Church (Italian Protestant).—Their places of worship at the principal towns are inserted from a list furnished by D. Matheson, Esq., Hon. Sec. to the Waldensian Missions, 32, Queen's Gate, W.

Public Security.—Throughout Sicily and in many parts of South Italy, the roads in the interior are so unsafe, that no journey ought to be undertaken without advice, or first consulting the British Consul of the nearest town. They are generally extremely courteous and well informed.

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Acqui.—*Stat.*—Pop. 10,000.

An ancient city situated on the right bank of the Bormida, and celebrated for its warm springs, which are efficacious in the cure of gout, rheumatism, paralysis, contractions of the limbs, &c. The Duomo, or Cathedral, is the only building worthy of notice; it is a noble edifice of the 12th century. There are numerous Roman antiquities here, among which are the remains of an aqueduct, several reservoirs, &c. Railway, page 259.

Alagna.—A village at the head of Val Sesia, in the midst of very lovely and sublime scenery, near the Grissonay, Macugnaga, the Turto Pass, the Pite Alpe, and other noted points. It has a fair inn.

Alessandria.—*Stat.* Pop. (1871) about 24,000

ALBERGO NUOVO, L'UNIVERSO, L'ITALIA.

A city near the confluence of the Tanaro and the Bormida, built 1168, by the Lombard League, and named after Pope Alexander III. Its very strong and modern Citadel is the most prominent and interesting object to be visited. The Cathedral is wall worth notice. Distant about 2½ English miles, is **Marengo**, on the plains of which Napoleon defeated the Austrians, 1800. There is a large building erected as a Conservatory, where every object of interest found on the battle field is carefully preserved.

Railway, see pages 248, 250, 254, 256, and 259.

Amalfi.—Pop. 3000.—HOTELS:—LA LUNA, DES ETRANGERS, DEI CAPPUCINI.

On the Gulf of Salerno, behind Sorrento; a very interesting town on account of its superb position and historical associations. One of its mariners—Flavio Gioja, in the days of its commercial prosperity (13th century), is said to have discovered the Compass. The Cathedral and Capuchin Convent are the most interesting objects here.

Ancona.—*Stat.*—Pop. (1871) about 30,000.—

HOTELS: DE LA PAIX; L'EUROPA; LA VICTORIA; ROYAL; LA FENICE, small; DELLA FERROVIA, opposite the station.

A city and a free port, and an episcopal see, built in the form of an amphitheatre, on the slope of two hills rising from the shores of the Adriatic, strengthened by a citadel. 132 miles north-east of Rome. It is a busy commercial town, possessing a harbour and quay; formed by a pier or mole, 1500 feet in length and 60 in breadth. The city contains some fine buildings, badly arranged. The cathedral is curious, so is its crypt. S. Agostino, and the Exchange. The famous arch, by Trajan, on the mole is worth attention.

FREE CHURCH OF SCOTLAND, 33, Contrada Nembrini, service on Sundays at 11 a.m. and 3 p.m

VAUDOIS CHURCH.—16, Via di Comune—Sr. A. Vittorini.

H. B. M.'s CONSUL, G. Gazziotti, Esq. AMERICAN VICE-CONSUL, A. Colwell Esq. DANISH CONSUL, Henry W. Moreliet, Esq.

Railway, see pages 248, 261, 264, and 266

Aosta—(a corruption of *Augusta*). Pop. 7000.

HOTEL DU MONT BLANC

In a delicious valley at the foot of the Alps, in the midst of a population afflicted with cretinism. The Cathedral, St. Ours, a Roman arch, and Prætorian gate, besides numerous Roman remains, deserve a visit. The ex-king of Spain is Duke of Aosta. It is on the road from Great St. Bernard.

VAUDOIS CHURCH.—Rue Croix de Ville—Sr. Revel.

The diligence between Ivrea station and Cormayeur (16 hours), through the Valley of Aosta, passes the **Baths of St. Vincent** (7 hours from Ivrea), near Châtillon, and through Aosta. St. Vincent, 17 m. from Aosta, and about 1,000 feet above sea level, is hot in summer, but is much frequented by the Piedomtese for its mineral springs, which is of great virtue in diseases of the liver. HOTEL LION D'OR.

Arona.—*Stat.*—Pop. 4,500.—HOTEL D'ITALIA.

Travellers sleeping at Arona, and intending to start by the early morning boat, should settle their accounts over night, and drink wine, as 3 francs 50c. per bottle is charged for Allsopps' beer.

It is a small but well-built commercial town, on the Lake Maggiore, and possesses a ruinous castle; but is more particularly renowned for a large *statue* of San Carlo Borromeo, raised by the inhabitants of Milan in 1697. Height, including pedestal, 112 feet. It is 2½ miles from the town of Arona. Opposite Arona is the picturesque castle of Angiera.

CONVEYANCES.—Railway to Alessandria, Milan, and Turin, see p 255; also by steamer across Lake Maggiore to Sesto Calende, and thence by rail.

Assisi.—Pop. 4500.—INNS, FEMINA, LEPRI.

This is an interesting old town a short distance from Perugia, remarkable for three superb churches, built one above the other, over the remains of St. Francis, founder of the Franciscan order, and a native of this place. Railway, p. 260.

Assisi is a treasury of early Italian art; the church of San Francisco containing valuable Giottos.

Asti—*Stat*—Pop. (1871) 31,035—INN: ALBERGO REALE

A city of ancient celebrity, situated near the confluence of the Borlore and Tanaro, surrounded by picturesque risings and hills. It has many churches, none of which are particularly remarkable. Truffles are found in the neighbourhood of excellent quality. Railway, see pages 250—255.

Bassano.—Pop. 14,000.—HOTEL LA LUNA and ST. ANTONIO.

Here are manufactured fine Italian straw-hats; there is a very good bridge over the Brenta. In the house of the great sculptor *Canova*, are preserved many treasures of art, and his birth-place, Possagno, about five leagues distant by Solagna, Pove, and Crepano, is seldom left unvisited. Many pictures here by Bassano, in the Museum are Canova's casts, &c. Beautiful environs.

Baveno.—HOTELS:

GRAND HOTEL DE BELLE VUE, delightfully situated, with the landing place in front of the house. English Divine service in the hotel.

HOTEL ZANOLI; BEAU RIVAGE ET PENSION.

A small village on Lake Maggiore, and a posting station on the road to Milan, in a charming position opposite to the Borromean Islands.

The **Isola Bella** is about half an hour's row from Baveno. On this island the Palace and Gardens of the Count Borromeo are situated, and liberally shown to strangers. The gardens are raised on terraces cut out of the solid rock, and, at immense cost and labour, transformed into a prolific soil, teeming with aromatic odours of oranges, citrons, and tropical plants in the open air. The Isola Madre is also well worth visiting. **Stresa** is a delightful place to stop at for visiting the Borromean Islands. After visiting them take either of the steamers up or down the lake, as they call regularly for passengers. A boat with two rowers to Isola Bella and back, 2 to 2½ hours, 4 frs. and 1 fr. *buonomano*.

Travellers returning to Switzerland can procure tickets on board the steamer in correspondence with the diligences from Bellinzona, by the St. Gothard Pass, as far as Flueln and Lucerne, or by the Bernardino Pass and through the Via Mala, as far as Zurich. Passengers are landed at Magadino, and conveyed at once to Bellinzona, to await the arrival of the diligences from Milan. Passengers from Lugano proceed direct, to Bellinzona. The two roads join at CADENAZZO. Daily diligence over the Simplon to Brieg and Sion. Observe the covered bridge, cathedral, and the old walls.

Bellaggio.—Pop. 2615.—HOTELS:—

HOTEL ET PENSION GRANDE BRETAGNE, beautifully situated, commanding a charming view.

GRAND HOTEL BELLAGIO, kept by P. Faerber, opened since April, 1874. Pension.

VILLA SERBELLONI, formerly a chateau; VILLA GIULIA, formerly belonging to the King of the Belgians. Entrance to the beautiful grounds for visitors not staying at the hotels, 50c.; GENAZZINI, on the Lake, finely situated on a delightful promontory of Lake Como, 16 m. from Como. Church Service at the Grand Bretagne; Chaplain appointed by Colonial and Continental Ch. Society.

At **Cadenabbia** opposite, is the HOTEL BELLE VUE, charmingly placed with an enchanting view. Boatmen, reasonable and attentive.

Belgirate 5 Miles from **Pallanza**—A beautiful little place, formed by a continual series of villas, surrounded by luxuriant gardens. HOTEL BORROMEO, is strongly recommended.

Bergamo.—*Stat.*—Pop. (1871) about 24,000.—HOTELS:—L'ITALIA, LA FENICE.

Chief town of the province of the same name and divided into an upper and lower town, the latter, called the Borgo of Santo Leonardo, being the city proper. Its situation is remarkably beautiful, and the surrounding country furnishes some of the most delightful excursions to be found in Venetian Lombardy. The buildings worthy of notice are the Cathedral, which is a well built edifice, with a fine cupola, and contains a number of fine Bergamasc paintings; the Palazzo Vecchio, or Town Hall, with the statue of Tasso; the church of Santa Grazia, rich in decorations; the church of Santa Maria Maggiore, built of black and white marble, with a beautiful porch in red and white marble; the interior is very elaborate, and adorned with medallions and statues of Roman emperors. The Colleoni Chapel.

There is a large Fair held here, which attracts crowds from all parts of Italy. Commencing on St. Bartholomew's Day, it continues a fortnight A short distance in the Lago d'Iseo, for which see Itinerary of the Italian Lakes, in Special Edition.

CONVEYANCES.—Railway to Milan, Camerlata Verona, Padua, Venice, Lecco, &c., see page 256.—Steamer from Colico to Lecco, see page 330. By this route travellers may save considerable time in getting to Venice and the Lago di Garda via Bergamo and Brescia; there is also a new road to Salo and to Riva.

Bologna.—*Stat.*—Pop. (1871) 89,164.—HOTELS:—

GRAND HOTEL D'ITALIE.—First-class hotel, newly refitted up with every comfort and good taste. Centrally situated.

GRAND HOTEL BRUN, kept by Mr. Weller. First class hotel, comfortable and clean—recommended. See advertisement.

GRAND HOTEL IMPERIAL ET ROYAL DE ST. MARC, kept and managed by Mr. Giovanni Bisi, proprietor.

ST. MARCO, IL PELLEGRINO, 2nd class hotel, but good; EUROPA, BOLOGNA, AQUILA NERA, PARCE, TRE RE, HOTEL DE VENICE, (Restaurant.)

CAFES:—Del Commercio, La Birraria, Dell'Italia.

Omnibus to the Station 60 cents, with luggage 1 fr. Carriage with one horse to the hotels 1 fr.

Fiacri (uncovered carriages) closed broughams. 1 horse the course 75 cents; the hour 1 fr. 50 cents.

BOLOGNA is a city of two miles in length by one in breadth, and is divided into four quarters. It is entered by twelve Gates, connected by picturesque grass-covered walls and moat, and is now the nucleus of a strong entrenched camp, and an important railway junction. The aspect of the town is gloomy and antique, though most of the buildings are kept fresh whitewashed, and a deserted air is given to many of the long irregular streets from the houses overhanging the footpaths, and forming arcades which conceal the passers-by. On festas and market days, is rather a bustling town.

In 270 it was an Episcopal see, and was afterwards raised, by Gregory XIII., to the dignity of an Archiepiscopal See. It has given six Popes to Rome, and nearly 100 cardinals. The School of Bologna has also given many illustrious names to the arts, among whom is Oderigi di Gubbio, immortalised by Dante; it also produced the two Francias, three Caraccis, Guarcino, Domenichino, Albani, Guido, Lanfranco, Pasinelli, and Cignani. The Accademia delle Belle Arte is a noble institution, and well worth a visit, as it contains many superb pictures of the Bolognese school.

Bologna is celebrated on account of its University, founded in 1119 by Wernerus, called "Luvena Juris;" it will well repay a visit, particularly the museum of Anatomy, and Cabinet of Natural Philosophy, and the University Library, which contains many very valuable manuscripts.

CHURCHES.—This city contains 100 Churches, all remarkable for their noble architecture and magnificent paintings, now very much decayed and faded; almost defaced by time and violence. Prominent among these, on account of its being a

Gothic building, stands the venerable church of St. Petronio, the patron and first bishop of Bologna. The exterior, in red brick, is very interesting, and the interior of fine proportions, but whitewashed S. Gracomo, S. Francesco La Carita, dei Mendicanti, S. Giovanni, S. Lucia, La Santa Notre Dame di Gallera. S Martino, S. Bartolomeo, S. Domenico, S. Procolo. S. Anunziata, S Michele in Bosco, and the adjoining Palace S. Maria dei Servi, especially S. Stefano a cluster of six different churches, of which one a model of the Holy Sepulchre. Notice the Piazza and Fontana del Gigante; the Palazzo Publico; the Palazzo del Podesta; the Bacciochi Palace (by Palladio), Zampieri Palace; and several other private Palaces; also, Toro dei Mercanti, Theatre dei Corse; the house in which Rossini lived; Caracci's frescoes in the palace Mignami; the Monte della Guardia; and the old Campo Santo, containing some good statuary, all under cover. Its Piazzas are remarkably beautiful. At the old Archiginnasio is a museum of antiquities found in an Etruscan Necropolis near the city.

ENGLISH CHURCH SERVICE at Hotel Brun, during the season.

CONVEYANCES.—Railway to Parma, Modena, Piacenza, Milan, and Turin, see page 251. To Ancona and Brindisi, p. 264; to Venice, p. 259; to Ravenna, page 264; to Florence and Rome, page 250.

Bordighera.—*Stat.*—Pop. 1,480.—HOTELS: HOTEL D'ANGLETERRE, comfortable and moderate, opposite the station.

A small town on the Corniche road, about an hour and a half distant from Mentone, on a hill overlooking the Mediterranean, among groves of olives, palms, oranges and lemons, with numberless beautiful walks in the neighbouring woods and ravines. The palm groves, with those of San Remo, supply Rome with palms for the Easter ceremonies. It is here that Rufini lays the scene of his novel, "Dr. Antonio." "The climate is almost perfect; warm and genial, without the depressing influence sometimes experienced in other parts of the Riviera; and is admirably suited for invalids."

CONVEYANCES.—Railway, see page 249.

Bormio (*German*, **Worms.**) INNS:—LA POSTA; DAS LAMM.

Accommodation at the Baths, about two miles up the valley.

Most beautifully situated on the borders of Tyrol, Travellers wishing to see the Val di Sole and Val di Annone (Non Thal), must proceed to Sta. Catarina, and then ascend (on foot) Monte Gavia; a guide must be procured. At Cles, conveyances can be had to Trent and Botzen.

CONVEYANCES to Colico; and carriages may be hired to Prad, Meran, and Mals, over **Monte Stelvio**, (the Wormser Joch) connecting Italy with Tyrol; one of the finest in Europe, and 9,700 feet high. The distance from Bormio to Prad is about 38 English miles, and occupies from ten to twelve hours. On the summit of the Pass is a place of refuge, which is the highest habitation in Europe. The view of the Ortler Spitz, (14,100 feet above the level of the sea), from this point is exceedingly grand. *See* PASS OF THE STELVIO in *Special Edition.*

ENGLISH CHURCH SERVICE at the Bagni Nuovi, on Sundays, at 11 a.m. and 3.30 p.m. Holy Communion after morning service. Chaplain licensed by the Lord Bishop of London.

Brescia. — *Stat.* — Pop. (1871) 38,910.—HOTELS:—

DEL GAMBERO, DEL CAPPELLO, DEL AQUILA NERA, DEL SCUDO, DI FRANCIA, L'ITALIA.

The Railway station is about ¾ of a mile from the town; omnibuses, 1 fr.; carriages, 1 horse, 1 fr. 50 cents., 2 horses, 2 fr. 50 cents.

A large and flourishing city, capital of the province of the same name, situated in a fertile valley. It is rich in Roman antiquities; and within the walls of an ancient Temple dedicated to Vespasian, a Museum has been established for the reception of the precious remains. Among objects of attraction are the Palazzo della Loggia, or Town Hall, entirely built of marble of the richest description, and covered with sculpture; the interior has some fine paintings. The Duomo Vecchio, containing some fine paintings. The Duomo Nuovo, or new *Cathedral*, is a noble building entirely of marble, and contains some very fair pictures. The church of Sta. Afra, built upon the site of a Temple of Saturn, is very rich in paintings, containing some of the best work of Titian, Paolo Veronese, Tintoretto, Bassano, and others of less note; there are also some fine frescoes. In addition to the churches above mentioned the following contain works of great merit, and are all worth visiting:—San Francesco, SS. Nazario e Celso, San Domenico, San Barnabo, Santa Agata, San Giuseppe, San Giovanni Evangelista, San Faustino Maggiore, San Pietro in Oliveto, San Clemente, San Faustino in Riposo, Santa Julia, San Carlone, La Misericordia, Santa Agnese, Santa Croce, La Madonna al Mercato di Lino. There are some excellent private collections of pictures which should be visited; the principal are the Gallerla Averoldi, Galleria Lecchi, and Galleria Tosi. The traveller should not neglect to visit the Corso del Teatro; as the whole of the houses in the street are painted with a series of mythological and historical subjects.

CONVEYANCES.—Railway to Bergamo, Milan, Camerlata (station for Como) Verona, Mantua, Padua, Venice, Pavia, &c., see pp. 256, 259. By diligence to EDOLO (pretty good inn), 55 miles in 15 hours, by a beautiful road, past Lago Iseo. From Edolo to Tirano (no good inn), Bormio, and Pontresina, by a good road, through splendid scenery. Thence across the Austrian frontier, to Nauders; and from Nauders along the valley of the Inn to Innsbruck, in 17 hours, over the Finstermunx Pass, and through Landeck.

Brindisi.—*Stat.*—Pop. 12,000.—HOTELS:—
HOTEL DE L' EUROPE.—Good and terms moderate.
THE GREAT EAST INDIA HOTEL.
HOTEL D' ANGLETERRE, opposite the port.

The ancient *Brundusium*, and a walled town on a good Harbour, (a perfect mass of Roman remains,) whose importance as the nearest port to Alexandria, on the European system of railways, seems likely to revive. The opening

railway from Ancona has brought it within 64 hours of London. The Port is perfectly sheltered, and has been so much improved that the mail steamers berth alongside the quays, to which there is now a clear depth of 8 mètres. Since 1866 two quays in the inner harbour, 466 to 490 mètres long, have been made; also, a boundary wall in the Canal d'Ingresso (a channel connecting the outer and inner harbour); a Breakwater, 380 mètres long, close to the Bocca de Puglie, between the Island of St. Andrea and the mainland; and a Mole, 280 mètres, from Forta di Mare. It has a good light-house. The P. & O. Company (carrying the Indian mails), and the Italian Co.'s steamers run to Alexandria in 3 days. The P. & O. steamers run also to Ancona and Venice. A line from Bari, to meet a continuation of that from Naples to Eboli, when completed, will give ready access to the west coast of Italy.

H. B. M.'s Consul—H. Grant, Esq.

American Consul—D. Sprague, Esq.

Bank—International.

Rail to Ancona, Turin, Paris, &c., see p. 264-266.

Buffalora — *Stat.*—Pop. 1260.

On the Ticino, 18 miles from Milan, near the field of **Magenta**, where on June 4, 1859, the Austrians were defeated by Marshal MacMahon, an officer of Irish descent. The bridge of Magenta has been rebuilt in white marble. Rail, p. 267.

Capua.—*Stat.*—Pop. 16,000.—Hotels:—

A fortified archiepiscopal city of Naples, in the Terra di Lavoro, situated about a mile and a half from the ancient Capua, and built from its ruins. No town in Italy, with the exception of Rome, is so rich in Roman inscriptions. The Cathedral, and the Church of the Annunciation are worthy of attention. At ancient Capua, once the rival of Rome, there are the remains of an amphitheatre, built of brick and white marble, and of four orders of architecture, in very tolerable preservation. From the summit there is a delightful view extending to Vesuvius. The Railway station is close to the town; omnibuses, 50 cents.

Conveyances.—Railway to Caserta, Naples, and Rome, see page 261.

Caserta.—*Stat.*—Pop. 2,600.

The royal palace (one of the most magnificent palaces in Italy) is worthy of being seen. Permissions are necessary, which may easily be obtained in Naples.

Conveyance.—Railways, see pages 261, 266.

Castellamare.—*Stat.*—Pop. 15,000. Hotels: Albergo Reale; Italia; Gran Bretagna; Imperiale; Europa, &c.

Much frequented for its sea-bathing, and its ferruginous springs; beautifully situated on the Bay of Naples at the foot of a wooded hill. It has a cathedral, royal palace, dockyard, barracks, &c. The waters are efficacious in cases of dyspepsia, weakness of the stomach, &c.

Church Service, in winter, supplied by the Colonial and Continental Church Society.

English Vice-Consul—S. Maresca, Esq.

Conveyances.—Railway to Pompeii, Naples, Cava, &c., see p. 263. Drive to Sorrento.

Cava.—Pop. 19,500.—Hotel Villa.

The tourist cannot select a better spot than this for his head quarters for exploring the Sorrentine Peninsula. (Hotel Villa Cioffi, a little way out of the town.) Cava lies 9 miles from Salerno, at easy distances from Sorrento, Pœstum, and Amalfi. Sr. Cioffi will procure carriages at moderate charges to reach them. Exquisite views are obtained from the windows of the Villa Cioffi. Terms for a suite of apartments, including board, six francs a day. Pension—Villa Della Monica, at Castagneto outside, is also a comfortable and clean house. Within half an hour's walk is the famous Benedictine Monastery of *The Trinity*, second only in importance (and the treasures it contains) to Monte Casino. Railway, see p. 263.

Ceprano.—*Stat.*—Pop. 4,000.

The Buffet is not good. Travellers should take provision from Rome or Naples. Rail, see p. 261.

This place surrounded by a wall, and near to the river Liri, over which is thrown a handsome bridge, was the former Roman frontier station.

Certosa—See **Pavia**—Opposite to Isoletta.

Civita Vecchia.—*Stat.*—Pop. 12,000.

Hotel Orlando. very bad.

A Refreshment-room has been established at the Railway Station where Breakfast, &c., can be had at moderate charges. Travellers are advised to take advantage of this accommodation on the score of economy and comfort. There is an omnibus attends the station, outside the ramparts, to convey passengers to the town, ½ fr. to 1 fr. Boat hire, embarking or disembarking in the harbour, ½ fr., and 1 fr. for a box. All Steamers enter the harbour.

The sea capital of Rome, formerly of the Papal states, and the portal through which the generality of travellers enter into Southern Italy; steam navigation has raised it from insignificance to importance as a seaport. The fine line of steamers plying between Marseilles and Naples regularly touch here, and contribute greatly to its importance and prosperity. Exports from the interior are here shipped for England and other countries. Travellers are not permitted to land here until the passports and ship's papers are shown and examined. The porters, boats, &c., are regularly organised at a fixed rate. In the Town Hall is a small gallery of Etruscan antiquities, viz., sarcophagi, female heads, &c. Several ancient Etrurian cities can be easily visited from this port.

H. B. M.'s Consul.—J. T. Lowe, Esq. American C. Agent. G. Marsanick, Esq.

Conveyances.—Railway to Rome and Leghorn, see p. 258, 260, 261 Steamers, see page 306.

Cogne.—Pop. 1600.—Hotel.

A beautiful spot at the centre of the lofty **Graian Alps**, among fine valleys and peaks, 10 miles from Aosta, on the path to Turin. Iron works here. The highest peaks are **Grand Paradis**, 13,300 feet high, first ascended 1860, (about 7 hours); Grivola, 13,210 feet; and Grand Tour St. Pierre. Towards Aosta are M. Emilius, 11,675 feet, a fine point of view; and Bocca di Nona, 10,385 feet.

Como.—*Stat.*—Pop. (1871) 24,350.—Hotels:—

Hotel Volta—newly opened by Mr. C. Galli, formerly proprietor of the Hotel d'Italie.

Hotel de l'Ange; L'Italia; La Corona.

Hotel de Florence, 2nd class house, good.

An ancient city, on the beautiful Lake of Como, two miles from Camerlata, enjoying a considerable trade in silks, woollens, cotton yarn, and soap. Its objects of attraction are the fine Cathedral, the Broletto or Town Hall, the Theatre, the Piazza Volta, and the Gateways of the city. The Plinlana, with its intermittent spring on the site of Pliny the younger's Villa, and Barbarossa's tower, deserve a visit; close to it, at Cernobbio, is the **Villa d'Este**, once the residence of Queen Caroline, and now the Hotel Regina d'Inghilterra—a magnificent house in a beautiful situation about three miles from the town of Como, where Church Service is held; Chaplain appointed by the Colonial and Continental Church Society.

The **Lake of Como** is exquisitely lovely, surrounded (except at the southern extremity) by lofty mountains, that run down from the Alps. **Bellaggio**, a promontory at the junction of the two arms of the lake, is perhaps the most charming spot on the Italian lakes, having a chapel at the hotel (Grande Bretagne), where CHURCH OF ENGLAND service during the season is supplied by the Colonial and Continental Church Society; Hotel Villa Giulia. **Cadenabbia.**—This place is rising into repute. There is also an English chaplaincy established here. The villas in this part of the lake (Serbelloni, Metzi, and Carlotta especially) with their magnificent gardens and tropical vegetation, should be visited.

VAUDOIS CHURCH.—5, Via Raimondi—Sr. Gay.

Steamers run up and down the lake twice a day, and to Lecco and back daily. Fares, 4 frs. and 2 fr. 10 ct. Boatmen and boat per day, 4 and 5 fr.; by the hour, 1½ to 2 fr. see page 332.

Railway to Milan (from Camerlata) see pp. 243, 244, 252.

Corniche Road (The), from Genoa to Nice, along the **Riviera di Ponente**, one of the most beautiful drives in Europe. Rail open throughout. See page 249.

Principal towns on the road, Voltri, Savona, Noli, Oneglia, San Remo, Ventimiglia, and Mentone; the two last being in France. For Savona and S. Remo, see those names; nearly all are stations on the rail.

Carriage road good, sometimes stopped by ravages of torrents; rises at times to 1,600 feet above the sea. Views present a succession of ports, gulfs, villages, rich vegetation, and beautiful prospects.

The road itself is narrow, so that two carriages can with difficulty pass; the space being a mere ledge or cornice (hence the name.) Almost all the towns and villages are built with straight very narrow streets, accounted for by the heat of the climate. In many are vast towers, first erected by the population as a protection from the Barbary pirates before 1830. Along the road cactus and aloes are seen with bunches in flower 6 or 7 feet feet high. At **Cogoletto**, a village near Voltri, is shown a house which an uncertain tradition assigns as that in which Columbus was born. Near Zinolea you cross the Tragenda torrent, leave Vado on the ridge of a mountain, pass through Porto di Vado, and Spatorno, and reach **Noli** (Hotel de la Post) an ancient republic, the *Nolum* of the Romans, with 2000 inhabitants.

Near it is **Albenga** (4000 inhabitants), also a former republic in a broader valley, with a tropical climate, (Hotel d'Italia) 115 mètres above the sea. Gothic cathedral and Roman bath. At Borghetto San Spirito, a curious grotto.

At Ponto Longo are Roman remains; the bridge of solid granite over the Ortovero seems likely to last till the crack of doom. **Oneglia** (6,439 inhabitants.) Hotel Victoria Di Londra. A fortified town and good port. Its riches consists in its olive orchards. The trees grow in terraces; many are of venerable antiquity. Oneglia oil is noted. **Porto S. Maurizio**, between Oneglia and S. Remo. For **Bordighera**, see that name.

Courmayeur. — Pop. 2580. — HOTELS:—ROYAL, L'ANGELO, L'UNION.

At the foot of the south side of Mont Blanc —about 25 miles from Aosta, over an excellent carriage road. The views of the Col du Géant, and Mont Blanc itself are superb. Many travellers consider the situation of Cormayeur preferable to Chamounix. The Passage of the little St. Bernard commences at Pré St. Didier, about a league from Cormayeur. Mineral water.

ENGLISH CHURCH SERVICE at the Vaudois Church.

EXCURSIONS.—Up the Grammont, ascent easy, 1½ hours up. Montagne de Saxe, with a fine view of the valley. Cormayeur is a good centre for excursions into the splendid scenery of the Grailan Alps of Piedmont, which deserve to be more visited than they are. See Cogne.

Cremona. — *Stat.* — Pop. (1871) 30,920.—HOTELS:—HOTEL L'ITALIA, the best.

SOLE D'ORO, ALBERGO REALE, CAPELLO.

A dull but interesting town. Chief objects of attraction—the cathedral and churches, the great square, and the palaces, of which there are a considerable number. Tower of the Baptistery, the highest in North Italy, 121 mètres. Cathedral, rich in marbles. Sanct Agostino e Giacomo, a fine painting; San Sigismundo, fine frescoes. S. Petro, S. Giacomo. Stradivarius, a celebrated violin maker of the 18th century;

Rail. to Brescia and Pavia, see pp. 253, 259, 260.

Desenzano.—*Stat.*—Pop. 3,460.—HOTELS:—ALBERGO REALE; Proprietor, G Meyer.

ALBERGO DELLA POSTA, VECCHIA, Proprietor, Fratelli Vago.

Distant from the station 1 mile. Conveyance to the town, which is beautifully situated on the shores of the lower or south end of the Lago di Garda, 10 minutes distant; hence on the line of rail to Brescia, is the station of Lonato, from whence branches the direct road to **Solferino**, passing the villages of Castiglone, 4 miles; Giudizzola, 5 m.; Goita, 5 m.; places which formed the Austrian line occupied by about 200,000 men. The French, under Louis Napoleon, numbering about 179,000 men, forced the Austrian position from the right to the left bank of the Mincio. After a well contested battle, which lasted from sunrise to sunset, the Austrians retreated in good order

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rom Solferino, Giudizzolo, Volta, and Valtiglio, to Villafranca, about 9 miles. The battle was fought on the 24th of June, 1859. The killed and wounded, on both sides, amounted to upwards of 40,000. **Villafranca**, where the two emperors met and concluded peace, is the second station from Verona, on the Mantua railway. Close at hand is **Custozza**, where the Italian army, under Victor Emanuel, was defeated by the Austrians, with the loss of 20,000 men, June, 1866.

CONVEYANCE.—Railway, see p 556 Steamer 331.

Ferrara—*Stat.*—Pop. (1871) about 20 000.—HOTELS: STELLA D'ORO, DE L'EUROPE, TRE MORI, TRE CORONE.

This city was once the residence of a court celebrated throughout Europe; but its importance has greatly declined; though since its union with the kingdom of Italy it has begun to revive. The chief interest of Ferrara arises from its connexion with the House of D'Este, the House of Brunswick, and the royal family of England. Ferrara was famous for its University. It stands in 100 square miles of marshy soil.

The School of Ferrara, founded and patronised by the D'Este family, boasts of many illustrious names in the arts and sciences, from Ariosto and Bojardo down to our times.

Public buildings—Cathedral, and Churches of S. Francesco, S. Benedetto, S. Paolo, S. Domenico, S. Andrea, Campo Santo and others; its Castle, formerly the Ducal Palace, sometime the residence of the Cardinal Legate; its Gallery of Pictures, lately transferred to the "Pinacotheca," one of the most beautiful palaces of Ferrara. This gallery contains many excellent paintings worth the traveller's notice, particularly Garofalo's Agony in the Garden: the Nativity, by Bastianino; Dosso Dossi's Noah's Ark; and the Fall of Man, by Agostino Caracci. Notice the house of Ariosto; the Palazzo del Magistrato, in a hall of which is the Ariostean Academy; the *Studio Publico*, or Schools of Medicine and Jurisprudence, containing a rich cabinet of Medals, and a collection of Grecian and Roman inscriptions and antiquities; amongst which is the celebrated Sarcophagus, dedicated by Aurelia Eutychia to her husband. Its chief interest is in the public library, containing 80,000 volumes, and 900 M.S., among which are the Greek Palimpsests of Gregory and St. Chrysostom: some manuscript of Ariosto and Tasso; together with the former's arm-chair of walnut wood, the beautifully executed medal bearing his profile, which was found in his tomb, and his bronze ink-stand. One most interesting object is the Cell in the hospital of St. Anna, shown as the Prison of Tasso. It is below the ground floor, and lighted by a grated window from the yard. On the walls of Tasso's prison are the names of Lord Byron, Lamartine, &c. Observe the Theatre and Citadel.

CONVEYANCE.—Railway, see pages 255, 259.

FLORENCE (*Italian*, **Firenze**)—*Stat.*—Pop. (1871) 167,903, including environs.—(*With Map in Special Edition.*) HOTELS:

GRAND HOTEL DE LA VILLE, D. Lodomez, proprietor. Comfortable and well situated.

GRAND HOTEL DE MILAN.—12, Rue de Corretani, close to Cathedral, and near the Station.

GRAND HOTEL NEW YORK, Lungo L'Arno, a first-rate house, fitted up in the English style, for families and gentlemen, deservedly recommended.

WASHINGTON HOTEL, on Lung' Arno, recommended.

HOTEL DE ROME, 8, Piazza Maria Novella.—Kept by Mr. Henkel. English spoken.

HOTEL PORTA ROSSA.—Very good Second class Hotel, well managed. The proprietor, Mr. Bazetti is English. See Advertisement.

Hotel De l'Arno, in Lung'Arno; Hotel et Pension Anglo-Americano; De l'Univers; Pension Suisse; D'Italia; De la Paix; Hotel Grande Bretagne; Hotel Victoria; Pension Girard, 2nd class.

APARTMENTS, chiefly on the Lung'Arno Acciajoli, opposite the Palace Pitti, and between Borgognissanti and the Cascine.

RESTAURANTS: Della Patria Stella, D'Italia, Della Fenice, &c.

CAFFÈS: Doney; D'Italia; Riccolo; Elvetier; &c.

THEATRES.—Pergola; Nuovo, Via dei Cresci; Niccolini, Via Ricasoli; Alfieri, Via Pietra Piana. Goldoni, Via Santa Maria. Pagliano.

SOCIETA ARTISTICA (formerly Studio Spranger), Viale Principe Eugenio, opposite the Protestant cemetery; a studio and exhibition room, erected on a site given by the municipality, and designed to bring purchasers into direct communication with the Artists, and to afford information on art subjects. Secretary, Mr. R. W. Spranger. See *Le Touriste* newspaper.

Florence, sometime the capital of the kingdom of Italy, was formerly the capital of Tuscany, and is remarkable for the beauty of its site. The picturesque grandeur of its buildings can be seen to great advantage from the Boboli gardens, from the Church of San Miniato, and from the Bello Sguardo, a hill whence a fine view may be obtained. Galileo's villa is at some little distance, near the hill of Arcetri. In general, the streets are narrow; its palaces are noble in their architectural beauty, grand design, and exquisite execution. The quays along the Arno, called Lung l'Arno (Lungarno), have been lengthened out, and extend on the right bank as far as the Cascine Gardens. There are seven bridges, including two suspension bridges. Principal Squares: of the Signoria, with its statues, of the Duomo, of Santa Croce, of the Annunziata, the Piazza Vecchia and its statues, and those of Santa Maria Novella and San Spirito.

Modern Florence is built like a pentagon. It contains a very fine *Cathedral*, called Santa Maria del Fiore, commenced in 1298 by Arnolfo di Lapo, whose design may be seen in Muro's fresco, on the east wall of the chapter-house of Santa Maria Novella. The walls of the cathedral are almost entirely cased with marble. It is 454 feet long and 387 feet high; the transept is nearly 334 feet long, the height of the nave 152 feet, and that of the side aisles 96½ feet. Many architects of great talent were employed in carrying out the erection, among whom were Giotto, Taddeo Gaddi, Andrea Orgagna, Lorenzo di Filippo, and Brunelleschi, to whom its completion was entrusted. In 1558 what was com-

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pleted of the facade was destroyed by the Provveditore Benedetto Ungucionio, who so defaced it, that not a slab or a column was left entire; and the traveller may now see Giotto's façade in the back ground of a lunette in the outer cloister of St. Marco. The re-building was commenced in 1420, and entrusted to Brunelleschi, who, before his death in 1446, saw the Cupola all but finished. This cupola is octagonal in the plan, and is 138 feet 6 inches in diameter. It served Michel Angelo as a model for St. Peter's. The best view of it is obtained from the south-east; and the traveller should go up the campanile, as a good view can be obtained by his doing so. Over the first door on the north side there are statues attributed to Jacopo della Quercia: d'Anton di Banco, called La Mandorla; beneath, are two small statues by Donatello; and in the lunette is an "Annunciation," by Doni Ghirlandajo; on the south side, the Madonna over the door is attributable to Niccolo Aretino, and that over the other door to Gio Pisano. The reader's particular attention is directed to the *Baptistery* by the Cathedral, of which the Bronze Gates were called by Michel Angelo, Le Porte del Paradiso.

The small dimensions of the windows, and the rich colours of the glass, cause the interior to look sombre and gloomy. The arches, though pointed, are not truly gothic. The pavement is tesselated with red, blue, and white marble. The stained glass is said to have been executed by a Florentine artist, Domenico Lisi di Gambrasin, in 1434. Above the side door in the west, to the north of the principal entrance, is the monumental fresco painting of Sir John Hawkwood. The tomb of Balthasar Cossa (John XXIII., 1419) is in the Baptistery, and deserves notice. The White Marble Tabernacle, in the Church of Or'San Michele constructed for holding the miracle-working picture by Orgagna, and surmounted by the statue of St. Michael, is worth the traveller's inspection.

The church of *Santa Croce*, with its monuments of Dante, M. Angelo, Gallileo, &c., will repay a visit. The principal other churches worth notice are, Santa Maria Novella, San Lorenzo, which contains the Laurentian Library, designed by Michael Angelo; and Michael Angelo's Sacristy, being the tombs of the Medici, and the celebrated Statues of Day and Night; the church of San Marco, the Annunciation, and Santo Spirito. The Florentine Palaces will also interest the traveller, among which is the Palazzo Vecchio. There are two markets, the Mercato Vecchio, and the Mercato Nuove. Among the houses are, Casa Buonarotti, the house of Michael Angelo, in Via Ghibellina, one of the most interesting objects in Florence, The Galleria Reale, on the upper floor of the *Uffizi*, is open to the public every day, except holidays, between 9 a.m. and 3 p.m. The Gallery of the Palazzo *Pitti* is open to the public every day except holidays, between 10 a.m. and 3 p.m. The two galleries contain perhaps the richest and most celebrated collection of statues and pictures in the world, including the Venus de Medici, and works of Raphael. On the first floor of the Uffizi is the Magliabechian Library, so called from its founder, Antonio Magliabecchi. This library, contains 150,000 volumes, besides 12,000 manuscripts, including one of Tasso, with several of Machiavelli, and of Gallileo. The Laurentian Library contains 9,000 manuscripts, including the Pandects, a manuscript of Virgil, two of Tacitus, one of Plutarch, the Decamerone, and several by Dante. The Riccardi Library contains 23,000 volumes and 3,500 manuscripts. The Marucelli contains 45,000 volumes.

ENVIRONS.—Among the places worth a visit are Bellosguardo and Fiesole, Poggio Imperiale, La Certosa, and the Sanctuaries of Vallombrosa, which are 18½ English miles from Florence You can go 28 kilometres to Rigano by rail on the road to Vallombrosa. Alvernia, the sanctuary of St. Francis, also deserves a visit, as well as the Camaldoli Convent, seven hours from Lalvernia, over the mountains among fir forests.

POST OFFICE.—Place della Signora. A letter to London takes 57 hours in transmission.

H. M.'s CONSUL, D. Colnaghi, Esq. VICE-CONSUL.—A. French, Esq., (of French & Co., bankers.)

AMERICAN CONSUL, J. Graham, Esq.

ENGLISH EPISCOPAL CHURCH of the Holy Trinity (Via del Maglio, Piazza San Marco.) Erected 1844. Chaplain, Rev. R. Loftus Tottenham, M.A., late Chaplain to the Legation, 57, Via Ghibellina, Piano Terreno. Services Sunday at 8 30, 11 a.m., and 3.30 p.m.; Wednesday and Friday, 11 a.m; Holy Communion every Sunday, and on the principal festivals, at 8.30 and 11 a.m. The Free Lending Library attached to the Church is open to all Members of the Congregation after the Services. The Custode attends at the Church after the Services, and on every Saturday from 2 to 5 o'clock, to receive applications for sittings.

AMERICAN CHAPEL.—(Evangelical Alliance.)—Via Serazhio, No. 15. Sunday, 11 a.m. and 3 p.m. Sunday school, 10 a.m. Prayer Meeting Wednesday eve.

PRESBYTERIAN SERVICE on Sundays, at 11 a.m. and 3p.m., and Tuesdays at 3 p.m., Minister, Rev. John R. M'Dougall, M.A., late of Brighton, in Casa Schneidereff, No. 11, Lung' Arno Guicciardini, next door to the Swiss Church.

VAUDOIS CHURCH.—51, Via dei Seragli—Sr. A. Meille. Also, Sta. Elizabetta, near Sta Croce—Sr. Geymonat.

BANKERS.—Messrs Haskard and Son, 3, Piazza S. Gaetano (Palazzo Antinori). give the highest exchange for circular notes, letters of credits, &c. Charge no commission. Messrs Macquay and Hooker Finzi, 5, via de Tornabuoni.

Messrs. A Guarducci & Co., exchange Circular Notes, effect payments on Letters of Credit, and transact any other description of Banking business.

PHYSICIANS.—Dr. Wilson; Dr. Duffy; Dr. Young, 13, Via dei Fossi.

DENTIST.—Mr Dunn.

BOOK AND PRINTSELLER, PHOTOGRAPHS AND STATIONERY.—DEPOT FOR BRADSHAW'S GUIDES, MAPS, &c.—Edward Goodban, 9, Via Tornabuoni

ROMMEL'S PERFUMERY; 20, Via Tornabuoni, Retail and Wholesale.)

COPYIST of Old Masters, Sigr. Pompigloni, 3, Piazza di Sta. Croce.

CONVEYANCES. — Railway to Pisa, Leghorn, Civita Vecchia and Rome, see page 262, also to Rome *via* Arezzo, Perugia, and Foligno, 1st class, 40 francs, in 13 hours, see page 260. To Lucca, page 262; to Bologna, Venice Milan and the North, see pages 251, and 259. Travellers for Genoa will find the most pleasant route to be that by way of Pisa and Spezia through the magnificent scenery of the Riviera di Levante to Genoa. see pp. 262 & 251. Steamers from Leghorn to Genoa and Marseilles, Civita Vecchia, and Naples, see page 312. If the traveller should be desirous of going by road to Genoa, a return carriage is generally to be procured at about 120 frs.

RAILWAY STATION is in the town. Omnibuses to the hotels, 1 fr; 2-horse carriages 2 fr. the first hour, and for any period after the first hour. Closed carriages (street) to and from the Opera, per agreement. from 3½ to 4 fr., and if not, 5 fr.

Frascati.—*Stat.*—Pop. 6000.—HOTEL:—

A beautifully situated town of the Campagna di Roma, seated on the Alban hills, and built on the ruins of Tusculum. It is a favourite resort of the Romans during the summer months, and much frequented by English families for its beautiful scenery and healthy climate. Near it is the site of Cicero's Tusculan Villa.

CONVEYANCES.—Rail to Rome and Marino p. 262.

GENOA (*It.*, **Genova.**)—*Stat.*—Pop. (1871) 130,270. (*With Map in Special Edition.*)—HOTELS.

GRAND HOTEL DE GENES.—First-class hotel, situated opposite the Carlo Felice Theatre.

HOTEL DES QUATRE NATIONS, Cevasco Brothers, Proprietors; excellent house and civil people.

GRAND HOTEL DE LA VILLE.—This hotel has just been bought by Messrs. B. Trombetta and D. Occhetti; also proprietors of the Hotel Feder. Both recommended.

HOTEL DE FRANCE, very good, comfortable, well situated and moderate charges.—Isotta Brothers.

HOTEL L'ECU, First class hotel highly recommended.

HOTEL FEDER; HOTEL D'ITALIE; VICTORIA; BONERA; LEGA; ITALIANA; DEL GRAN COLOMBO.

RESTAURANTS:—Del Centro, Clombo, Gran Cairo.

CAFFE.—Italia, Costanza.

CITADINES, 80 c. the course; 1 fr. 50 c. the hour; at night, 2 fr. OMNIBUSES, 20 or 30 c.

POST-OFFICE, Place Fontana Amorosa.

GENOA, called "La Superba," or the Proud, is one of the chief ports of Italy; and, like Bath, is very up and down. The universal stone here is marble. The three principal streets, Balbi, Nuova, and Nuovissima, are bordered by a noble succession of palaces. Its shops are now better lighted. It is remarkable for its palaces, making it look like a city of kings. Among these, all more or less noticeable for their architecture or paintings, are Palazzo Doria Tursi, in the Strada Nuova, late residence of the Queen Dowager, and afterwards the Jesuits' College; Palazzo Leira, Palazzo Spinola, and the Palazzo Palavicino, No. 327, Strade Carlo, called Palavicino, or "Strip my neighbour," from the family name. Others are the Pallazzi Rosso (or Brignole-Sale), Ducale, Doria, Serra, and Balbi; with the vast Palazzo Durazzo, a Royal Palace since 1815, and splendidly gilt. The floor of the Salle du Trone is red mosaic, mixed with blue. This palace possesses a great number of excellent paintings of all the Italian Schools.

The *Cathedral* of St. Lorenzo is a noble pile, built in the eleventh century, and restored several times, but especially in 1550, by Galeasso Alessi. The columns of its portals were taken from Almeria as part of the spoils won at the capture of the city. The curious pilasters of the door on the north side of the church, are worth attention. The richest portion of the church is the chapel of St. John the Baptist, into which no female was formerly permitted to enter except on one day of the year, an exclusion imposed by Pope Innocent VIII. The treasures in the Sacristy are well worth inspecting.

The Churches best worth visiting after the Cathedral, are the Annunziata, Saint Ambrogio, with a celebrated assumption by Guido Reni; Filippo-Nere, San Siro, with fine gilt statues of angels; S. Matteo; Santa Maria di Carignano (1552), by Galeasso Alessi a perfect piece of architecture, with remarkable paintings, by Procaccini. From the summit of the last there is a good view of the town, the picturesque port, with its fortifications and lighthouse, and of the Mediterranean sea. Notice also the Municipal Palace; Old Exchange; Compera, or Bank of St. George; and the Academy of Fine Arts, with its Library. It is situated in the Piazzo Carlo Felice, close to that theatre. Other Theatres are the Paganini, Apollo, Andrea Doria, Nazionale, Diseine. The Public Gardens deserve a visit.

Genoa, and the numerous beautiful Villas covering the hills about it, are seen to the greatest advantage from the entrance to the harbour. There is a wonderful arched promenade along the Quay.

The circuit of the city is strongly fortified and protected by 40 bastions.

The beautiful Cemetery about 2 miles out is worthy of a visit, covering a vast area; its cloisters are really magnificent and rich in sculptural tombs, and some of the finest statues to be seen out of Rome and Florence.

Genoa manufactures filagree silver peculiar to itself. The climate, except at one time of the year, is bad for invalids, on account of the rapid changes.

H. B. M.'s CONSUL, M. Y. Brown, Esq.

AMERICAN CONSUL, O. Spencer, Esq.

ENGLISH BANKERS, Messrs. Granet, Brown, & Co.

PHYSICIAN, Ch. Breiting, M.D., successor to Dr. Millingen as Physician to the English Hospital, 33 Salita Sta. Maria della Sanita.

SURGEON DENTIST.—Mr. C. S. Bright, Licentiate of Royal College of Surgeons, England, 14, Via Assarotti, 1st Floor.

FILIGREE WORKS.—In Silver and Double Gilt. We recommend the manufactory and depôt of Mr. Emilio Forte, 155, Via Orefici. Prize Medal awarded London, Exhibition, 1862.

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Large manufactory and depôt of coral works of every description—Messrs. Raffael Costa e Figli; 17, Via Ghibla. Recommended.

Post Office is situate in the Piazza del Fontane. Letters arrive daily, and are distributed at about 2 p.m. Box open for dispatch of Letters to England till 5.5 p.m. Receiving Boxes open till 4.20 p.m. Telegraph at Palazzo Ducale.

English Church.—Rev. R. D. Jones, officiates regularly on Sundays, in a new Church opened 1872, built by Street.

Presbyterian Church.—Divine Service every Sunday at 11 a.m., in the Vaudois Church, Via Asserotti; and at 6 p.m., in Salita S. Francesco, Castelletto. Minister, Rev. Donald Miller, M.A.; Residence, 39, Via Asserotti.

Vaudois Church.—Via Assarotti—Sr. Prochet.

Conveyances—Railway, see pages 55, 233, 239, 248—250, 254, 264, 295. Omnibuses attend the trains at the railway station, which is in the Town.

The Tariff for boatmen is fixed at 1 fr. for each person, including an ordinary quantity of baggage, either for embarkation or disembarkation; 2francs an hour.

For Sailings to Marseilles, Leghorn, Naples, Palermo, &c., see page 309.

Gressonay-St. Jean.—Hotel:—De la Pierre.

In a delightful situation in the Val de Lys, 12 hours' walk from Breuil, on the south slope of Mont Cervin, by St Théodule Pass. Residence of the Naturalist Zumstein, the first to ascend Monte Rosa. The German peasantry of these valleys are remarkable for beauty, purity of manners and picturesque costume.

Leghorn (*Ital.*, **Livorno.**) —*Stat.*—Pop. (1871) 97,100, including environs.

Hotels.—Vittoria, and Washington Hotel, Isoer, Du Nord, Robertson's Boarding House, Villa Franca.

Restaurants.—La Pergola, Il Giardinetto.

Omnibuses attend the arrival of trains at the railway station; fares, 50 cents., carriage fare, 1 fr. 50 cents.; cittadine, 1 fr. the course, to the mola, 1 fr. 50 cents., per hour, 1 fr. 70 c. in the city. Tariff for Boat hire. Passengers with luggage pay on landing at the Custom House, 1 fr. 50 c.; each person without luggage, 1 fr. only.

Leghorn was the commercial capital of Tuscany and is still the emporium of the foreign goods and manufactures required for the consumption of this part of Italy. The squares are spacious, the streets regular, well paved, and lighted with gas, with wide and convenient foot-paths on either side. The air is pure, the heat of summer and the winter cold being tempered by the sea-breeze. Leghorn is a favourite resort of people from Rome, Florence, Bologna, Siena, &c.;—in the summer season, the influx of strangers frequently amounting to 10,000 persons. The Government are now enlarging the port to accommodate the increasing trade of the place. The marble group on the quay is a good piece of statuary.

The Old English Cemetery contains the graves of Smollet, Francis Horner, &c. The New Cemetery is 1½ m. distant.

Travellers will do well to provide themselves here with whatever specie they are likely to require. The foreign goods for the supply of all Tuscany are imported by Leghorn.

British Chapel beside the Old English cemetery, Chaplain, Rev. H. Huntington, Service at 11 o'clock and in the afternoon.

Scotch Presbyterian Church, beside the old English cemetery, Chiesa Scozzese, Via degli Elisi, Minister, Rev. C. W. Stewart, D.D., Free Church of Scotland; Assistant, Rev. James Collie, Free Church of Scotland; service at 11 a.m., 6 p.m.

Vaudois Church.—Piazza Manin—Sr. T. Malan.
Post Office, Piazza Carlo Alberto.
H. B. M.'s Consul.—Alexander Macbean, Esq.
American Consul.—F. Struve, Esq., Via Degli Elisi.

English and American Bankers.—Messrs. Maquay, and Hooker, Offices,—7 and 8, Via Borra.
Bankers and Commission Agents.—Alex. Macbean and Co., 12, Via della Madonna.

Conveyances.—Railway to Pisa, Pontedera and Florence, see page 258. Steamers almost daily, during the season, to Civita Vecchia, Naples, and Sicily, Genoa, Nice, and Marseilles, and twice a week to the Isle of Elba, see page 313.

Lodi.—*Stat.*—Pop. 20,092.—Hotels:—Il Sole; I Tre Re.

Within 20 miles of Milan. The cathedral is a handsome pile. Here Bonaparte defeated the Austrians at the bridge of Lodi, 1796.

For Railway to Milan and Piacenza, see page 257.

Loreto.—Pop. 6000.—Hotels:—Campana, Gemells. Posta.

By rail from Ancona, 23 miles, see page 264.

Magnificent Church of Madonna di Loreto, with the Santa Casa, said to be the one inhabited by our Saviour, and brought here by angels.

Frescoes of Signorelli and Andrea del Sarto.

Mount the Campanile, visit the cellars, and taste the wine of the Convent.

Lucca.—*Stat.*—Pop. (1871) about 22,000.—Hotels:

Croce de Malta; Universo; Villa Pieri: the latter close to the railway station. Omnibuses to and from the station, 50 cts.; street carriages 1 fr. the course, or 3 frs. the hour; to put down and take up at night, 5 frs. To the **Baths**, 10 to 12 frs.

This city was the capital of the late Duchy, and has the appearance of considerable commercial and manufactural activity. Situated on the banks of the river Serchio in a fertile plain and beautiful valley, it is encompassed by an amphitheatre of hills, which are covered with olive trees. The town is surrounded with ramparts, laid out in pleasant walks, planted with trees, whence some of the finest views may be obtained of the city, the exquisite valley of Serchio, and of the Apennines.

Principal objects are — remains of a Roman amphitheatre, and theatre; the Duomo, or cathedral; the inlaid work of the fine façade and portico. Inside, the painted roof and frescoes; the mosaic pavement representing the judgment of Solomon; the stained glass windows and lastly, the several fine paintings and beautiful works of art. The most remarkable of the churches is that of San Romano, containing the magnificent picture by Fra Bartolommeo, called the "Madonna della Misericordia," an exquisite and wonderful painting; and also the "St. Mary Magdalene," by the same master: both of these paintings are masterpieces.

VAUDOIS CHURCH. — Via S. Pellegrino — Sr. Pistocchi (Evangelist).

Baths of Lucca.—Hotels: D'Europe and D'Amerique. This locality is one of the coolest summer residences in Italy. It was the favourite summer residence of the ex-Dukes. The apartments for the use of visitors are comfortable, and are let on moderate terms. There are very pretty drives. The road now opened up to meet the railway from Bologna to Florence is excellent. Time required between the Baths of Lucca and the railway at Prachia, five hours. The road passes along the river Lima, and runs for a great part through a deep gorge, overhanging which are several romantic villages. Good carriages to Prachia for 30 to 40 francs. Persons going northward from Rome or Florence would be well compensated by taking this route.

ENGLISH CHURCH open from 15th of May to 15th of October. Chaplain, Rev. Rothwell Johnson. Service at 11 a.m. and 6 p.m.; Holy Communion on first and third Sundays in the month. An excellent library at the English Church as well as a religious library. The latter is gratuitous for those holding church sittings.

ENGLISH PHYSICIAN AND ACCOUCHEUR—Dr. Gason, who practises in Rome during the winter.

HOTEL DU MONT-ROSE —The landlord very civil.

CONVEYANCES—Railway, see page 262.

Macugnaga.— HOTEL DU MONT ROSE.—The Landlord of this Hotel is very civil.

HOTEL DU MONT MORO.—Finely situated at foot of Monte Rosa. Best view from Belvedere. Excursion to Alp Pedriolo, to Glacier de Félier, &c. Val Anzasca leads to Vogogna, which see.

Magadino, on **Lago Maggiore.**—Pop. 770. HOTEL BELLEVUE. Voitures can be had here at moderate charges, for the passages of St. Gothard or the Bernardino. Steamers on Lake, see p. 332.

This town is becoming of considerable importance from its central situation at the mouth of the Ticino. It is one of the most picturesque spots on the route from Bellinzona to Milan. Travellers can proceed to Lugano, Locarno, or Pallanza, if inconvenient to stop here.

Magenta, see **Buffalora.**

Maggiore Lake, see **Magadino, Baveno,** &c.

Mantua—*Stat.*—Pop. (1871) 26,690.—HOTELS: FENICE, AQUILA D'ORO, CROCE VERDE.—Proprietor, Mr. T. Pinelli Trevisani. Several Diligence offices in this hotel.

A city of Venetian Italy, and the capital of province of the same name. It is located on an island in the middle of a lake 20 miles in circumference, and two in breadth, and possesses a strong fortress, with a Ducal Palace. The streets are regular and spacious. The cathedral is a noble building, and contains some famous paintings In the Church of St. Francis are some interesting relics. That of Sta. Maria della Grazie, in the neighbourhood, has carious old *ex-voto*, figures of Charles V., Pius II, the Constable, Bourbon, and others.

CONVEYANCES.—Railway to Verona and Modena, p. 253; to Cremona p. 253. Omnibuses to and from the railway station, 2½ miles from the town.

Mesert.—HOTEL.

Delightful village on Lake Maggiore, near Baveno.

MILAN (*Italian*, **Milano**; Germ. Mailand) *Stat.*—Pop. (1871) 199,010, besides 68,000 in the Corpi Santi or suburbs.—(*With Map in Second Edition*).—HOTELS:

HOTEL DE GRANDE BRETAGNE, a remarkable good house, gives general satisfaction.

GRAND HOTEL DE MILAN, furnished with the greatest elegance. Carefully conducted. Moderate charges.

GRAND HOTEL ROYAL, a first-rate house, and strongly recommended.

HOTEL DE LA VILLE.

HOTEL CAVOUR, Place Cavour, opposite the public gardens, good accommodation, moderate charges.

CAFFES.—Biffi, Cova, & Gnocchi, in the handsome new Galleria V. Emmanuele, near the best shops.

Broughams, per course, 1 fr.; from and to the Station, 1 fr. Omnibuses from the Duomo to all the Gates of the City, 10 cts.; to Railway Station, 25 cts.

Milan, the ancient *Mediolanum*, founded by the Insubrian Gauls, is the chief city of Lombardy. It was sacked by Attila, A.D. 452 but its destruction was not effected until its surrender to Frederick I., 1162. Its restoration was effected, 1167, by the combined forces of Cremona, Brescia, Bergamo, Mantua and Verona. Milan fell again in 1535, under the power of Charles the Fifth, who fixed the succession of the Duchy in his nephew. The Treaty of Utrecht, in 1713, handed Milan over to Austria: In 1859 it was restored to the new kingdom of Italy.

The city has 10 Gates, all identified with some traditionary recollection, and remarkable for their massive proportions and architectural designs. Notice particularly the Porta della Pace. The *Duomo*, begun 1386, is one of the finest cathedrals in Italy; and, after St. Peter's at Rome, is considered to be the largest church in Europe. It is built entirely of white marble from the Simplon: and, although architecturally defective, will not fail to strike the traveller with admiration for elaborate detail and richness of decoration. It has 135 spires or pinnacles. The statues outside amount to 1923; in the interior to 670. The magnificent Virgin's Chapel defies all description. Among its relics may be enumerated

—three nails from the Crucifixion, the Virgin's shroud, a seamless coat of our Lord, &c. It should be ascended to the top.

Leonardo da Vinci's celebrated picture of the *Last Supper*, in the refectory of the Dominican Church of Santa Maria delle Grazie, is worth visiting. Note, also, the Churches of St. Ambrose, (very ancient), and S. Lorenzo (octagonal), and the Columns of S. Lorenzo. The rich Ambrosian Library contains some rare volumes and manuscripts. The **Monasterio Maggiore**, and the Church of S. Eustorgio, are especially worth seeing. The Ospedale Maggiore is a grand establishment for the sick, founded by Francesco Sforza in 1456.

The great Theatre of *La Scala*, opened 1778, can hold 4000 persons, and has six rows of boxes, The pit, with the orchestra, holds 1100 places. General entrance for 3½ fr., Extra—Reserved seats: two first rows near Orchestra 8 fr., arm-chair, fauteuil, 5 fr. The four first rows of boxes are purchased by the Milanese nobility. A box of the first row costs 2000 fr. for the season of six months. A fine statue of Leonardo da Vinci, in the Piazza opposite, was uncovered in September 1872. Teatro del Verme s a new one (1872,) for grand operas. The town of Milan and proprietors of boxes subscribe since the withdrawal of grant by the Government. The orchestra consists of 100 musicians. Modern *Amphitheatre* built by Napoleon. The Brera, one of the finest picture galleries in Italy, containing a masterpiece of Guercino, and another of Dominichino. The best promenade is the Viale dei Colli.

The climate is somewhat cold and damp, though drier than the average of English climates during the winter.

The traveller will find the rail from Milan to the Lakes of Como, Maggiore, and Garda, very pleasant and agreeable, the country along being beautifully fertile, and embellished with villas. Three miles distant from Milan is the famous Abbey of Chiaravelle—a large, and richly decorated church. This, and the cathedral of **Monza** (also within an easy drive), should be visited. One of the most pleasant excursions from Milan is to the **Monastery** of La Certosa—(see *Pavia*). "Try the wine called Gattinara." B. S. C.

British Vice-Consul, T. Kelly, Esq, Albergo Reale. American Consul—H. Trimble, Esq.

English Church Service in the church of San Giovanni della Conca, in the Via Giovanni della Conca, No. 13: Rev. J. P. Mengé, M A., chaplain (89, Corso Venezia), appointed by the Colonial and Continental Church Society. Divine service on Sundays, and other usual seasons, at 11 a.m. and 7 p.m., during the summer months; and at 11 a m., and 3½ p.m., during the months of winter. Holy Communion on the first and third Sundays in each month.

Vaudois Church.—Chiesa Valdesi—Sr. Turin.

English Bankers.—Ulrich and Co.; Finck and Scherbius, 8, Via Andegari.

Italian Medical Practitioner.—Dr Cappelli, No. 10, Via Bigli, famous for the cure of diseases incidental to the climate.

English Physician and Surgeon.—

English Chemist and Apothecary—Signor Riva, Palazzi, near the Theatre, La Scala, Milan.

Modena—*Stat*—Pop. (1871) about 33,000.—Hotels —San Marco; Reale; Leopardo.

Omnibuses and Carriages at the station; the former 50 c., the latter 1 fr. to 1 fr. 50 c., to any part of the town.

A fine episcopal city (ancient *Mutina*), between the Secchia and the Panaro, and capital of the duchy of Modena. Principal objects of interest —the Ducal palace, which is a fine edifice richly furnished, containing some rare pictures; the Duomo, or Cathedral, a magnificent building of the 11th century, in the Lombard style, with a rare projecting porch, some remarkable sculpture, a curious screen of red marble, and some Roman inscriptions and tombs; it is also celebrated for its tower, called the Ghirlandina, one of the highest in Italy. The church of St. Michele, containing some fine groups in terra-cotta. Notice also a college, an academy of fine arts, and a library containing 90,000 volumes, 2600 medals, and about 7000 manuscripts, of which Muratori was librarian, besides a university, observatory, and theatres.

Principal Squares:—Piazza Grande, Piazza Ducale. Principal Streets:—Corso della via Emilia, Corso Canal Chiaro, Corso del Naviglio, Corso Canal Grande.

Conveyances.—Railway, see page 250, 253.

Monza—*Stat.*—Pop (1871) about 16,000. Inn, Il Falcone

An ancient city formerly called Modoetia, divided into two equal parts by the Lambro. Its principal buildings are the Broletto or Town Hall; the magnificent Cathedral, where the sacred Iron Crown of Lombardy (now at Vienna) was always kept; and the Palace. Fine Campanile.

Conveyances.—Railway, see pp. 252, 256

NAPLES.—(*Italian*, **Napoli.**)—*Stat.*—Pop. (1871) 448,750 including environs. (*With Map in Special Edition.*)—Hotels:

Hotel Grand Bretagne.

Hotel d'Angleterre—Et Grand Hotel du Louvre; both excellent hotels, kept by Mr. R. Donzelli.

Hotel de Geneve, Hotel de Russie, Victoria, Washington, New York, United States, Des Etrangers, Hotel Tramontane, De Ville.

Hotel et Pension Britannique, Corso principe Amedo.

Pensions.—Naples is well supplied with Pensions under English Management. Pension Beau Rivage, 42, Corso Vittoria Emanuele, by Miss Brazile; English Boarding House, by Mrs. Turner Guidotti, 64, Vico Giovanin Banzan. Pension Universelle, by Miss Phillips, Strada Vittoria Pension Suez, by Mrs. Cross, 36, Riviera di Chiaja, Pension Anglaise, by Mrs. Douglas, 114, Riviera di Chiaja. Pension Britannique, by Mrs. Macpherson, Salita Capa Pension Allemande, Mrs. Schultz, 98, Chiatamone.

Best apartments along the Chiaja and the streets leading from the Chiatamone, Santa Lucia, and Riviera di Chiaja.

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CAFES.—De l'Europe, Grand Caffé, Café du Commerce; all have excellent Restaurants attached.

GENERAL POST & TELEGRAPH OFFICE, Palazzo Gravina, Strada Monteoliveto; open for distribution of letters 8a.m. to 9 p.m. and for stamps, 8 a.m. to 8.m. Postage to England 25 centimes per ½ oz. Postage Stamps sold at all tobacco shops. N.B. The Italian Post Office objects to receive large letters unless registered.

Naples is the chief city of Southern Italy, and has a south-eastern aspect. There are five principal entrances; that by the Bridge della Maddalena, near the Bay, is the most striking. Most of the houses are lofty and the streets narrow; there are however several open spaces or squares; as, Piazza del Municipo, Piazza del Plebiscito, in front of the Royal Palace, Piazza Dante, extremity of Via Roma; Piazza Cavour, near the Museum &c. The aqueduct water is bad for drinking, but that of the city springs is good. The number of Churches at Naples is about 330, and those best worth a visit are the Gesu Nuovo, in the style of St. Peter's at Rome; the San Severo a private chapel, (good statues of Christ, of Modesty, and Christ on the Cross); San Francesco da Paola: the Cathedral; the San Martino, (extremely rich in paintings and precious marbles); the Santa Chiara or Second Cathedral, one of the finest in Naples; St. Domenico Maggiore, containing the tomb of the Anjouin and Aragonese monarchs, and many precious objects of art Also, San Severino e Soggio; La Incoronata, remarkable for the afresco of Giotto; San Filippo Neri; San Lorenzo Maggiore; St. Maria del Carmine; all of them adorned with pictures, &c., of the first masters.

Permissions to see nearly all the Palaces are given gratis. The Royal Palaces of Naples, Caserta, Capo di Monte, &c., may be viewed gratis by special permission. The *Museo Nazionale* (formerly Borbonico) will repay a good many visits, it possessing, besides a picture gallery, the fresco paintings, mosaics, gold and silver ornaments, etruscan vases, &c., discovered in the excavations of Pompeii and Herculaneum. Indeed this Museum is in some points unique, especially in its treasures of ancient art. The building is divided into the following departments:—Ground Floor, 1. Mural paintings and frescoes; 2. Ancient marble sculpture; 3. Egyptian and Oscan antiquities; 4. Ancient bronze statues; 5. Inscriptions and the Farnese Hercules staircase; 6. Mediæval antiquities, stained glass, terra cotta; 7. Papyrus; 8. Libraries; 9. Gems; 10. Medals; 11. Small bronzes; 12. Vases; 13. Suret cabinet; 14. Picture gallery. Open every day from 9 to 3; on Sundays from 10 to 1, free. Entrance Fee other days, 1 fr. The Royal Library is annexed to the Museo Nazionale and contains 250,000 volumes, besides more than 1700 papyri, found in Herculaneum! The Brancacciana Library contains 50,000 volumes.

The Albergo dei Poveri is also a fine establishment for paupers and orphans. An institution called the Monte de Misericordia, founded by Charles III. It affords fixed relief to about 5000 poor, and pays the debts of deserving individuals.

THE ENVIRONS abound with beauty and delightful reminiscences; including Virgil's Tomb, the grotto of Pausilippo; the ruins of Pozzuoli; Lake Avernus, and the classic shores of Baiæ and Misenum; the islands of ISCHIA, Procida, and Capri; the coast to Castellamare, the orange groves of Sorrento; Vesuvius, and the fields of Ava; the streets of Pompeii, and the excavations of Herculaneum.

Ascent of Vesuvius—occupies about 8 hours; it is advisable to take refreshments with you, and to ride as far as horses can go. The Guide Office is at Resina (p 523); Fixed Tariff: guide 6 fr., horse 5 fr., donkey 4 fr. Punta del Nasone, on Monte Somma, is 3747 ft. above the sea; but the highest point, Punta del Palo, is nearly 4000 ft.

A grand eruption broke out on 25th April, 1872, in the Atrio de Cavallo, near the Observatory; the lava pouring from four new mouths, down to Torre del Greco, Camaldoli, Resina, &c. Columns of dense white smoke like fleeces of wool ascended to a height of 5000 ft., attended by earthquake shocks, and a deafening roar, "like millions of claps of thunder"; while clouds of ashes, dust, and stones were carried a distance of 10 or 20 miles. This magnificent sight lasted till 2nd May. About 60 deaths were recorded; and two villages were overwhelmed, viz., Massa and S. Sebastiano.

The ruins of **Pæstum** may be visited in a day. The best way is to go by evening train to Salerno and make arrangements for carriage and lunch before retiring to rest, have an early start in the morning, and return to Naples in evening. A most interesting excursion; the three magnificent ruined temples of Neptune, Vesta or Ceres, and Basilica, being in a very fine state of preservation; they are supposed to be 2500 years old. Another delightful excursion is by railway to **Castellamare** (1 hour) and from thence to **Sorrento**, by carriage along the side of the Bay (1¾h); one of the most beautiful rides in the world.

FESTIVALS.—The 8th of September (the Nativity of the Virgin) is the greatest festival in the year. Another great feast is that of St. Januarius the martyr, whose blood is said to liquify on that occasion, 19th Sept., as well as on the first Saturday of May and December 16th. The body of the saint is in the crypt of the cathedral of San Genuaro. Festival of the Constitution, first Sunday in June; there is usually a grand review of Military and the National Guard,

CARRIAGE, in the city, with 1 horse, per course, by day, 70 c.; by the hour, 1 fr. 50 c., and 1 fr. 10 c.; for every consecutive hour. At night, 1 fr. per course, and by the hour, 2 fr. 10c, and 1 fr. 50 c. for each consecutive hour, or part of it. Two-horse carriage, per course, by day, 1 fr. 40 c.; by night, 2 fr. 20 c, and per hour, by day, 2 fr., and following hours, 1 fr. 70 c. At night, 3 fr. 20 c., and for every consecutive hour, 2 fr. 20 c. Three lines of omnibuses crossing the city, 15 c. the course, and double the above after midnight. To the Railway Station in omnibuses *with* luggage 1 fr.

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THEATRES.—SAN CARLO Opera. DEI FIORENTINI—Strada dei Fiorentinia Toledo, Italian prose and drama, Del Fondo, Strada Molo, Opera and ballet. Politema, Pizzo Falcone. TEATRO NUOVO.—Str. Teatro Nuova, a small street about half way up the Toledo on the left hand side; Opera Bouffe. SAN CARLINO.—Popular plays in the Neapolitan dialect. Vulgar, but worth seeing once.

BOATS.—A boat to or from steamer with luggage, usual price, 1 fr. Sailing boats at Santa Lucia; can be hired by the hour.

The boatmen, as in other seaports in Italy, are rapacious, and the porters are a great nuisance.

PHOTOGRAPHS OF NAPLES &c., can be obtained at: George Sommer, Largo Vittoria; also at several shops in Strada Chiaja.

ENGLISH READING ROOM AND CIRCULATING LIBRARY.—Miss Dorant, 267, Riviera di Chiaja.

H. B. M.'s CONSUL: C. Calvert, Esq., Vico Calascione, Pizzo Falcone; can be reached on foot by Rampa Caprioli (entrance at end of Cappella Vecchia), toll, 2 centimes each person.

AMERICAN CONSUL, for the United States of America, B. O. Duncan, Esq., 15, Strada della Pace; private residence, Palazzo Grifeo, Corso Vittorio Emanuele.

ENGLISH CHURCH.—The new English Church is situated in the Strada San Pasquale, at the back of the Riviera di Chiaja. The Rev. Pelham Maitland, M.A., is chaplain.—Divine service on Sundays at 11 a.m. and 3 15 p.m. The site was presented by Garibaldi, when Dictator in 1860. The first stone was laid in December, 1862, by the Duchess of San Arpino, (an English lady).

PRESBYTERIAN CHURCH.—Minister, Rev. James Gordon Gray. Free Church of Scotland—Service, Sundays, at 11 a.m. and 3.30 p.m., Wednesdays, at 3 0 and 7.30 p.m. in the Chiesa Scozzese, 5, Capella Vecchia.

METHODIST CHURCH.—A large new one is in course of erection.

GERMAN AND FRENCH CHURCH.—Pastor, Rev. John Peters. Divine service is performed in the elegant new church of Vico Freddo, on Sundays at 10 a.m.

ITALIAN EVANGELICAL CHURCH AND SCHOOLS, Palazzo Barbaia, No. 210, Toledo. Divine service on Sundays at 11½ a.m. and 7 p.m. Pastor, Rev. Th. W. S. Jones, Wesleyan Missionary.

MEDICAL.—J. A. Menzies, Esq., M.D., and F.R.C.S., Edinburgh, (registered), Palazzo Volpicelli 267, Riviera di Chiaja. G. R. Wyatt, Esq., M.R.C.S., England. Licentiate R.C.P. Edinburgh; Palazzo Calabritto Strada Caterina a Chiaja. E. J. Hatchell Esq. A.B., M.B., Dublin, and C.R.C.S.I., Riviera de Chiaja.

SURGEON DENTISTS.—Atkinson, 46, Largo S. Ferdinando, above the Caffè d'Europa; Dempster, 210, Riviera di Chiaja.

ENGLISH CHEMIST.—Frederick Kernot, Chemist to the King, 14, Strada San Carlo, opposite the Theatre Royal.

ITALIAN MEDICAL MEN (celebrities).—Prof. Salvatore Tommasi, 6, Salita Tarsia, Salomone; Dr. P. Ramaglia, 103, Via Stella, Palazzo proprio; Dr. F. Palasciano, Strada S. Carlo, 45.

BANKERS.—Messrs. W. J. Turner & Co., 64, Sta. Lucia. Iggulden & Co., Casina alla Villa Nazionale. P. G. Barff, 1, Vico Primo Pilliero. G. Civalieri, 267, Riviera di Chiaja. Cerulli and Co., 19, Strada Vittoria.

STEAM BOAT AGENTS AND BANKERS.—Messrs. Holme, Stanford, & Co.

STEAMERS.—The following lines of English steamers call:—Messrs Burns and McIver's (Cunard Line) steamers from Liverpool call at Naples twice a month, and proceed to Alexandria, returning to Liverpool via Malta and Gibraltar; Messrs. J. Bibby, Sons, and Co.'s line of steamers, ditto, ditto, twice a month; Messrs. A. Laming and Co.'s line of steamers from London call at Naples twice a month, and return to London via Sicily and Spain; Messrs. Henderson Brothers' line of steamers from Glasgow call at Naples three times a month and return to Glasgow via Sicily, Spain, and Liverpool. No fixed steamer to Capri, only occasionally during the winter. A steamer runs daily to Ischia.

CONVEYANCES—Railway, see pp. 258, 261, 264, 266 Steamers, see page 319.

Novara.—*Stat.*—Pop.(1871)29,520.—HOTELS: DE LA VILLA, ANTICO ITALIA.

A flourishing and prosperous town of Piedmont, prettily situated on a declivity, and commanding fine views of the Alps, particularly of Monte Rosa, which is seen to great advantage. The Duomo, or Cathedral, is a noble building in the early Lombard style, and perhaps one of the most ancient in Italy; it contains a magnificent altar adorned by the works of Thorwaldsen, Monti, and others, also a fine mosaic pavement. The Basilica of San Gaudenzio is a fine edifice, containing some fine pictures. The churches of San Giovanni and San Marco are also worthy of notice. The celebrated largefair held herein November.

The Italian army under Charles Albert was here completely defeated by the Austrians, commanded by Radetzky, 1849.

CONVEYANCES—Railway, see pp. 249, 255, 256.

Orvieto.—*Stat.*—Pop. 7000.—HOTELS:—AQUILA BIANCA. BELLE ARTI.

A large town on the railway from Sienato Rome, its Gothic cathedral is very magnificent. The Duomos of Siena and Orvieto are considered the two finest specimens of pointed architecture in Italy. The other churches are worth seeing; and the surrounding country is extremely picturesque and hilly.

CONVEYANCES.—Railway to Siena, Leghorn, and Florence, see page 262. Diligence to Viterbo and Rome.

Padua (*Italian* **Padova**).—*Stat.*—Pop.(1871) 44,607.—HOTELS:—HOTEL FANTI (formerly STELLA D'ORO), AQUILA D'ORO; CANON D'ORO.

Padua is a fine old city which followed the fortunes of Venice, and is now, like Venice, part of the United Italian Kingdom. Notice the Palace

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Justice or Palazzo della Ragione; and a Cathedral possessing a most beautiful Baptistery; together with its University. Every part of the town is well worth seeing, particularly the church of St. Antony, with its shrine guarded by dogs; and the chapel of Santa Maria dell' Annunziata, called Giotto's Chapel, from containing his remarkable frescoes. The small picture gallery has a *chef d'œuvre* of Guercino. The Café Pedrocchi is one of the finest buildings of the kind in Italy. The Arcades along which the footpaths of the streets run on each side under the houses, are remarkable. The Clock Tower, in the Piazza dei Signori, deserves attention. Eminent school of medicine.

Railway station half a mile from the town. Omnibuses 75 cents.

CONVEYANCES—Railway, see pp. 256, 259, 264.

Pallanza, on **Lago Maggiore.**—HOTELS: Grand Hotel Pallanza; first class hotel, kept by Georges Seyschab; deservedly recommended.

A charming little spot, worthy of being visited in winter and spring, on account of it mild climate and sheltered position. From its situation, near the Borromean Isles, it commands admirable views of the beautiful scenery around. Visits should be paid to Villa Franzosini (by boat or carriage in ½ an hour), to the Church of Madonna di Campagna (½ hour's walk) for a view of Monte Rosa. Church Service at the hotel; Chaplain supplied by the Colonial and Continental Church Society.

Parma.—*Stat.*—Pop. (1871) 45,510—HOTELS:—CROCE BIANCA, very good, kept by a former Steward to British Embassy at Turin; POSTA; EUROPA; LEONE D'ORO.

A large and handsome city, capital of the late duchy of Parma, on a river of the same name, which divides it into two parts, connected by three bridges. Principal Squares—Piazza del Duomo, Piazza Grande, Piazza di Corta. The *Duomo* is a magnificent pile of the 11th century, the interior of which is covered with frescoes; the most important being those on the cupola by Correggio. The church and convent of St John are also rich in frescoes by the same master. The church of the Madonna della Steccata is a beautiful structure of the 16th century, it contains fine frescoes and some good monuments. The Baptistery, near the cathedral, is an octagonal edifice, entirely built of white Veronese marble. The church of San Ludovico is annexed to a convent, which has a celebrated fresco, by Correggio, the Grotto of Diana, painted for the Abbess, 1509. The traveller should not neglect to visit the Farnese Palace, which contains the academy, where he will find a small but rare collection of paintings by Correggio, Francia, Mazzpola, Carracci, Vandyke, and others. In the same building is the Museum of antiquities.

The Opera House is capable of holding 1,200 persons.

Railway Station a short distance outside the city. Omnibus fares, 75 cents., cittadini, 1 fr.

CONVEYANCES—Railway, see page 250.

Pavia.—*Stat.*—Pop. (1871) 29,620.—HOTEL DEL POZZO.

An interesting Town on the Ticino with several bell Towers, and a large old Castle, built 1460, now a barrack. Notice the fine Cathedral; the Chamber of S. Michele, S. Pantaleone, etc.; the Picture Gallery, near the Theatre; and the University, one of the most ancient in Europe, having reckoned among its professors Volta, Spallanzani, and Scarpa. It is attended by 140 students, and has many fine collections and the Museo Malaspina. It was here that Francis I. of France was defeated, 1525, and taken prisoner by Charles V. of Austria.

Near the first station on the railway to Milan is the immense monastery of the **Certosa**, considered one of the finest specimens of Gothic architecture in Italy. To explore this splendid building will occupy a considerable time.

CONVEYANCES—Railway, see pages 255, 259.

Perugia.—*Stat.*—Pop. 18,500. HOTELS: COSSA, POSTA FRANCIA.

An ancient Etruscan town, capital of Umbria on the Tiber, having a cathedral. San Lorenzo, with good paintings; and 103 churches with paintings of the Umbrian School, particularly Perugino and *Raphael*, whose first fresco is in the church of San Severo. San Domenico is very rich in Perugines. There is also a triumphal arch of Augustus. At about 10 kilomètres, on the road to Florence, is the **Lake Thrasymene**, 12 kil. long and 12 broad, where Hannibal gained his great victory, B.C. 216. Railway, see page 260.

Piacenza.—*Stat.*—Pop. (1871) 34,890.—HOTEL:—SAN MARCO.

A large city, on the railway from Milan to Bologna, Florence, and Rome. It has fine squares, handsome churches, and noble public buildings. The Duomo is a magnificent edifice in the Lombard style, with fine façade and porch; and the great square and Palace are well worth seeing.

CONVEYANCES—Railway, see pages 256, 257.

Pisa.—*Stat.*—Pop (1871) about 31,000.

HOTEL DE LONDRES; GRAND HOTEL, newly fitted up; VITTORIA; HOTEL DE LA GRANDE BRETAGNE; MINERVA, close to the railway station; PEVERADA.

CAFFE.—L'USSERO, the best.

RESTAURANTS: Nettuno, Europa. Cab 1 fr. 50 c. rail to hotel. The railway station close to the town. Omnibuses to the hotels, 75 cents.; cittadini, 1 fr. 25 c.

One of the most ancient and beautiful cities of Italy, situated in a fertile plain, about 12 miles from the entrance of the Arno into the sea. Notice the four great SIGHTS here—1, *Cathedral*, begun 1063. 2, *Leaning Tower*, built 1174, by Bonanno of Pisa; inclination, outside, 13 ft.; height, 180 ft. 3, *Baptistery*, begun by Diotisalvi 1153, is in marble as well as the Duomo. 4. *Campo Santo*, begun 1278 to hold earth from the Holy Land, containing ancient frescoes by Benozzo Gozzoli. Churches of St. Francis, St. Catherine, San Stefano. University of 12th century. Ac-

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ademy of Art. Cascina Furia and Camel Stud, near Pisa. Van Lint, the best alabaster worker in Europe, lives here.

ENGLISH CHURCH is open from the 15th October to 15th May. Chaplain, Rev. R. Johnson. Service on Sundays at 11 a.m., and 3 p.m. Holy Communion on the 1st and 3rd Sundays in the month. An excellent library of books at the English Church, as well as a Religious Library, for loan to those holding church sittings.

VAUDOIS CHURCH. — Via del Museo — Sr. Weitsecher.

ENGLISH WAREHOUSE—J. Cordon.

CONVEYANCES.—Railway, see pp 250,258, 260,262.

Pistoja—*Stat.*—Pop. 12,300.— HOTELS:—HOTEL DE LONDRES.

An interesting town, 21 miles west of Florence. The cathedral and churches are richly decorated. Travellers from Bologna to Florence should stop here and at Prato, half way to Florence.

CONVEYANCES.—Railway to Bologna, Venice, Milan, &c., see page 250. To Lucca, Prato, and Florence, see page 262. The railway to Bologna passes through the mountain range of the Apennines, the scenery of which is extremely wild.

Pompeii.—*Stat.*—HOTELS:—

By rail from Naples 15 min., 1st class 2 fr. 55 c.; 2nd class, 1 fr. 60 c. (p. 268). Buried by an eruption of Vesuvius, A.D. 79; discovered 1748. Tickets of admittance. 2 francs for each person, issued at the entrance, for which a guide is provided; and the government officials, who all speak French, take their turn; no other fees inside. In 1863 there were 50,000 visitors. Excavations are being now actively carried on. Principal curiosities: House of Diomed, of Sallust, of Pansa, of the Fullonica, of the Faun, with a fine mosaic of the battle of Issus. Temples: of Venus (the largest), Jupiter, Mercury, Augustus, Neptune, Barracks, in which 63 skeletons were found. The great Theatre; Amphitheatre, 35 rows of seats; Forum; three Triumphal Arches; Villa called Cicero's; Tombs of Umbricius Scaurus, Noevoleia Tyche, &c Two Museums,

Porto S. Maurizio.—*Stat.*—Pop. 7000.

A town of the Riviera, and the seat of the Prefecture. It is a three-hours drive from San Remo, possessing a pleasing neighbourhood and sheltered sites, which are being made available for the accommodation of visitors. There is a good marble Church tower. Steamers two or three times a week to Nice and Genoa. Railway, see p. 249.

Ravenna.—*Stat.*—Pop. (1871) 58,905.—HOTELS:—LA SPADA, D'ORO, EUROPA.

Formerly the capital of a Legation, now the seat of a very ancient bishopric, founded, they say, by St. Peter's disciple, Apollinaris, A.D., 44. Here the Exarchs of Italy and the Lombard Kings were once seated. The city is about three miles in circumference. By means of a canal, a communication is maintained with the Adriatic and its port, which is the great outlet of Romagna, and the means of carrying on a trade with Lombardo-Venetian Italy. The *Cathedral* contains, in the Chapel of the SS. Sacramento, Guido's celebrated paintings—the Fall of the Manna, and the lunette representing the meeting of Melchizedek and Abraham. The other pictures worth notice are the Grand Banquet of Ahasuerus, by Carlo Bononi, and Camuccini's Consecration of the Church, by St. Orso. On the high altar is a Greek marble urn containing the remains of nine bishops of that see, and the silver crucifix is exquisitely wrought with sculptures of the 6th century. The Chapel of the Madonna del Sudore, contains a marble urn in which repose the ashes of St. Barbatian; and in the vestibule of the sanctuary is the Paschal Calendar, remarkable as a specimen of astronomical knowledge in the early times of Christianity. In this place we also see Guido's beautiful painting,—the Angel offering Bread and Wine to Elijah. In the sacristy is the pastoral chair of St. Maximian. Some fragments of its celebrated door of vine wood are still preserved behind the grand door. The ancient baptistery, called "S. Giovanni in Fonte," is an octagonal building with a cupola adorned with mosaics.

The magnificent Basilica of San Vitale, built in the reign of Justinian, by St. Ecclesius, furnished to Charlemagne a model for his church at Aix-la-Chapelle. It contains excellent mosaics. In the Chapel SS. Sacramento is a gilded ciborium, said to be by Michael Angelo; a picture of St. Benedict, by Francesco Gersi; and the Assumption of St. Gertrude, by Andrea Barbiani. In the vestibule of the sacristy is a superb bass-relief of Greek marble, representing the "Apotheosis of Augustus," as also many paintings of considerable merit. Notice especially, the Tomb of the Exarch Isaac, the great ornament of Armenia, erected to his memory by his wife Susanna. He was the 8th Exarch of Ravenna, and died A.D., 644.

The other Churches worth visiting are the Basilica of S. Giovanni Evangelista, the church of S. Giovanni Battista, of San Vittore, of San Domenico, of S. Appollinare Nuovo, of S. Francesco, of Sta. Agatha, of Sta. Maria in Porto, and of SS. Nazario e Celso, also called, Mausoleum of Galla Placidia, daughter of Theodocius the great.

The **Tomb of Dante,** rebuilt 1784, near the Church of S. Francesco, and the house (No. 293), in which Byron lived, 1819. Few monuments in Italy excite so profound an interest as the tomb of Dante.

CONVEYANCES:—Railway, see page 264.

Recoara (Baths of)—Pop. 4,000.

19 m. N. W. of Vicenza. It has chalybeate springs, the waters of which are bottled and imported in large quantities. These Baths may be reached from Tavernelle on the rail from Vicenza to Milan, or from Schio, 15 m. N.W. of Vicenza.

Resina.—Pop. 12,000.

Four miles from Naples, *en route* to Vesuvius a guide for which is got at the office here. fixed tariff. See page 522. The entry to the ancient city of Herculaneum is here; fee 2 francs each person.

CONVEYANCES: — Railway from Naples to Portici (Resina), see page 263.

Rimini.—*Stat.*—Pop. 17,000.—INN:—POST.

An interesting episcopal city, situated in a rich plain. Its principal objects of interest are the Triumphal Arch of Augustus and the Churches.

CONVEYANCES.—*Rail* to Ancona and Bologna, See pages 264 and 265.

ROME (*Ital.* **Roma.**)—*Hot.*—Pop. (1871) 244,500 (with suburbs); of whom 3,800 were Protestants 4,600 Jews.—(*Murr in Special Edition.*) [For a full description of Rome, see "Bradshaw's Handbook to Italy"]

HOTELS—Alberghi.—Most of the hotels are situated in the Spanish quarter, between the Piazza del Popoli and the Piazza di Spagna

GRAND HOTEL DE RUSSIE: well situated Hotel, kept by Messrs D. Costanzi and G. Mazzeri.

UNITED STATES HOTEL, between Piazza di Spagna and the Corso.

HOTEL DES ISLES BRITANNIQUES, comfortable, situated in the Piazza del Popolo. HOTEL DE L'EUROPE also good and comfortable; Piazza di Spagna: HOTEL DE L'ANGLETERRE; HOTEL DE LONDRES; HOTEL D'ALLMAGNE.

HOTEL VICTORIA, Via de due Macelli, in a very healthy and central situation.

HOTEL D'AMERIQUE; HOTEL DE ROME; HOTEL COSTANZI.

PENSION DEL PINCIO; PENSION ANGLETERRE, 56. Via Condotti; PENSION, MISSES SMITH, 93, PIAZZI DI SPAGNA.

The Inns of Rome are generally situated within the triangular space lying between the Porta del Popolo, the Piazza di Spagna, the Via Condotti, and the Corso. The charges are generally for dinner, from 3½ to 5 lire; breakfast, 2½ lire; tea, 1½ lire. A bedroom generally costs from 2 to 3 lire per diem. A suite of apartments, from 10 to 25 lire per day.

Omnibuses and carriages attend the trains at the railway station. Visitors are requested to send their names for insertion in the arrival list of the *Roman Times*, which is published every Wednesday and Saturday. Office, 79 and 80, Piazza de Spagna.

The prices of Apartments in the best hotels vary according to the season, the situation of the hotel, the position and view from the rooms. The best quarter is in the vicinity of Monte Pincio, the Piazza del Popolo and the Piazza di Spagna, as the locality is healthy and the water pure and good. Furnished apartments in the best situation cost—say for bed-room and sitting-room in the summer, 40 to 60 lire per month; in the winter season from 100 to 150 lire. A small apartment containing 3 bed-rooms, a dining-room and a kitchen, 150 to 250 lire per month; service 5 to 15 lire a month; servant with board, from 20 to 30 lire per month. Domestico di piazza (called guida), 10 lire per day.

NEWSPAPERS.—*Roman Times* (English); *Opinione*; *Pamfulla*; *Liberta*; *Popolo Romano*; *Diritto*; *Italie* (French); *Gazetta Illustra*; *Frusta* (Comic); *Voce della Verita* and *Osservatore* (Clerical); *Corriere Evangelico* (Protestant).

ROME, the capital of the Kingdom of Italy, the city of the Popes, and once of the Cæsars, is situate on the Tiber, partly on a plain, and partly on ow hills with their intersecting valleys, about sixteen miles from the mouth of the river. The Tiber divides the city into two unequal parts. The smaller, on the right bank is called the Leonine city, and Trastevere. Walls of 15 miles in circuit surround the entire city. The modern city is built upon the Campus Martius of the ancient Romans, lying along the banks of the Tiber, to the north of the Seven Hills which formed the site of ancient Rome. Four of these hills, once the scene of so many exciting events, are now almost entirely deserted, or covered by gardens, vineyards, broken buildings, or ruins. The streets, though spacious, are winding, and have been lighted with gas for many years.

Rome is entered on the high road from Florence by the Porta del Popolo, built by Vignola, from designs by Michael Angelo, in 1561. The gate opens upon the spacious Piazza del Popolo, a rather broken area at the foot of Monte Pincio. In the centre stands the fine obelisk of Rameses I.

Some of the streets are re-named; thus V. Porta Pia is V. del Venti di Settembre (when the Italian troops occupied Rome, 1871). The new Senate House is at the Palazzo Madama; a House for the Deputies, is in the former Police Office on Monte Citori.

CHURCHES.—They are 364 in number, seven of which are called Basilicæ; the principal ones are as follows:—St. Peter's, St. John Lateran, Santa Maria Maggiore, and Santa Croce in Gerusalemme, within the city; and St. Paolo, San Lorenzo, and San Sebastian, *extra muros*.

The largest, **St. Peter's**, stands on a slight acclivity, in the Leonine city, in the N.W. corner of Rome. It is built in the form of a Latin cross, the nave being in length 607 feet and the transept 444 feet. The east front is 396 feet wide and 160 feet high, whilst the pillars composing it are each 88 feet high and 8½ in diameter. The height of the Dome, from the pavement to the top of the cross, is 448 feet. In front of the church there is a large piazza. It is erected on the site of Nero's Circus. It occupied a period of 176 years in building, and required 350 years to perfect it. It cost £10,000,000; covers eight English acres, and is kept in repair at a cost of £6,300 per annum.

The English traveller cannot fail to be interested by a visit to the Chapel of the Presentazione, in which is the tomb of Maria Clementina Sobieski wife of the Pretender, James III.; she died at Rome in 1745. Opposite to this is Canova's celebrated "Monument of the Stuarts." The expense of this monument was defrayed by George IV.

San Giovanni in Laterano, St. John Lateran, is the Pope's Metropolitan Church, he being its official minister. It is in this church, also, that the Popes are crowned. It contains the famous chapel of the Corsini, reckoned the finest in the world, and stated to have cost £400,000. The Lateran Palace and Museum should be visited.

The other basilicæ, particularly St. Maria Maggiore and Saint Paolo, are equally interesting to the traveller, especially the latter, which is outside the Walls on the site of a former basilica, as old as Constantine, burnt about 30 years ago, except some valuable pictures. The new church now replacing it, is a superb building. San Luigi de Francesi, the splendid marble Jesuit church of

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the Greek and a multitude of others, deserve close attention.

We must not omit among the sacred sights of Rome the **Catacombs**, especially of St. Calixtus The best guide to these interesting memorials of the early christians, will be found in Cavaliere Rossi's *Roma Sotterranea.*

PALACES — The **Vatican** stands prominent among the palaces here, as invested with the greatest interest, whether we regard its identification with all ecclesiastical history, or the influence it exercised over christendom for 400 years. Its existence dates from the eighth century; being dilapidated, it was rebuilt by Innocent III. in the twelfth century. It is the winter palace of the Pope, and stands over the Vatican hill, near to St. Peter's. It covers a large space, and is 1,151 English feet long, and 767 feet broad. It contains 4,422 chambers, and has eight grand staircases and two hundred smaller ones, and twenty courts In it are the Proclementine and Chiaramonti Museums, both filled with masterpieces of art, including besides others the Transfiguration of Raphael, the Apollo Belvidere and the Etruscan Museum, collected by Popes Gregory 16th and Pius 9th. Here are also the Capella Sistina, or Sistine Chapel built in 1473, and the Vatican Library, containing the richest collection of manuscripts and pictures in the world.

The Quirinal, or Palace of Monte Cavallo, on the Quirinal hill, is the residence of the King of Italy, and Prince Umberto.

The **Capitol** now occupies the square of the Capitoline hill, under the name of the Piazza del Campidoglio, the site of the ancient Capitol and contains the palaces of the Senator and Municpal Magistrates of Rome. The Collegio della Sapienza, a University of Rome, founded by Innocent IV. in 244, is one of the oldest in Europe. The Royal Lyceum, formerly the Roman College, and the College de Propaganda Fide, are likewise worth visiting.

No one should omit to visit the lakes of Albano & Nemi, & the ruins of Tusculum, in the environs.

The subterranean church of St. Peter's should on no account be passed by; there are many tombs of Popes, Emperors, and Kings, including the Stuarts. Orders to be obtained of Cardinal Monaco, Palazzo Altiemps. Also the *Scala Regia* and Grand Entrance to the Vatican, the north of the Basilica.

Antiquities (Pagan):—These are legion, and must be looked for in a Special Guide (see *Bradshaw's Italy*) we can only enumerate; 1 the Colosseum Amphitheatre; 2, the ruins in the Forum, including Temples of Vespasian, Concord, and Saturn; the Arches of Constantine and Titus; the Palace of The Cæsars on the Palatine; the Baths of Caracalla and Diocletian; the Circus Maximus; the Cloaca Maxima; the Aqueducts; the Tombs of Cecilia Metella, and of the Scipios, &c., &c.

PROTESTANT BURIAL GROUND, near the Porta San Paolo, adjoining the Pyramid of Caius Cestius. There are buried the poets Shelley and Keats, Gibson and Wyatt the sculptors and Bell the anatomist.

ENGLISH CHURCH.—The English chapel, outside the Porta del Popolo. Divine Service from October to May generally as follows; on Sundays, Holy Communion, at 9 o'clock and after morning service at 11 o'clock, afternoon service at 3; on week days, service daily at 10 o'clock, and 3.

TRINITY CHURCH.—Piazza San Silvestro near the Piazza di Spagna and Corso. Open from the second Sunday in October to June Services on Sundays at 11 a.m. and 7 p.m. Wednesdays, at 11 a.m. from Advent to May. Holy Communion on first and third Sundays in the month. Chaplain licensed by the Bishop of Gibraltar. The Church, which has just been finished, is the design and work of Commendatore Cipolla, an eminent architect. The front elevation is of cut stone (Pietra Serena), from Fiesole, near Florence The Church is well worth visiting for its artistic merits.

AMERICAN EPISCOPAL CHURCH, outside Porta del Popolo, next door beyond the English Chapel. Services from October until June, morning and afternoon. Chaplain: — Rev. R. Nevin, 39 Via della Mercede.

AMERICAN CHAPEL — (Evangelical Alliance.) 21, Via Condotti. Sunday, 11 a.m. Sunday school, 10 a.m. Prayer Meeting in Hall, adjoining Chapel, Wednesday eve, at 8. Rev. Henry R Waite, M.A., Pastor, The Hall is used by the Young Men's Christian association, as a free reading room, 9 a.m. to 10 p.m

FREE CHURCH OF SCOTLAND.—Every Sunday from November to May, at 11 a.m. and 3 p.m., in the church just beyond the American church outside the Porta del Popolo.

BAPTIST CHAPEL.— Piazza di San Lorenzo, opened 1875.

VAUDOIS CHURCH. — Via del Pontefici — Sr. Ribetti. There are now nine or ten foreign churches in Rome.

BRITISH AMBASSADOR.—His Ex. Sir A. Paget, K.C.B. Secretary of Legation.— O. Ch r ton. Esq.; office, Sciarra, 234, Corso. Vice-Consul—A. d. Franz, Esq.

AMERICAN MINISTER.—His Excellency Honble. G. P. Marsh. Secretary of Legation, Mr. G. W. Wurts. Office of Legation, 432. Via Napoli.

AMERICAN CONSUL-GENERAL. — Vice Consul, Mr. Y. Otey, Bradford, 81, Piazza di Spagna.

GUIDE.—Mr. S. R. Forbes, author of "*Rambles in Rome*," conducts parties through Rome and its environs. Terms moderate. Apply at Mouseloini and Calisti's Library, 79 and 80, Piazza di Spagna.

BRITISH ACADEMY.—No. 5A, Via Tornacelli, 2nd floor out of the Corso.

ARTISTS.— Miss Hosmer, W. Story, W. Wood, Henry Williams, Costa, and other sculptors and painters are now resident at Rome. See *Forbes's Tourist Directory*, price 3d., published during the season.

POST-OFFICE.—In the Piazza Colonna; open for the distribution of letters from 8 a.m. to 10 p.m. Letters for England may be posted at the G. P. O. up to 8.45 p.m., or in the Local Post Boxes up to 7.30 p.m.

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Letters for Great Britain and Ireland, not exceeding 15 grammes half an ounce), if prepaid are charged 25 centesimi; not prepaid, the charge is double on receipt

The local letter boxes up to 7.30 a.m., directed *vid di Ostend*, and not exceeding 15 grammes (half an ounce), if prepaid, are charged 25 centesimi; if not prepaid, 85 centesimi on receipt. Letters for Canada, if not exceeding 15 grammes, if prepaid, 1 lira.

Letters for India, directed *vid di Brindisi*, and not exceeding 15 grammes (half an ounce), if prepaid, 70 centesimi.

A small room is attached to the Post Office, where letters may be answered immediately. The charge for a sheet of paper and envelope is 10 centesimi.

TELEGRAPH OFFICE.—A telegram of 20 words to London costs 9 lire; to any other part of Great Britain or Ireland, 10 lire; to France, 4 lire. A telegram of 15 words to any part of Italy, 1 lire, every succeeding word 10 centesimi. The same tariff holds good for day and night.

STEAM-COMMUNICATION.

Valery & Co. French Merchants fast English built screw Steamers—To Leghorn, Genoa, and Marseilles, every Sunday and Thursday at 1 o'clock from Civita Vecchia.—Agency, 9, Via Condotti.

Fraissinet & Co. French Merchant Steamers.—To Leghorn, Genoa, and Marseilles on Mondays and Thursdays from Civita Vecchia, at 3 o clock. Agency—43, Piazza Nicosia.

TARIFF OF CARRIAGES WITHIN THE WALLS OF ROME.

	Sun-rise to Sun-set.		Sun-set to Sun-rise	
For a Single Horse Carriage.	lire.	cent.	lire.	cent.
A set-down inside the city walls, for one or two persons	0	80	1	0
For three persons	1	0	1	20
If engaged by the hour	1	70	2	20

N.B.—No additional charge for a third person, when engaged by the hour.

Outside the City and as far as two miles.

For one, two, or three persons, when engaged by the hour	2	20	2	70
For a Two-horse Carriage				
A set-down (or 1 or 2 persons	1	50	1	70
By the hour	2	50	2	70
Outside the City and as far as two miles	2	70	3	20

When engaged by the hour, after the first, time 1 to be calculated by the quarter.

No payment for sticks, umbrellas, travelling-bags, hat-boxes, or small parcels. Packages of larger volume pay 50 cent. each extra. During the eight days of Carnival the price must be settled beforehand when hired for the Corso

Well arranged omnibuses run frequently through various parts of the city; tariff, 20 cents

CONVEYANCES.—Rail to LEGHORN and Florence *via* Civita Vecchia and Maremma, in 10¼ hours, see page 258. To NAPLES in 8½ hours, see p 264. To ANCONA by railway, in 13½ hours, see p. 261. To FLORENCE, by rail, in 10 hours, passing by Narni, Terni, Spoleto, Foligno, Assisi, Perugia Lake of Thrasymene, Arezzo, &c. p. 260.

This Route possesses more points of interest than probably any other in Italy, whether for its classical and historical associations, or for the natural beauties of its scenery. See BRADSHAW'S "Illustrated Hand-book to Italy." There are good sleeping-places at Terni, Foligno, Spoleto, Perugia, and Arezzo.

SADDLE HORSES.—Good Hacks and Hunters vary from 300 to 500 lire a month. A ride of three or four hours from 10 to 15 lire—agreement to be made previously. Rome is well provided with saddle horses.

PHYSICIAN AND ACCOUCHEUR.—Dr. Gason, A.B., Fellow of the College of Physicians, Dublin, &c. &c., No. 81 Via della Croce.

ENGLISH PHYSICIAN, Doctor Gerrard Small, M.D., Oxford, Fellow of the Royal College of Surgeons, Accoucheur, &c. (upwards of twenty years' experience of the climate and the diseases of Rome), 56, Via del Babuino.

SURGEON DENTIST.—Dr. C. J. Curtis, Dentist to H.R.H. the Princess of Piedmont, successor to Drs. Burridge and Parmey, 93, Piazza di Spagna.

J. B. and Wm. Wasson, Piali's book-store, No. 107.

ENGLISH AND AMERICAN BANKERS.—Packenham Maquay, and Hooker, 20, Piazza di Spagna.

BANKERS AND COMMISSION AGENTS.—Alex. Macbean and Co., 378, Via del Corso.

HOUSE AGENT.—Mr. J. P. Shea, 11, Piazza di Spagna.

BANKERS and COMMISSION AGENTS—Messrs. Giorgi and Bisepeal, 113 and 114, Via Frattina.

As there are many false notes and false coins in circulation, it will be more prudent to have recourse to respectable bankers. The above are recommended.

National Paper money is taken at its full value in all the public offices, as well as at the Railway Stations, for any destination in Italy. The value of the paper money is marked on each note.

ENGLISH READING-ROOMS, Monaldini, in the Piazza di Spagna, supplied with London Daily Papers, Galignani, a small English Library of Books, Maps of Rome, &c. Subscription, 4 lire per month. Enter address.

L. PIALE'S English and American Library and Reading-Rooms, with Circulating Library, No. 1, Piazza di Spagna.

Letters for the United States of America may be posted three times a week, on Sundays, Tuesdays, and Fridays, at the G. P. O., up to 8 a.m.; or at

JOSEPH SPITHÖVER, 85, Piazza di Spagna.

ENGLISH CLUB is held at No. 76, Via della Croce.

AMERICAN CLUB 93, Corso.

THEATRES.—Valle (opera and plays); Argentina (operas); Appollo (grand operas)—all 1½ lire.

GALLERIES.

ACADEMY OF ST. LUKE.—Via Bonella, near the Capitol, is open daily from 10 to 3. In this build-

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ing are some excellent paintings among which are "Iris," the work of Heard an English artist, "Puck," a fresco by Raphael, "Fortune," by Guido Reni, &c.

BARBERINI.—Via Quattro Fontane, open daily from 1 to 4, except Thursdays from 2 to 4.

BORGHESE.—Palazzo Borghese, open Monday, Wednesday, and Friday, from 9 to 3. The Gallery of Statues at the Villa, is open every Saturday, from 2 to 4.

CAPITOL.—Open free, on Sunday and Thursday; other days, ½ lira.

COLONNA.—Piazza di SS. Apostoli, Palazzo Colonna, from 12 to 4 daily.

CORSINI.—Via della Longara Palazzo Corsini open Mondays, Thursdays, and Saturdays, from 9 to 3.

DORIA.—Via del Corso, Palazzo Doria, open on Tuesdays and Fridays from 10 to 2.

LATERAN MUSEUM.—Open daily from 11 to 3.

ROSPIGLIOSI.—On the Quirinal, Palazzo Rospigliosi open on Wednesdays & Saturdays from 11 to 3.

SCIARRA.—Via del Corso, Palazzo Sciarra, open on Saturdays from 9 to 3.

SPADA.—Palazzo Spada, open Mondays, Wednesdays, and Saturdays, from 11 to 4.

VATICAN.—Open to the public, from 8 to 11 and 2 till 4, except the Museum, which is closed on Mondays and Thursdays at 11. Special orders must be obtained of Monsignor Pacca, at his office in the Vatican, from 10 till 1. These Galleries are closed on Fête-days.

A written order is necessary to visit the following places:—The Cupola de St. Pietro (the dome of St. Peter's), of Monsignor Theodoli in the Sacristy (open *without order* on Thursdays from 8 till 10); and the Mosaic Manuactory of the Vatican, of the Rev. Fabbrica at the Vatican.

VILLAS.

VILLA ALBANI.—Tuesdays, from 12 to 4, with order from the Bankers.

VILLA BORGHESE. Daily after 12 o'clock, except Mondays, when it is closed; the Statuary Museum in the Villa is only open on Saturdays from 2 to 4.

VILLA LUDOVISI.—Special permission required.

VILLA MEDICI, (otherwise the French Academy.) Open daily, by paying a fee of half-a lira.

VILLA PAMFILI.—Open for walking and two-horse carriages, on Mondays and Fridays.

VILLA TORLONIA.—On Wednesdays, from 1 to 3.

VILLA MELLINI.—Daily, by paying half-a-lira.

Note.—Those who are unable to devote more than a week to Rome, may perhaps find the following suggestions useful. By carrying out these directions, they will be able to see Rome very well in a week's time. It will be important, however, to keep close to the order given below; many of the most interesting palaces and villas, containing the choicest collection of art-treasures, being only opened to the public once or twice a week. When a fee is required, 50c. will be sufficient for a party of two. Over that number, it will be advisable to give a franc.

MONDAY.—Church of St. Carlo in Corso, St. Peter's, Vatican Museum and Gallery (this alone will occupy several hours.) The gardens on the Pincian Hill are worth seeing. They are within a few minutes' walk of the principal hotels, and form a delightful evening's drive.

TUESDAY should be devoted to the galleries of paintings in the following palaces; and, as they close at 3 or 4, it will be advisable to start early. Visit the following in succession:—Palazzo Doria, Pal Colonna.

WEDNESDAY.—Start early in a carriage for Tivoli (the ancient Tibur), 18 miles distant from Rome. Stop two hours *en route* at the Villa Hadrian, one of the most wonderful ruins in Italy. Tivoli, see below.

THURSDAY.—Pantheon, Column of Trajan, Capitol Museum, Roman Forum and Arches of Septimius, Titus, and Constantine, the Colosseum, Lateran Museum and Church (with the two wonderful chapels of Corsini and Torlonia), St. Maria Maggiore, P. Corsini, P. Spada.

FRIDAY.—Villa Albani and Ruins of the Baths of Diocletian, St. Paul's Basilica (a magnificent church, erected within the last few years, at the cost of about 25 million francs), Pyramid of C Cestius, Temple of Vesta.

SATURDAY.—Palazzo Sciarra, P. Barberini Churches of Jesu, and S. Maria Sopra-Minerva.

OBS.—Nearly all the churches of Rome are worth seeing; they should not be passed over. For particular account, see Bradshaw's *Italy*.

A carriage will be absolutely necessary on Thursday or Friday.

San Remo.—*Stat.*—Pop. 11,000.—HOTELS:—HOTELS VICTORIA and D'ANGLETERRE, 1st in town, east of the town.

HOTEL DE NICE, near railway station; HOTELS BELLEVUE and DI LONDRA, west of the town.

A town on the Cornice road, 3 hours distant from Mentone, possessing beautiful environs and delightful climate, and rapidly coming into notice as a place of winter resort. A few English families reside all the year at San Remo. A "Guide to San Remo," by Aspinall, is published by Hunt.

BRITISH VICE CONSUL W. Congreve, Esq., M.A.

ENGLISH CHURCH Service at St. John Baptist's, opened in 1868; chaplain, Rev. Geo. Livingstone Fenton, M.A., Villa Carli; appointed by the Colonial and Continental Church Society; from beginning of October to end of May.

ENGLISH PHYSICIANS.—Dr. Whitley; Dr Henry Daubeny; Dr. Freeman.

ENGLISH CHEMIST.—Mr. Squire.

BANKERS.—Messrs. Asquasciati frères.

HOUSE AGENTS.—Messrs. Congreve, Willoughby, or Asquasciati.

ENGLISH LIBRARY and READING ROOM.

CONFECTIONERS.—Vicario and Fornari

There is an English Reading-room, with newspapers, &c. Caffé and grocery establishment, conducted by Vicario. The Empress of Russia was here in 1874.

CONVEYANCES.—Railway, see page 249.

Savona.—*Stat.*—Pop. (1871) 24,858.—HOTELS SUISSE ROYAL.

An old town in the Riviera, with a tolerable harbour; a Cathedral built by Pope Julius II. (born close by), containing good paintings, and a Chapel built by Pope Sixtus IV. They were both

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of the Rovere family, at Albissola, in the neighbourhood; Chiabrera, the poet, a native, is buried in S. Giacomo church. The town is enlarged by a fine newly built quarter. It produces good pottery, porcelain, and fruit.

ENGLISH VICE-CONSUL, G. Martinengo, Esq.

CONVEYANCES—Railway to Bologna, Ancona, &c., pages 249, 252 259.

Siena.—*Stat.*—Pop. (1871) 22,970.—INNS:—AQUILA NERA, near the railway station; LE ARME D' INGHILTERRA, IL SEGGI, LA SCALA, and the DONZELLI.

Is the chief city of one of the five compartments of Tuscany. Its chief objects of attraction are the Duomo or Cathedral, striped marble outside and fine paintings, subterranean baptistery, library with statues, and is well worthy of an hour's visit; the Mosaics in the floor of the Choir are unique. The Accademia delle Belle Arte; the Churches of St. Agostino, San Christoforo; the Palazzo Publico the University, and the Library, situated in the great hall of the Accademia degli Intronoli. The Picture Gallery contains 600 paintings. St. Domenicos has some good pictures. The house and cell of St. Catherine are still shown. The Gates of the city and the citadel are also worth inspection. The old city, standing high, is cool and healthy, and has no mosquitoes. Here is some street painting. Siena school numbers amongst its artists, Peruggi, Vanni, Beccafumi, Perugino, Fra Bartolommeo, Riccio, &c.

The rail to Orvieto passes **Salcini**, where there is a curious bit of deception, viz., a sham cupola, painted on a flat surface. From here an omnibus runs to the beatiful *Baths of Cianciano*, which has a good Hotel kept by the Chevalier Cassuchini.

CONVEYANCES.—Railway, see p. 282

Smigaglia.—*Stat.*—Pop. (1871) 22,200.—HOTEL FORMICA.

The ancient *Sena Gallica*, on the Adriatic; having a Cathedral, &c., with a new sea-bathing establishment, extremely clean and comfortable in all its arrangements. Attached to it is an excellent restaurant. During the great July *Fair*, there is always a good Opera Company at the Theatre. Living is economical. The present Pope Pius IX. was born here, 1792, of the Mastai-Ferretti family. Railway, see page 264.

Sondrio.—Pop. 6000.—Hotel Post.

In the Val Tellina, "Best wine here, Pays Veltliner."—S. S. C.

Diligences to Colico, and to Tirano and Bormio.

Sorrento.—Pop. 7000.—HOTELS:—

HOTELS TRAMONTANO and VILLA NARDI; English proprietress Families taken *en pension*.

CROCE DI MALTA (or Piccola Sirena.)—Reasonable terms. Hostess is English.

This place consists properly of three straggling connected towns, filling up a delicious valley full of orange groves, between the higher ridges to the S. and the cliffs bordering the Bay of Naples. It is a most enchanting spot, with beautiful views; healthy climate; good fish, fruits, butcher's meat and milk. Mule hire 8 car. per day, donkey 4 car. Donkeys 3 to 4 car. 3 car. to guide. Excursions in the neighbourhood, especially by and to Amalfi and Massa, and by water to the Grotto d'Azarra, on the Island of Capri.

ENGLISH CHURCH SERVICE during summer.—Chaplain, Rev. W. Emmet.

Spezia.—*Stat.*—Pop. (1871) 24,139.—HOTELS. GRAND HOTEL DE LA VILLE DE MILAN.

HOTEL DE LA CROIX DE MALTE.

A considerable town and naval port, beautifully situated at the foot of the Gulf of Spezia, about 40 miles from Genoa. A national Arsenal, and Dockyard on a large scale, are in progress. Of late years this has become a favourite and much frequented watering-place. The bathing is excellent, and there is extensive accommodation. Spezia is also much resorted to by the Italian nobility during the summer, as the country all around is very beautiful, and the scenery the Gulf affords is a great attraction for aquatic excursionists. Fine Caves on the W. side of the Gulf. Between this and Pisa, is **Via Reggio**, a small bathing place, with two Hotels and several Pensions. Good walks in the neighbouring pine forests.

ENGLISH VICE-CONSUL—J. Greenham, Esq., Acting. AMERICAN CONSUL—G. Rice, Esq.

CHURCH OF ENGLAND SERVICE on Sunday, at 11 a.m., at the Hotel de la Ville de Milan.

CONVEYANCES—Rail, see pages 260, 262.

Stresa.—HOTEL AND PENSION des Iles Borromées, just facing the Lake (a most beautiful situation) affords excellent first rate accommodation.

A delightful place to stop at, and the real starting place for visiting the Borromean Islands, in Lake Maggiore, and the Lake Orta at Monterone.

All the Steamers touch at Stresa, and it communicates by diligence with all parts of Switzerland. There is an office in the Hotel des Iles Borromées for the Swiss diligences, extra Poste and carriages for excursions to Simplon, St. Gothard, and St. Bernardino. The climate is so temperate at Stresa, that visitors often remain the whole year. Wonderfully fine view from M. Monterone, quite practicable for ladies, but guide necessary—3 fr.

English Service in Summer, at Des Iles Hotel; supplied by Colonial and Cont. Church Society.

St. Germano.—*Stat.*—Pop. 10,000, H REALE. The Roman *Casinum*, on the Rome and Naples line, under **Monte Casino**, where a famous Convent was founded by St. Benedict, A.D. 528. Its church and library deserve notice. Roman amphitheatre, and numerous antiquities.

Terni.—*Stat.*—Pop. 15,000.

Ruins of various temples and other Roman buildings, including baths and amphitheatre, &c. It is about 70 miles from Rome. At hand is the celebrated **Fall of Terni**, on the Velino, 600 to 900 feet down. It is within a short walk. Mules or donkeys can be had. Railway, p. 260.

Tivoli—Pop. 8,000.—New Hotel lately opened.

Situated in the Campagna di Roma, 18 miles from Rome, in a delightful situation. It is the seat of several remarkable antiquities,—the remains of the Temple of Vesta, of the Sybil, the Villa of Maecenas, the Villa of the Emperor Adrian as Teverone forms a picturesque cascade at Tivoli

the former one has recently been destroyed, by diverting the river into a new channel; but the existing cascade is not inferior to its predecessor.

Near Tivoli is Mentana, where the bands of Garibaldi were defeated by the Papal troops under General Kanzler in November, 1867.

Treviso.—*Stat.*—Pop. (1871) 28,295.—Inns: Hotel Stella d'Oro; Posta; Aquila; Quattro Corone.

Many elegant villas are met with on approaching the town, which is 17 miles from Venice, and is itself adorned with a number of churches and palaces, and has a handsome Town-hall and an Academy of Arts and Sciences. Manufactories of cloth, paper, &c. Among the churches the most worthy of note are that of St. Nicholas, an antique structure, and the yet unfinished cathedral of St. Peter's, in which are paintings by Titian Domenichino, &c.; it has two theatres, and near it is the magnificent Villa Manfrini.

Conveyances.—Railway, see pages 228, 253.

TURIN (*Italian*, **Torino**).—*Stat.*—Pop. (1871) 219,400, with environs. (*With Map in Special Edition.*)—Hotels:

Hotel de la Ligurie.—A very good, comfortable hotel and moderate charges, removed 1st January, 1875, to the sumptuous Boasco Palace, Bodoni sq.

Hotel Feder, one of the best; Recommended. See Advt.

Grand Hotel de Turin.—Branch establishment of the Bernerhof at Berne, and Kraft's Hotel de Nice, at Nice, kept by M. Constant Kraft. Recommended.

Hotel Trombetta, under the immediate superintendence of the new proprietor, Mr. Leopold Baglioni. See Advt.

Hotel del'Europe—First class Hotel. See Adv

Grand Hotel d'Angleterre.—First class Hotel, beautifully situated at 3 minutes from the Station; good and moderate.

Londra; Caccia Reale; Dogana Vecchia.

Restaurant de la Meridienne, 7, Rue St. Thérèse. Kept by Antonio Bonfante.

In most of the hotels (second class), rooms from 3 to 5 frs.; table d'hôte, 4 to 5 frs.

Cafes.—San Carlo, Fiorale, Addo, Conradin, Cambio, Caffè, La Borsa, Ligure, Lega Italiana.

Restaurants.—L'Universo, Il Pastore, Le Inde. Cup of mixed coffee and chocolate called "becceherino," drunk here early in the morning costs 1½d. Wines.—"Try the Barolo and Sumbuy."—a.s.c. Asti Spumante is a fine sparkling wine, like good perry.

Omnibuses belonging to the different hotels convey passengers to and from the new railway station, fare, 1 fr. Town omnibuses, from one extremity of the city to the other, 10 cents. Cittadina, 1 fr. for one course, and 1 fr. 50 cents., by the hour.

The fiacre or carriages ply for hire in the Piazza Castello, and answer as well as the expensive carriages of the hotels.

Turin is the capital of Piedmont, and a thriving bran-new city, without much historical or antiquarian interest except such as has been collected at the Museum. It has three handsome streets, Dora Grossa, Nuova, and del Po, and is situated on the left bank of the Po, near its confluence with the Dora Riparia, in full view of Monte Rosa and the Alps. It contains about 110 churches and chapels, all of which are remarkable for their architecture and for the splendour of their ornaments. The Metropolitan Church of St. John the Baptist is in the florid Gothic style. It is approached by twenty steps. The nave is vast. Behind the high altar is a second church to which you ascend by thirty-seven steps. It is of a semicircular form and of ancient marble. The method of lighting the interior through the dome is quite original. This church contains the tombs of several eminent persons, including Emanuel Philibert, by Marochetti, also that of Marie Adelaide, wife of Victor Emanuel, who died 1856. The chapel of San Sudario is singularly and richly built by P. Guarini. S. Filippo Neri, the largest church of Turin. San Lorenzo is in a fine bold style. The square of St. Charles is the finest in Turin. It is an Archiepiscopal see. Notice the University, the Military Academy, the Royal Academy of Sciences, the Academy of Arts, the superb Museum of Egyptian Antiquities, the Hydraulic Building, the Palazzo Madama, and Private Galleries of Marquis Cambiano and Count Caratch, with many others, are all worth a visit. At the Pinacotecas Van Dyck's Children of Chas. I. with others by that master; also many by Guercino.

In the Royal Palace the Salle des Gardes deserves attention. It is adorned with fine frescoes.

In the Rue de l'Academie des Sciences is the statue of Vincenzo Gioberti. Though attired in a modern costume the pose and attitude are fine, the head is handsome, and the general effect happy.

Environs.—The walks around are beautiful, and in its delightful neighbourhood rises the chain of heights called Collina, on which are built superb and picturesque villas. Several small but elegant towns surround Turin, within a radius of a few miles, all of which possess objects of interest, such as the Royal Palace at Stupinigi, one of the finest summer residences in Europe; the Veterinary School at Venerria Reale; the magnificent church at *La Superga*, five miles from Turin containing the mausoleum of the Royal Family; Agri, Rivoli, and Moncalliere, with their royal palaces and chateaux, are worth visiting.

Post Office.—Situated in the Palazzo Carignano. The latest hour for posting French and English letters is 10 p.m. Electric Telegraph Office, in the Piazza Castello, adjoining the Foreign Office.

English Vice-Consul.—F. W. Scott, Esq.

American Consular Agent: (vacant.)

Bankers.—Messrs. Roland, Mabon & Co. cash drafts on letters of credit of the principal bankers in Europe and the United States. Highest rate of exchange given for English Bank notes, or circular notes, and no commission charged.

English Church.—Divine Service every Sunday at 11 a.m., and 3.30 p.m., in the Church behind the Vaudois Church, Corso del Re, Via Pio Quinto, No. 16. Holy Communion on the first Sunday in every month, and on Festivals. Rev. C. D. Blomefield, M.A., Chaplain.

Vaudois Church.—Viale del Re Chiesa Valdesi—Srs. Meille and Pons.

CONVEYANCES.—Railway to Milan, &c., see page 236. To Genoa, see page 254. To Modane, and by the Mont Cenis Tunnel to Lyons and Geneva, see pp. 54 and 251

Udine.— *Stat.*— Pop. (1871) 29,630.—HOTEL L'EUROPA.

A busy town, in the territory of Venice, forty-seven miles north-west of Trieste. Notice the Cathedral, a fine structure; the Palace of the Proveditori; a handsome opera-house; the Bishop's palace; and the chapel of the Toreani, in which are some excellent reliefs by Toretti. The principal square is adorned with the monuments of the Peace of Campo Formio and of Francis I. There is a noble prospect from the tower of the castle. The Campo Santo is considered to be one of the most beautiful cemeteries in Italy.

CONVEYANCES.—Railway to Venice and Nabresina for Trieste and Vienna, see pages 231, 253.

Varallo.— Pop. 3,500.—HOTEL DE POSTE.

This town is only a short distance from the Turin Railway, near Lakes Maggiore and d'Orta. It is the birthplace of several eminent painters, and is, therefore, rich in fine paintings and frescoes. There is a magnificent Sanctuary, containing fifty handsome chapels, filled with statues of great beauty and colossal dimensions; there is also a splendid view from this edifice. From Varallo cross the Colma to Pella on the **Lake of Orta**. mule road, time, 5 hours, boat across to Orta, half-an-hour. Omnibus once a day to Arona. Near Varallo there are gold, silver, nickel, and cobalt mines, which are worked by foreigners Railway, see page 255.

Varese.—*Stat.*—Pop. (1873) 12,605.

GRAND HOTEL DE VARESE (opened on 1st June 1874). First-class hotel, beautifully situated; where Church Service is supplied by Colonial and Continental Church Society.

An ancient Roman and Lombard city at the east end of Lake Varese, half way between Lakes Maggiore and Como, near the Alps, and at the foot of a hill crowned by a sanctuary called Madonna del Monte It has an old Ducal Palace in the midst of fine gardens, some Churches, a Hospital, and a good trade in silk and cattle. In the neighbourhood, besides the beautiful Lake, there are numerous Villas of the best Milanese families; the Grottoes of Valgana, the Hermitage of Dandolo, the Tower of Velate, Castiglione and its antiquities; with other attractions.

CONVEYANCES.—Railway, to Como, 2¼ hours; Milan 3 trains daily; see page 255.

Velletri.—*Stat.*—Pop. 16,000.—

In its vicinity are ruins of the city of Corioli, Temples of Hercules & Castor. Rail to Rome (p. 261.)

VENICE (*Ital.* **Venezia**; *Germ.* **Venedig**.)—*Stat.*— Pop. (1871) 128 905, with environs. (*With Map in Special Edition.*) HOTELS:—

GRAND HOTEL VICTORIA, formerly Regina d' Inghilterra, recommended to English families for its accommodation, good attendance, and moderate charges.

GRAND HOTEL D'ITALIE, and HOTEL BAUER on the Grand Canal, First rate Establishment, kept by Messrs. Bauer and Grünswald, see Advert.

NEW YORK HOTEL (Palazzo Ferro), newly fitted up. Well situated on the Grand Canal. Moderate charges.

DANIELI'S ROYAL HOTEL.—One of the best Hotels in Italy, deservedly recommended; much improved and enlarged.

HOTEL BEAU RIVAGE AND PENSION, opened the 15th of October last, and conducted under the superintendence of the proprietor, Mr. Adolphe Genovesi. Good.

HOTEL D'ANGLETERRE, Quai des Esclavons Kept by F. Venturini, proprietor.

HOTEL ET PENSION DE LA LAGUNA on the Riva dei Schiavoni.

HOTEL DE L'EUROPE, good, but wines dear.

HOTEL BRIL, PENSION ANGLAISE.—Palazzo Giustinian Vescovi, Grand Canal.

BARBESI (good); MUNICH; LUNA (good); SAN MARCO; STELLA D'ORO; VILLE DE GRATZ; FANICE, RISORTA

HOTELS GARNIS; FUMAGALLI; BARBIER; SPALETTA.

RESTAURANTS:—Vapere, Campo San Gallo, Bella Venezia. Selvatico.

CAFFES.—Florian and Suttil.—Breakfasts *à la fourchette*, suppers cheap; ices; English and French papers. Restaurants, Café in Campo Gallo behind Procuratie Vecchie. Restaurant Francais, over the Café Militaire, Piazza San Marco. Fish here in great variety

Mosquito Curtains are absolutely essential, from the middle of July. Vinegar or ammonia rubbed over the face and hands is a good preservative; the former is a good cure for bites

Porters attend the Station from all the hotels. When you alight from the train call out the name of the hotel you wish to go to, and the porter of it will engage a gondola, and see to your baggage; this saves trouble and annoyances. If you engage your own gondola, 5 cents. per package is expected as the porter's fee. On leaving Venice (which is a free port) all baggage is subject to be examined at the station before it is allowed to pass. A fee equal to the number of packages, say 1 to 2f., will save a deal of annoyance and time.

Venice, capital of Venetia, now an important section of the Kingdom of Italy, is built on 72 islands on piles in the midst of a salt lagune, or shallow lake. It is divided into two unequal parts by the Canalazzo, or Grand Canal, the course of which through the city follows the form of an inverted S; is 300 feet wide, crossed near the middle of its course by the Ponte di Rialto, a splendid marble structure of one spacious arch. In the midst of the labyrinth of canals and streets there are several large Piazzas, nearly all of which are adorned with fine churches or palaces. The principal of these is the Piazza di San Marco, a large oblong area 562 feet by 252 surrounded by elegant buildings, and containing at its eastern extremity the metropolitan *Church of San Marco*, a singular but brilliant combination of the Gothic and the Oriental styles of architecture.

In the Piazza is the *Campanile*, 316 feet high, and 42 feet square, with a pyramidal top, to which the ascent is made by an inclined plane. Adjoining the church are the ancient palace of

the Doge, the prisons, and other public offices of the late Venetian Republic. San Marco was erected into a cathedral in the year 1817, when the patriarchal seat was removed to it from San Pietro. It was founded in the year 828 by the Doge Giustiniano Participazio for the purpose of receiving the relics of St. Mark, which had just then been translated from Alexandria by Bono the Tribune of Malamocco, and Rustico of Torcello. The Library of St. Mark is a nobly designed building, and consists of two orders—the Doric and Ionic. The Zecca or Mint adjoins the Library on the Molo. The Doge's Palace, or the Palazzo Ducale, is situated on the eastern side of the Piazzetta. The first palace built on the spot was in 820. This was destroyed in a tumult, and the Doge Pietro Ursolo built a second one in 970, which was destroyed by a great fire in 1120, and rebuilt in 1354-5 by the Doge Marino Faliero.

The following Churches should be seen—S. Maria della Salute, S. S. Giovanni e Paolo, S. Sebastiano S. Maria dei Frari, S. Rocco, The Scalzi, S. Lorenzo, Il Redentore, S Giorgio Maggiore, and the Gesuiti, (Gesuiti): all remarkable for rich marbles, or the works of Venetian masters, some of which have been unfortunately destroyed by a recent fire. An intelligent Gondolier may serve as a guide.

Palaces.—Among these are the Palazzo Giovanelli, one of the richest in Venice, and Palazzo Mocenigo, long the residence of Byron. Others are

The Academia delle Belle Arte is located in the ancient Convento della Carità. The house of Titian will repay a visit. The chief Theatre is La Fenice. On the Lido or narrow island which makes the shore of the Adriatic, is the Armenian Convent of St. Lazzaro where Byron stayed some time.

Gondolas.—There are upwards of 4,000 gondolas. Gondolas, with 1 boatman, 1 lira (10d.) the first hour and 50 cents. for each successive hour; gondolas, with 2 boatmen, double the above fares. Omnibus gondolas, for one place, to any part of the city in the line of route, 25 cents.; ferry across Grand Canal, by day, 6 cents., by night, 9 cents.; iron bridge toll, 3 cents. The gondolas at the railway terminus, 1 boatman, 2 frs., 2 boatmen, 3 frs.: these men load your baggage in the gondola, and deliver it at the door of your apartment, at the hotel. A good gondolier serves as valet de place. Gondolas may be hired for about 30 frs. per week. The tide rises three feet. The steamer to Chioggia and back, gives a good notion of the Lagoon, and of the immense sea-walls which protect it.

H. M.'s Consul.—E. Smallwood, Esq.

American Consul.—J. Harris, Esq.

Commissionaire, Roch Jacopossi; Caffé Florian.

Church of England Service.—Every Sunday at 11.30 a.m., at the chaplain's residence, Rev. J. C. Merewether, Palazzo Contarini San Trovaso.

Scotch Presbyterian Service. Sunday, at 11. Casa Barbier, 705, San Vio; entrance also from Grand Canal, next door to American Consulate. Minister, Rev. T. Gray, Free Church.

Vaudois Church—Palazzo Cavagnis—Sr. Comba.

Bankers, Messrs. S. & A. Blumenthal & Co., No. 3945, Traghetto; S. Benedetto, Canal Grande.

Reading Room.—At the north-west angle of the Piazza St. Marco in the Procuratie Vecchie, English and other papers by the week or month.

Colombo Coen's New Library.—Piazza S. Marco, 140, Procuratie Vecchie.

Conveyances.—Railway, see pages 205, 233, 248, 253, 256, 259, 264.

(N.B.—Travellers going to Vienna are warned not to have unmade silks, or to be sure to make a *written declaration* that they are personal property, in transit, not for use in Austria before the trunks are opened). Steamers see p. 327.—The P. & O. mail boats start every Friday for Ancona and Brindisi.

Vercelli.—*Stat.*—Pop. 22,000.—Hotels:—

Leone d'Oro. La Posta.

A venerable city, situated close to the right bank of the Sesia, on the road from Turin to Milan by Novara. Its chief objects of attraction are the Duomo, of white marble with 4 steeples and numerous statues, the library of which contains valuable manuscripts, the most remarkable being a Gospel, written by St. Eusebius in the fourth century, and Anglo-Saxon Poems, brought, it is said, from England by Cardinal Bicchieri Papal legate to England in the reigns of John and Henry III, the gothic church of St. Andrew, and the Hospital, both founded by Bicchieri; the church of St. Christopher, which possesses some Italian frescoes of Gandenzio Ferrari, and some excellent paintings; besides many other churches.

It was near here that Marius defeated the Cimbri, 101, B. C.

Conveyances—Railway, see page 256.

Verona.—*Stat.*—Pop (1871) 60,050.—

Hotel I. R. des Deux Tours, kept by M. Paul Barbesi, very good accommodation, well situated.

Hotel de la Tour de Londres.—A very fine building and a good hotel, now greatly improved, and well conducted.

Conveyances—Omnibuses, fares, 1 fr. each person, cittadini, carrying 4 persons, 2 fr. 50 cents. The two railway stations are about 2¼ miles apart, that of Porta Nuova, ¾ of a mile, that of Porta Vescova, 1½ miles from the city.

Vaudois Church.—2, Via S. Pietro Incarnario—Sr. Rostagno.

An ancient city, connected with Venice by railway. It has a pleasant and picturesque situation; the Adige, which is crossed by four stone bridges, flowing through it, dividing the city into two parts. The buildings are generally very fine, owing, to the great quantity of marble employed. The most remarkable of the ancient edifices of Verona is the Roman *Amphitheatre*. It is built of Verona marble, and the interior is nearly perfect, owing to the care that has been taken of it. The Palazzo del Consiglio contains some good paintings and statues to celebrated men of Verona, among which are Pliny, the younger, Macer, Catullus, Cornelius Nepos, and Scipione Maffei. The Museo Lapidario contains a very interesting collection of antiquities. There are a number of churches worthy of remark. The principal of which is the Cathedral, an ancient gothic building with a fine porch, the

which is guarded by the two celebrated Paladins Roland and Oliver. It contains some good paintings; among which is an Assumption, by Titian, and considered as one of his best works. San Zenone, an interesting edifice in the Lombard style, with a front of marble, and sides of alternate brick and marble. San Fermo Maggiore is a fine ancient gothic building, containing some remarkable monuments, and a few good pictures. Santa Eufemia is rich in frescoes and paintings, a number of which are by Carotta. It also contains some remarkable monuments. SS. Nazarioe Celso contains a great number of good paintings and frescoes. Santa Anastasia is a remarkable building, rich in paintings and altars, and some old frescoes. Verona possesses a philharmonic institution, a society of science and art, academies of painting, music, and agriculture, two libraries, a lyceum, &c. The *tomb of Romeo and Juliet* is shown in the garden of the Orfanotrofio, but the real tomb was destroyed many years ago.

This town was the seat of the Scaligers, whose fine mausoleum stands in the Piazza dei Signori For its monuments refer to Maffei's, "Verona Illustrata."

CONVEYANCES.—Railway, see pp. 200—202, 205, 221, 243 253, 256, 264.

Vicenza. — *Stat.* — Pop. (1871) 37,690. — HOTELS. - LA VILLE, LA STELLA D'ORO, LE DUE RUOTE. DUE MORI, PARIGI, CAPELLO ROSSO.

Palladio the architect, was born here, and adorned his native city with the imitation of an ancient *Theatre* and a great many remarkable monuments. Piazza dei Signori fine.

Railway station ½ a mile from the town (p. 256) Conveyances to the hotels. 75 cents.—"Try the wine called Val di Pomicella."—R. S. C.

Villa d'Este.—See **Como.**

Viterbo.—Pop.(1871) 20,640.—HOTEL AQUILA NERA.

A neatly built episcopal city, at the foot of a hill, surrounded with gardens, vineyards, and country houses, 42 miles north-west of Rome. Of its public buildings the churches only are worth visiting, particularly Santa Rosa, held in great veneration by the people.

Vogogna.—HOTEL:—LA COURONNE.

A small town on the Simplon road convenient for travellers proceeding up the valley of Anzasca to Macugnaga. The char road is open to Ponte Grande, where there is a good Inn. There is a bridle path from Ponte Grande to Macugnaga and Borca. "Hotel Cacciatore" a clean little Inn. The Glacier at the foot of Monte Rosa is only one hour farther, and then the pass of the Monte Moro commences, leading from Macugnaga to Visp in the Valois. From Vogogna to Ponte Grande is 3½ hours and from Ponte Grande to Borca 5 hours. The scenery on the whole journey is superb. This is a fine excursion for pedestrians, and the accommodation is good at Vanzone and Borca, and very fair at Macugnaga.

SICILY.

This beautiful island stands in the Mediterranean Sea, adjoining the south-western extremity of Italy, from which it is separated by the narrow strait or faro of Messina. Its greatest length is about 190 miles, and its greatest breadth about 106; the superficial Area is 8,067 English square miles; and the Population (1871) 2,565,323. The island is studded with hills, among which, and on their tops, are plains of moderate extent, some of which are 1,000 feet above the level of the sea. For its most striking natural feature, Mount Ætna, see below. For Greek remains, see Girgenti, Syracuse, &c.

Sicily produces silk in quantities, to the extent of about 400,000 lbs., the greater part of which is manufactured into ordinary silk stuffs. At Catania cotton is also slightly cultivated. Its fishery and sulphur trades are productive Sicily is divided into seven *Valli* or Provinces; capital, Palermo

Travelling.—The *Railway* is open from Palermo to Cammerata; from Messina to Catania, and Syracuse; and from Catania to Leonforte, under Mount Ætna. There is a carriage road from Messina to Palermo, through the centre of the island, with a branch to Girgenti. There is also a carriage road from Messina to Catania and Syracuse, following the coast and the rail. The rest must be done on mules. The landlord of the TRINACRIA, or either of the other respectable hotels at Palermo, will make the necessary arrangements. The charge for three mules, guide, muleteer, provisions and lodging, for one traveller, is 5½ piastres, or 23s. per day. Fees for service, police, and local guides extra. Little improvement has been introduced in the communications since annexation to Italy; nor is travelling safer than formerly, the island being still infested with brigands.

Aci Reale.—*Stat.*—Pop. (1871) 35,790.

A clean and well-built town, north-east of Catania, standing on streams of lava, with a castle, mineral waters, the cave of Polephemus, the grotto of Galatea, &c.

CONVEYANCES.—Railway, see page 267.

Alcamo.—Pop. 22,000

An archiepiscopal city, 25 miles west of Palermo. It is 3 hours to the site of the ancient *Segesta*, which has a Temple in good preservation.

Arragona.—Pop. 7,000.

A small town with old Castle, six miles north-east of Girgenti. It is remarkable for its picturesque gallery and antiquities, and also for the singular mud volcano of Macalubo in its neighbourhood.

Bronte.—Pop. 12,000.

A small town a considerable elevation above the sea, under Mount Ætna, which gave Nelson the title of duke, and gives name to a finely flavoured wine made here, but not much exported.

Calatafimi.—Pop. 10,000.

Founded like Alcamo, to which it is near, by the Saracens; and celebrated for the victory gained by Garibaldi over the Bourbon troops, in 1860.

Catania.—*Stat.*—Pop. (1871) 84,400—HOTELS:

GRAND HOTEL DE CATANE (Grande Albergo).

HOTEL CENTRAL, FRANCIA, ETNA, VITTORIA, ELEPANTE.

A large archiepiscopal city, at the foot of Mount Ætna, with wide and straight streets, and a recently constructed Mole; founded by a colony from Chalcis, 750 years B.C. Its Greek amphitheatre is buried out of sight. It has suffered much from earthquakes, is almost built of lava, and has been nearly destroyed by Mont Etna several times, but especially in 1669 when 27,000 persons perished. The cholera carried off 7,000 in 1837. It contains a University, a Lyceum, a Public Library, the Biscari Museum, and other literary institutions; with 108 churches and many conventa. It is now lighted with gas. The silk stuffs rival the best in the kingdom. An excellent road runs close to the shore of the Mediterranean, near the rail, and high up on the right are numerous towns, cities, villages, and castles, some on the very summits of the mountain. The Benedictine Convent of S. Niccolo should be visited. The town is an excellent resort for invalids, as well as a good point of access for **Mount Ætna** (called by the natives *Mongibello*), the conical peak of which is 30 to 40 miles distant, 10,874 feet above sea level, and 90 miles round at the base. Here palm and sugar grow, while the top is covered with snow. You reach this after passing three principal regions called Piemontana (at the bottom), Selvosa (in the middle, where are great chesnut groves), and Deserta (near the top). The ascent is usually made at night, in order to *see the sun rise*. For this drive to **Nicolosi** (pop. 3120), 3 hours. INN here; but luncheon and wine had better be taken from Catania. Thence with a guide to Casa Inglese, 6 hours; near the Piano de Lago (a plateau, 9760 feet above sea), Valdi Bon, and Torre del Filosofo. At the Monti Rossi are some little craters (450 feet high) and beds of lava. Hence to the top in 1½ hour. The cone of cinders is practicable for ladies who can ride upon mules, and do not mind the piercing cold. As the sun rises, the vast moving shadow of the mountain is projected over the country behind. The view takes in the whole of Sicily, the Lipari Island, &c, with the neighbouring coasts of Italy.

BRITISH VICE-CONSUL—J. J. Jeans, Esq.

AMERICAN CONSULAR AGENT.—A. Peratoner, Esq.

VAUDOIS CHURCH.—Strada S. Guiseppe al transito—Sr. Long.

Steamers twice a week to Messina. Rail to Messina and Leonforte, at the base of Mount Ætna. see pages 266 and 267.

Girgenti.—Pop. (1871) 20,650.—HOTELS:—LEONE, SOLE, ALBERGO NUOVO.

An irregularly built episcopal city on the south west coast, on a hill 1,100 feet above the sea, 3 miles from the harbour. It has some fortifications. In its neighbourhood are remains of *Agrigentum*, consisting of the ruins of the Temple of Concord, the Temple of Juno, and of two other Temples. That of the Olympian Jupiter was never finished, but was constructed with enormous columns 120 feet high.

BRITISH VICE-CONSUL—A. Ostes, Esq.

AMERICAN CONSULAR AGENT.—A. Granet, Esq.

CONVEYANCES—Railway. see 263.

Marsala.—Pop. (1871) 34,248.—HOTELS: LEONE, SECONDO LEONE.

A large seaport, about twenty miles south by west of Trapani. During the epoch of the Carthaginians the population of the neighbouring ruined town of *Selinonti* amounted to 300,000. The city was devastated by the Carthaginians, the Romans, and the Saracens. A large College here. Its harbour is encumbered with sand; but its wines form an important article of export There are here four wine establishments, viz., two British and two Sicilian. Three of the British are on a large scale, and have from 8,000 to 20,000 pipes annual deposit. The wines first came into repute in 1802, when Nelson introduced them for the use of the British fleet.

BRITISH VICE CONSUL—R. Cossins, Esq.

AMERICAN CONSULAR AGENT.— . Hore, Esq.

Messina—*Stat*—Pop. (1871) 70,310—HOTELS. IL BANCO NAZIONALE, LA VITTORIA, DI PARIGI, L'EUROPA. None of the Hotels are first-rate. Excursions by steamer to Reggio, &c.

A large city, and an episcopal see, well suited for residents or invalids, and beautifully placed on the Faro or Strait which divides it from the opposite shore of Italy, 4 to 6 miles distant. There is a strong current, with Charybdis on the Island side, and Scylla on the Italian. It possesses one of the finest harbours in the kingdom. The city has been rebuilt since 1783, when it was almost destroyed by an earthquake. It has a citadel, and is otherwise strongly fortified; and its environs are the most densely inhabited and the best cultivated part of the island. The Cathedral is interesting, and has a curious shrine. Mount Ætna is about 50 miles S.

H. M.'s CONSUL—J. Rickards, Esq.

AMERICAN CONSUL.—F. Behn, Esq.

CHURCH OF ENGLAND SERVICE at 11.30 A.M. Chaplain—Rev. J. Brandstock.—VAUDOIS CHURCH—Strada 2a S. Catterina dei Botegas—Sr. Malan.

ENGLISH AND AMERICAN BANKERS.—Messrs. Callier, Walker, & Co.

CONVEYANCES.—Railway, see page 267.

Steamers, Reggio on the Mainland, to Naples and Malta.

The Anglo-Italian Company's vessels also touch at Messina and Palermo.

PALERMO.—*Stat.*—Pop. (1871) 219,400, including suburbs (*With Map, in Special Edition.*)—HOTELS:—

THE TRINACRIA, a good house overlooking the sea; DE FRANCE; D'ITALIE; SAN OLIVE.

ALBERGO DE FRANCIA (Piazza Marina); ALBIONN ALLA FORTUNA, frequented by artists and students

RESTAURANTS: Villa di Rome; Di Sicilia; Du Nord.

CAFES: Sicilia, Europa, Bruno.

There are also a number of good furnished apartments or Stranze Mobigliate.

Cab fares, with 1 horse, in the town, 80 c.; to the station, 75 c.; 2 horses, 80 c and 1 fr. 80 c.; 1 hour with 1 horse, 1 fr. 70 c.; following hours, 1 fr. 50c.; 2 horses, 2 fr. 10 c. and 1 fr. 90 c. From midnight to sunrise double prices.

Palermo the capital of the island, is a large and fine archiepiscopal city, on the northern coast. commanding a beautiful sea view, and situated in a luxuriantly fertile and well cultivated plain called La Conca d'Oro, (the golden shell), which is enclosed on three sides by mountains, and opens on the north to a spacious Bay. It has a circuit of 12 miles, and has 15 gates. The houses are all flat-topped, having balconies with glass doors instead of windows; and the streets are well laid out. The point of intersection for the streets is the Piazza Vigliena or Quattro Cantoni, in the Corso Vittorio Emmanuele (a mile long); other squares are the Piazza Marina, Fiera Vecchia, del Duomo. Pretoria Reale or della Vittoria. The Palazzo Reale, on the north of the Saracen Alkasr, is a castellated pile.

The gothic Cathedral of Saint Rosalia was built in the year 1170, containing paintings of Novelle, Velasquez, &c.; also tombs of Henry VI. Emperor of Germany, who died 1198, and of Constantine, his wife, daughter and heiress of Roger II., king of Sicily. San Domenico and San Guiseppe are fine paintings, deserving notice. The Archives contain many early Greek charters. Theatres, are the Carolini and Santa Cecilia. Several fine public buildings, seven Squares, and fine walks; the best of which is the Marina, lying along the shore; a University, and several literary establishments. In the picture gallery of the University is the famous Bronze Ram, found at Syracuse; and in the courtyard many interesting statues from Selinunto. The Capella Reale, and the Church of Marterano, next the post-office, contain many interesting mosaics. The Jesuits Church is rich in marbles. The Botanical Gardens and the English Garden are worth seeing, as well as the Ziza, with its Moorish roof and parapet.

For a splendid drive and view, take a drive to **Monreale** (there and back 5fr.—No good inn), distant 5 miles; a dirty place with 15,000 inhabitants. Its noble Cathedral, has splendid mosaics with the tombs of Roger II.. William I., and William II., Kings of Sicily. The catacombs of the Capucini Monks are well worth a visit 4000 bodies being deposited there. Visit the *Grotto of Sta. Rosalia* at Mont Pellegrino, 3 miles from the city.

Valet de place (cicerone), 2½ to 3 fr. per day Boat hire, for one or two boatmen, about the same charges as the cab fares.

H. B. M.'s CONSUL—Geo. Dennis, Esq., La Marina.

AMERICAN CONSUL—S. J. Pearson, Esq.

ENGLISH CHAPLAIN—Rev. Canon Burbidge. (A New Church is being built).

UNITED PRESBYTERIAN CHURCH, Via del Bosco No. 43. Minister, Rev. John Simpson Kay, Palazzo Sanbuca, Via Alloro, 78. Service in English, on Sabbaths at 1,30 p.m.; in Italian, Sabbaths at 11 a.m., and 7 p.m.

VAUDOIS CHURCH.—Via Guiseppe d'Alessi.

ENGLISH PHARMACY.—H. L. Oxley, 27, Corso, V.E.

CONVEYANCES:—Railway. see page 267

Steamers to Messina and Naples, also to Malta and Liverpool.

Sciacca.—Pop. 14,000.

A seaport, 32 miles west of Girgenti on a green hill, amidst a profusion of cactus; at a distance of 20 miles, a volcano peak called Graham's Island, rose from the sea to a considerable height in 1623, and soon after disappeared. Sir W. Scott landed upon it.

ENGLISH VICE-CONSUL.—F. Imbornone, Esq., Offit.

Syracuse.—*Stat.*—Pop. (1871) 22,180.

HOTELS.—LOCANDA DEL SOLE, LOCANDA VITTORIA, ALBERGO D'ITALIA, BELLA PARIGIA.

Steamers every day to Catania in 3¼ hrs.; twice-a-week to Messina. Post cars to Palermo, &c. Rail to Catania & Messina in 6 hrs. see p. 267.

A fortified episcopal city on the east coast. A splendid natural Harbour, a Royal College, two Seminaries, a Library, and Museum, stand amidst the ruins of the ancient **Syracusa**, which cover a space of twenty miles in circumference: and of whose five magnificent populous districts the island of Ortygia is the only one now inhabited. Its harbour, one of the finest in the Mediterranean, was long believed to be so choked with sand as only to admit chebecks and brigantines, until Lord Nelson proved otherwise in 1798, when he sailed into it with his ships of war and frigates, and found excellent anchorage. The celebrated *Fountain of Arethusa*, which flows through the town in a stream four feet deep is now thoroughly cleared out, well preserved, and beautifully planted with the papyrus. The only place in Europe where this plant grows wild is in the river Anapes, about three miles from Syracuse, and a charming boating excursion. This plant was brought here from the Nile 250 years B.C.

ANTIQUITIES.—Fountain of Arethusa; Theatre; and the views of Etna, some of the grandest that can be obtained. The scenery is incomparably beautiful. There is one good Inn; inquire as usual as to prices. Walls erected by Dionysius the Elder, in 20 days, with 60,000 men and 6000 oxen; Amphitheatre (Fossa del Granati) noticed by Cicero; the Latomio del Paradiso (quarries), with the Ear of Dionysius; Tomb of Archimedes; Temple of Minerva and the Cathedral, the former described in magnificent terms by Cicero. In the Museum a fine statue of Venus and head of Jupiter.

ENGLISH VICE-CONSUL.—N. Bisana, Esq.

AMERICAN CONSULAR AGENT.—N. Stella, Esq.

Taormina.—*Stat.* Pop. 3900.—An ancient place, 30 miles from Messina, having a ruined Saracenic Castle, and remains of a Greek Theatre, and other antiquities.

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SPAIN.—(*España*—Ancient *Hispania.*)

The Railway is called *Camino de Hierro*, or *Ferro-carril*.

Books.—Bradshaw's New Handbook to Spain and Portugal, by Dr. Charnock, F.R.G.S. &c. With Pictorial Illustrations, Town Plans, &c., and excellent Travelling Map for Spain and Portugal Price 7s. 6d.

As this kingdom is situated under the same parallel of latitude as Italy, its climate is in certain part similar. In the northern parts the cold is never excessive, but the heat in the southern districts, during the three months nearest midsummer, is very great, and would be almost intolerable but for the sea-breeze, which blows from nine till five. The interior, being generally elevated, is not so warm as might be expected from the latitude; and its temperature is more regulated by elevation than geographical position. It is the configuration of this country which accounts for the aridity of soil in the interior of the Castiles, the want of water, and that difference of temperature observable between Madrid and Naples. Of its large **Rivers** the Ebro runs to the East; the others, the Douro, Guadiana, and Guadalquivir, runs West; their basins being divided by 4 or 5 **Sierras** or chains of mountains, viz:—The Asturian, on the N.W., in continuation of the Pyrenees, rising 8,790ft. above the sea, at Picos de Europa, near Potes; the Sierra Gredos, Guadarama, and Moncayo, 10,500ft. high; Toledo range, or Sierra Guadalute, 5 115ft. high; Sierra Morena, west of Cordova; and the Sierra Nevada (or snowy), in Andalusia, 11,664ft. high, at Cerro Mualhacen, the highest in Spain.

Spain promises to regain some of its ancient influence. Railways are being constructed; its commerce is increasing; and a healthy banking interest will do great things for what has lately been only a second-class power. The wealth of its corn, and wine, and oil, favoured by a sunny climate, has scarcely any limit. Two-thirds of the commerce are carried on with France and England.

The Revolution that broke out, September, 1868, drove Queen Isabella from the throne, and changed the Government to a Republic, which, under the guidance of General Prim, lasted till December, 1870, when Victor Emmanuel's second son, Amadeo, Duke of Aosta, was chosen king, as Amadeus I. He abdicated on the 12th of February, 1873; and a Republic was again proclaimed; followed by civil war. Marshal Serrano became President, 1874. On 31st Dec., 1874, Alfonso, the son of Q. Isabella, was proclaimed King, as Alfonso XII. He was born 1857; and received part of his education at the Military College, Sandhurst.

Population (1870) 16,835,510 besides 6½ millions in the Colonies. There are 13 Territorial divisions, and 49 Provinces, including the Balearic and Canary Islands.

Estimated **Expenditure.**—(1874) 30 millions sterling; against a Revenue of 22 millions. Debt, 400 millions, besides interest unpaid

Army—About 295,000 **Navy**—123 Steamers, with 819 Guns, and 20,000 Seamen. About 3,300 miles of **Railway**, and 7,050 miles of **Telegraph** are open. (1873).

Commerce.—Exports and Imports to and from England (1873), 11 millions and 4½ millions respectively.

Tours.—The tourist may enter Spain in a variety of ways—First, by water from Southampton to Gibraltar; Second, by rail and water *viâ* Paris, Marseilles and Alicante; Third, by Paris, Bordeaux, Bayonne, Irun, Vitoria, and Burgos—this is the favoured route; Fourth, *viâ* Urdax and the valley of Bastan. From Bayonne the traveller may proceed to Madrid, *viâ* Pamplona, or *viâ* Pau, Toulouse, and Port Vendres By Rosellonè & Co.'s Diligences, in connection with the Railways, twice a day, in about 12 hours. Fares—Berlina, 40 reals; Interior, 32 reals: Rotonde and Banqueta, 24 reals. The P. & O. boats from Southampton afford the best means of reaching the south by water. The most convenient land route is *viâ* Bordeaux and Bayonne. "Avoid the land journey over the Pyrenees. Take as little luggage as possible, as porterage is very expensive. *Leather* portmanteaus resist rough usage better than *wooden* trunks."—*O. L.*

Letters to Madrid and Gibraltar.—A daily morning overland mail is despatched from London, arriving at Madrid in 48 hours, and Cadiz in about 100 hours: from thence, letters marked *p. d* Madrid are forwarded by mule to Gibraltar. *Postage* to England 2½d per ½ oz.

Churches.—Travellers will do well to rise early, as most of the churches are closed at mid-day. After noon it is almost impossible to obtain admittance even into many of the large Cathedrals. A fee will always open a church at any hour, but then the sacristan must be found and from 12 to 3 o'clock he generally enjoys his siesta.

Money.—By a decree of the Cortes, dated 19th October, 1868, the monetary system is as follows:—100 Centimes = 1 Peseta. = 9½d. = a franc nearly. Gold Coins.—100, 50, 25, 20, 10, and 5 Pesetas. Silver Coins.—1, 2, 5 Pesetas, and 20 and 25 Centims. Bronze Coins.—1, 2, 5, 10 Centims. 100 Pesetas = £3 19s. 2d.; 10 Pesetas = 7s. 11d.; and the other coins in proportion. A 25 Peseta gold piece is nearly equal to a sovereign. [From "*The Merchant's Handbook.*"—By W. A. Brown, LL.D. London: Stanford.] Money is sometimes reckoned in reals = 2½d. A peseta = 4 reals; escudo = 10 reals; duro or dollar = 20 reals. 100 reals = £1, nearly. When receiving change hastily at diligence offices, hotels, or from boatmen examine your coin. Take small change before starting a journey.

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Language.—Knowledge of Spanish necessary in rural districts. French, English, and German are spoken at the principal hotels in large cities. Except at Madrid and a few of the seaports English is utterly useless, and French is only spoken in the chief towns and better class of hotels. See Bradshaw's complete *Anglo Spanish Phrase Book* for Travellers and Students. price 1s.. W. J. Adams. The Special Edition of this Handbook contains a vocabulary. Cervantes, the Author of *Don Quixote*, was born at Alcade de Henares, near Madrid.

Travelling—at present by rail and diligence. The railways are slow but comfortable; the railway stations indifferent; the fares high,—and now higher than ever, since a government tax of 10 per cent. was imposed. The conveniences for ladies and families very miserable. Use Coloured Spectacles. Ask the price of everything. Travellers are usually put into expensive bed-rooms on their arrival. Enquire the charge for the night. Have a Spanish *visa* to your passport.

CAUTION.—Travellers are advised not to purchase their Railway Tickets of Agents. The Diligences are generally crowded, inconvenient, and dirty; they stop rarely; and Spaniards love smoke and closed windows. Diligence fares are high; if quickly, £2 per day may be calculated on. Steamers are irregular. A two months' tour cannot, for a bachelor, be accomplished much under £60 sterling.

Living from about 40 reals per day; but the Madrid hotels differ. The "Inglaterra" is dearest, 70 or 80 reals, or even 100 reals per day; the Hotel des Princes from 40 reals; Las Ambassadeurs, 30 reals. Prices at Hotels are fixed, and include board and lodgings. No women servants are employed.

Visit Spain in spring or autumn, or not at all. In March the cold and fogs and wintry days disappear, and to this succeeds a fine, genial, warm, and moderate heat. During March, April, and May travelling is charmingly agreeable. The summer heats subside in October. November is also a pleasant month. Remember to keep your temper, as Spaniards will not be hurried, and have a keen sense of personal dignity. Accept a cigarette when offered; but never ask a light from your neighbour's cigar if he has already given it once to some one else.

DESCRIPTIONS OF PRINCIPAL PLACES.

Alicante.—*Stat.*—Pop. 27,000.

HOTELS: FONDA DEL VAPOR (Steam Boat Hotel).

A thriving seaport, in direct communication by rail with Madrid, of which it is the port (though distant) and by steamers with Marseilles. It is a pretty well-built Moorish-looking town with good markets, reading rooms, and a brisk trade in wine, almonds, raisins, and matting. There are only two churches:—St. Nicolas de Bari and Sta. Maria, the former remarkable for the richness of its decorations.

Visit the Castle; to see which send a commissioner with your card, and the names of friends, to the governor, who will grant a permit. A splendid view is obtained. The ascent is somewhat laborious. A visit may also be made to the Fabrica de Tabacco and the Monument. See also the collection of medals and paintings of the Marquis d'Algorfa. Among the paintings will be found some specimens of Murillo, Velasques, Albert Dürer, &c. The magnificent palm groves at **Elche**, near Alicante, are well worth a visit. It is the Roman *Illica*, and half Moorish. Besides the forests of date palms, there are groves of pomegrantes, &c.

In landing at this or any other Spanish port ascertain the proper tariff for boat hire: 2 reals for oneself, and 2 for each box or package is the usual fare. Travellers leaving Madrid *viâ* Alicante and Barcelona for Marseilles, or *vice versa*, are advised to book through, and clear railway charges, omnibus fares, and boat hire, to and from the steamer. Marseilles to Alicante takes 40 hours. Commissioners, faquines, or mossa de cordel are distinguished by wearing a brass badge on the arm; they receive, for loading or unloading travellers' baggage at the railway station, 2 reals; for carrying baggage from the railway station to hotels, 8 reals.

H. B. M.'s CONSUL, Col. Benj. Barrie. AMERICAN CONSUL, W. Giro, Esq. ENGLISH CHAPLAIN.

CONVEYANCES.—Railway to Madrid, Almansa and Toledo, see pages 272 and 274. Steamers to Marseilles, Malaga, Carthagena, Barcelona, Cadiz, Liverpool, &c., The restaurants on board most of the steamers are excellent: breakfast, 10 to 11 reals; dinner, 14 to 16 reals.

Aranjuez.—*Stat.*—Pop. 5000.

Distance from Madrid, 49 kil.; rail in 2 hours. The village consists of 34 wide streets, on the banks of the Tagus and surrounded by a most beautiful country. It is chiefly remarkable for its *Palace*, a large and handsome building, which is the retreat of the Spanish Court after Easter. The gardens around the Palace are delightful, commanding a fine and most extensive prospect. When the Court resides there the population rises to 20,000. Principal attractions, the Sotilla, the Garden de Primavera, that of the Principe, the Casa del Labrador, the new gardens of Queen Isabel, the Avenue of the Queen, a league long, &c.

CONVEYANCES:—Railway, see pp. 272 and 274.

Avila.—*Stat.*—PARADOR DE LAS DILIGENCIAS.

A small town on the railway from Bayonne to Madrid. The fine church of St. Vicenti has a porch, which is a masterpiece of Gothic.

CONVEYANCES.—Railway to Madrid, (71 miles,) thrice daily, see page 268; to Valladolid, Burgos, and Bayonne.

Badajos.—*Stat.*—Pop. 22,000.—HOTELS.—EL CABALLO BLANCO; LAS TRES NACIONES.

A fortress on the border of Portugal, in Estremadura, on the Guadiana, glorious in the annals of England for the heroism displayed in its storm by British troops, April, 1812.

Curiosities.—The Cathedral, with fine statues; the Theatre; the Hotel de Ville.

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CONVEYANCES.—Rail to Almorchon, then rail to Almadiga, (a station beyond Belmes), thence diligence to Cordova, thence rail to Seville, pp. 275-6

Barcelona.—*Stat.*—Pop. (1857) 180,018.—(1874) about 200,000. HOTELS:

LAS CUATRO NACIONES, CAFE SEPT PORTES, DEL ORIENTE, LAS CUATRO PARTES DEL MUNDO, FONDA DE L'ITALIA, FONDA CATALANA.

Dinner, 12 reals; breakfast and 2 rooms, 4 to 6 reals. The posadas, or second class hotels, are numerous. Excellent baths at reasonable charges; hot and cold, fresh and sea water.

OMNIBUSES convey passengers to the railway station, fares according to distance for the environs, at very moderate fares. Street fiacres are found at three different points in the city; fares during day time, the course within the town, 4 reals; night time, 6 reals; the first hour, 8 reals by day, and 10 reals per hour at night.

BOAT HIRE, embarking or disembarking, 2 reals per person, and 2 reals each packet of baggage.

The capital of Catalonia, on the Mediterranean, surrounded by a beautiful and highly-cultivated country. It is a place of great trade carrying on various manufactures, and has of late much increased.

PRINCIPAL OBJECTS—The Cathedral, a fine gothic building of the 14th century, containing many beautiful tombs and some good paintings. Notice the carving in the choir, the grave of Sta. Eulalia (a martyr, A.D. 309), and the statue of the good Knight Vilardell, in the cloisters. The view from the tower is very fine. The Church of Santa Maria del Mar containing some rich stained glass. The library of San Juan containing 40,000 volumes, some manuscripts, and an interesting collection of coins. The Museo Salvador containing curious manuscripts, coins, a collection of marbles, a museum of Natural History and a splendid herbal. See also the College of Santa Ana (1146), and the Casa de la Disputacion. The Bourse, a fine building, containing some good statues, pictures, and fountains. The Fountains are numerous, and some of them very beautiful. The Rambla promenade is a magnificent street, nearly a mile long, lined with plane trees, and leading to the Muralla del Mar. The Markets, Pescaderia, and Pisteria, are very interesting.

The Lico Theatre is a large building. Plaza de Toros, or Bull Ring, behind Railroad Terminus; said to hold 10,000 persons.

The Archivo General de la Corona de Aragon, in the old Palace, contains documents bearing on the history of ten centuries. The citadel of Montjuich is associated with the chivalrous Earl of Peterborough and his English army in the time of Queen Anne.

EXCURSIONS to Pedralles Convent, the Pepper Trees of Sarria, Ripoll Abbey, and S. Culgat de Vallais.

H. B. M.'s CONSUL.—J. Prat, Esq. AMERICAN CONSUL, H. Ruggles, Esq.

ENGLISH SURGEON, R. Roberts, Esq.. M.R.C.S.

ENGLISH CHURCH.—Calle de Abaixadora, 10, Principal. Divine service on Sunday mornings. Prayers at 11 a.m., with Sermon. Resident Minister, Rev. J. Bridgway Griffin.

CONVEYANCES.—Steamboats to Marseilles, Alicante, Barcelona, Malaga, and Cadiz, see list of Steamers. Rail to Valencia—Distance to Marseilles, 67 French leagues; fares 80f. and 70f. Railway to Gerona, see pages 270 and 271; to Lerida, Saragossa, Granollers and Martorell, where Hannibal's Bridge may be visited, see page 271.

Bilbao.—*Stat.*—Pop. 18,500.—HOTELS:—DE BRIGIDA; FONDA DE LAS NAVARRAS.

It has a theatre, with frequently an excellent operatic company; and an old quarter called the Siete Calles, or Seven Streets. Vessels of large tonnage unload at Oloveaga, about five miles nearer the Bay of Biscay. Near here are iron smelting works for the abundant ore found in the neighbouring hills.

H. B. M.'s CONSUL.—H. Young, Esq. AMERICAN CONSUL.—L. Dahl, Esq.

Railway to Miranda Junction (page 269), for Madrid, Saragossa, and Bayonne. Diligence to Zumarrara Station in 9½ hours, 20 to 40 reals.

Burgos.—*Stat.*—Pop. 13,000.—HOTELS:

The FONDA DEL NORTE, PARADOR DES DILIGENCIES GENERALES DI VITORIA; PARADOR DE LAS PENINSULARES; CASA DE POSTAS.

A large and cheerful town, on the Arlanson, near the heads of the Douro and Ebro; full of interest for the antiquary. The grand attraction is its celebrated Cathedral, built in the thirteenth century by King St. Ferdinand. It abounds in sculpture, and is profusely decorated with pictures, statues, bas-reliefs; also some fine stained glass windows, the light from which produces a curious effect. There are some large chapels in the aisles, containing some beautiful sculpture, painting, and monuments—one is particularly deserving of attention, the Capilla del Condestable, containing some fine sculpture by Jean de Bourgogne, representing the Crucifixion, the Resurrection, and the Ascension. Among other Churches worth visiting, are San Gil, San Esteban, San Nicolas, and Santa Agueda, in which the Cid forced Alfonso VI., to swear that he had taken no part in the death of his brother Sancho. The Espion is the principal promenade of Burgos, composed of beautiful shady walks. Two others are the Cubos and the Isla, both on the banks of the river.

The traveller should visit the Cartuja de Miraflores and the tomb of the Cid: the former is about 2 miles out of the town, and contains the magnificent tomb erected by Isabella to her parents, Juan II. and Isabella of Castile—the latter is in the convent of San Pedro de Cardena, which once formed part of the estate of the Cid.

CONVEYANCES.—Railway to Madrid, Alar-del-Rey, and Santander, see page 268

Cadiz.—*Stat.*—Pop. (1857) 61,750.—HOTELS:—BLANCO'S ALAMEDA HOTEL—"bad"—but fine views of the bay from the windows.

HOTEL DE PARIS, best in the town; DE AMERICA; DE CADIZ; FONDA DE LAS CUATRO NACIONES.

A large fortified port in a Bay, at the end of a tongue of land called the Island de Leon, very strongly protected by the Cortadura and Punta de la Vaca. It has a pleasant Club or Casino, on presenting your card at which, one of the attendants will show you over it. An introduction is neces-

sary for a fortnight; a subscription for a longer period. The Museum contains only very poor pictures. It has a handsome Church and two Theatres; with fine view from the signal Tower in the centre of the town, 172 feet high. Rain water, kept in tanks, is the only supply. Celebrated for the gloves and guitars made here. The Railway Station is outside the ramparts. At **La Caracas**, 15 miles from the town, are fine establishments connected with the Spanish Navy, docks, rope-walks, building-slips, &c. **Jerez** with its wine depôts, is 31 miles distant, by rail.

H. B. M.'s Consul.—T. F. Reade, Esq. American Consul—A. Duffie, Esq.

Conveyance.—Railway to Seville, Cordova, and Madrid, see page 274 Steamers to Gibraltar, Alicante, Barcelona, and Malaga: see page 305.

They ply very irregularly between Seville and this city; passengers are disembarked in the Bay, and boats convey them on shore; 2 reals each person, and 2 reals each package Two or three times a week, on uncertain days, to Gibraltar.

Cartagena.—*Stat.*—Pop. 35,000.—Hotels.—Fonda Francesca; Gutierez, end of Calle Mayor, which is the best street. There are two Fondas in Calle de la Iabonaria.

A half decayed place, with new forts in process of construction on both sides of the pretty harbour in the Mediterranean The Naval Arsenal contains building slips and floating docks, magazines, &c, and is rising again to importance. Cathedral in ruins; good Casino or club-house, accessible. Conveyances—Railway, see pp. 272—274 Steam communication along the coast.

English Vice-Consul—W. Milvain, Esq.

American Consul—C. Molina, Esq.

Cordova (or **Cordoba**).—*Stat.*—Pop. (1857) 35,610

Hotels:—Fonda Suiza is a very fine building, with marble staircases and corridors; Fonda Rizzi.

A large decayed city (on the Guadalquiver), the streets are narrow, and the hotels indifferent. At one time it is said to have contained 200,000 houses, and 100 baths. Its University is said to have been instrumental in spreading light through Europe in the dark ages. It abounds in Moorish and Roman antiquities, perhaps more so than any other city in Spain. The Cathedral is of course the first attraction, and was erected, originally by the Romans, but destroyed by the Moors, who commenced the present edifice on the old foundation in 770. The exterior is profusely ornamented with various coloured marbles, sculptured in the most graceful designs; but of the grand effect of the interior, it would be impossible to give any adequate description. It is divided into nineteen principal naves, which are traversed by thirty-six narrow naves or aisles. The roof is supported by a vast number of columns of rare marbles, porphyry, jasper, &c., with marvellous carving, gilding, and painting. The figure of our crucified Saviour has been cut on one of the marble pillars by the finger-nails of a prisoner: a light is required to see it. Next to the cathedral, the principal churches are San Pedro of Roman and Gothic times; and Santa Mariana, a Gothic church. the Alcazar. Other remarkable buildings are the Episcopal palace; the Triunfo, a pretty monument in jasper to St. Raphael, patron of Cordova; the hospital of San Sebastian. Some of the old convents are very interesting. The railway station is a short distance from the city, to the north, and near the old high road to Seville, by the right bank of the Guadalquiver.

Conveyances.—Railway to Cadiz and Madrid, see page 274; Cordova to Malaga, see page 273.

Diligence from Cordova.

Steamers frequently call here.

Corunna.—(*Spanish* **Coruña**), called by sailors "the Groyne.")—Pop. 27,600.

Hotels:—Fonda del Commercio, in the Calle Real.; Café Suizo; Café de los Milaneses.

Corunna is divided into two distinct parts, the upper or old town, and the lower or new town called Pescaderia. The latter is well built, but the streets are narrow and for the most part ill paved. There are several good promenades. La Reunion much frequented during summer, is situated between the town and the ramparts, and the garden of San Carlos containing a monument to the memory of Sir John Moore, who was buried here, 1809. The Tobacco factory employs over 2000 hands, principally women, and turns out about 300 tons of cigars annually. The tower of Hercules is a Roman work.

H. M.'s Consul—E. Turner, Esq.

Conveyances.—Diligences to Vigo, Oporto, and to the rail, for Madrid every evening. Steamers to all the Northern ports and to Vigo, Cadiz, &c. Also twice a day to Ferrol.

Gerona.—*Stat.*—Pop. 8,000.—Fonda de las Diligencias.

Capital of the province of the same name. an interesting town, with a fine Gothic cathedral the nave of which has the great span of 73 feet. Fine view of Monserrat, &c., from the heights. It made a heroic defence against the French 1809

Conveyances.—Rail to Barcelona, see p. 271.

Diligences daily (across the Pyrenees) to Perpignan, in 8 hours from whence by rail to Nismes, Marseilles, Lyons, Toulouse, and all parts of France.

Gibraltar (*Eng'lish*)—Pop. (1871) 25,920.—

Hotels:—Club-house (very good, but dear); King's Arms Hotel, good and moderate; Griffith's; Francaise.

American Consular Agent—A. Fuertes, Esq. Exchange News-room accessible.

All along the coast of Spain it is most disagreeable to land and embark, as it is done by boats, and Gibraltar is as bad as any. Always make a bargain with the boatmen beforehand. Wondrous Fortifications; permission easily got to visit the Galleries, from the signal tower of which there is a magnificent view; as also from the many other Batteries. Visit the *Caves* discovered by Captain Brome. The markets contain many strange varieties of fish. Oranges and other fruits very plentiful. Rain water only used here A great variety of dresses. Moorish, Spanish and British, are seen on the Promenade.

The drive to Europa Point and back through the town to the Neutral ground and village of **St. Roque** is very beautiful. The military Prison and Convict establishment well worth seeing.

At Gibraltar the currency is different from that

of Spain. Accounts are kept in dollars, reals, (which have no existence), of the imaginary value of one-twelfth of a dollar, and quarts, equally imaginary, of the supposed value of one-sixteenth of a real. The coinage in actual circulation consists of Spanish gold and Specie dollars, one-half dollars (silver). Spanish quarter-dollars, and one-eighth dollar pieces, not now circulating in Spain; and there being no real quart, any coin of any country, or any button if about the size of an English farthing, is current for the one one-hundredth-and-ninety-second part of a dollar; and other pieces of copper in like proportion

H.M.'s Consul at San Roque.-G.F.Cornwall, Esq.

Presbyterian Church.—Minister, Rev. John Coventry, Free Church of Scotland, at St. Andrew's Church on Sundays, at 11 a.m. and 6 p.m.

Conveyances:—None whatever inland; steamers on uncertain days, about two or three times a week to Cadiz, to Malaga, and to Tangiers. P. and O. Steamers weekly.

Gijon.—*Stat.*—Pop. 7,500.

Hotel:—Parador de las Diligencias.

Gijon, in Biscay, is much frequented for sea-bathing, and is, for a Spanish town, remarkably clean. Its port is good and safe. Notice a fine arched gateway, called *de Infante*, built by Charles III; the Palace of the Marquis de San Esteban; the College, founded in 1797; the Tobacco Factory, employing upwards of 1200 hands. Large shipments of coal from here.

English Vice-Consul.—W. Penlington, Esq.

Conveyances:—Railway to Sama, for Oviedo. &c.. see page 274. Steamers to Santander and Corunna.

Granada.—*Stat.*—Pop. (1857) 65,000. Hotels: Parador de los Diligencias, Fonda del Comercio, Fonda Ortiz, Fonda de Alameda, Fonda de la Victoria, Fonda de la Minerva.

The last two are in the town. Washington Irving Hotel (very good), and the first-class Hotel and Pension de los Siete Suelos (Seven Towers), are on the hill, 2,000 feet above sea level, near the Alhambra, and the groves and elms planted by Wellington on his estate here. "The Seven Towers is a delightful summer residence; temp. 76°. The Irving is more suited for winter."—R. L.

Many Boarding Houses, clean and reasonable.

A fine old town, 1,500 feet higher than Malaga, having a very good Prado with noble old trees, fountains, &c., and beautiful environs with the lofty snowy peaks of the Sierra Nevada, about 20 miles off, and a temperate climate in the scorching heat of a Spanish Summer. The Cathedral has 5 naves, splendid stained glass windows, and 18 very ornate chapels, the best of which, the Capilla Mayor, is a sumptuous one, with fine paintings of Bocanegra, Alonso. Cano, &c. In the Capilla de los Reyes are the magnificent tombs of Ferdinand and Isabella, of Juana and Philip; below are their plain coffins, which may be seen at the close of the afternoon service. Of the 27 parish churches, notice, especially, S. Ana, S. Cristoval, San Agostino, &c.

The great point of interest is the **Alhambra**, which is now, though too late, being zealously put in repair. It is open in the forenoon, and from 4 to 7 p.m.; a Guide and also a fee to the conservator for the first visit, but not afterwards. Besides its internal architectural beauties, the views from it are fine and interesting, commanding the Duke of Wellington's estate, the gipsy quarter, &c. This ancient palace of the Moorish kings, in point of oriental workmanship, one of the most beautiful extant, and justly the pride of Granada, stands on a lofty eminence between the rivers Doura and Xenil, and derives its name from the red colour of the materials with which it is built. The word alhambra signifies the "red house." The ascent to it is through a shady and well watered grove of elms, abounding with nightingales. You enter first into an oblong court of 150 ft. by 90 ft., with a basin of water in the midst of 100 feet in length, encompassed by a flower border; at each end is a colonnade. Hence you pass into the *Court of the Lions*, so called because the fountain in the middle is supported by lions; it is adorned by a colonnade of 140 marble pillars. The royal bedchamber has two alcoves adorned with columns, and a fountain between them in the middle of the room; adjoining are two hot baths. The great *Hall* is about 40 feet square, and sixty in height, with eight windows and two doors, all in deep recesses. Between this and the oblong court is a gallery of 90 feet by 16 feet.

All these lower apartments have fountains, and are paved either with tiles or marble in checkers. The idea of the ceiling is evidently taken from stalactites, or drop stones, found in the roof of natural caverns. The ornaments of the friezes are Arabesque, and perfectly accord with the Arabic inscriptions which are here suited to the purpose for which each apartment was designed. Thus, for instance, over the entrance of the hall of judgment is the following sentence, "Enter, fear not; seek justice, and justice thou shalt find." A handsome staircase leads to a suite of apartments intended for the winter. The *Generalliffe*, or country palace of the Moorish kings, has a few remains of arcades and fine gardens.

The *Cartuja Convent* is one of the lions of Granada. Notice the extraordinary paintings in the passages.

Jos. Serfaty is an excellent guide for the Alhambra. The studio of M. Contreras, who is entrusted with the restorations of the Alhambra, will well repay a visit.

A branch line unites Granada with Cordova and Malaga. It is preferable to Malaga in regard to climate The Route from Gibraltar by Ronda is very grand, but is three days mule journey, and not without danger; by mules from Malaga, direct, two long days; by diligence from Malaga 16 hours going, and 14 hours returning. Railway, see p 276.

English Vice Consul.—E. Colibert, Esq.

There is a road towards the rail for Madrid passing **Jaen**, the Capital of the province, where there is a magnificent Cathedral. Scenery along whole of the route very interesting.

Irun.—*Stat* -- Pop. 4,500. Hotel: Fonda de Arbuff; excellent

A small town on the left bank of the river Bidassoa, near the French frontier, on the route from Bayonne to Madrid.

Baggage from France is examined at Irun station.

Conveyances.—Rail to Madrid, p. 265; to Alsasua for Pamplona, see p. 270; to Bayonne, p. 45.

Jerez-de-la-Frontera.—*Stat.*—Pop. (1857) 38,900. Busch's Private Hotel, Guadalete Str. Hotel de Jerez.

Jerez or **Xeres**, a large and well-built town, celebrated for its "Sherry" wine, to which it gives name; and surrounded by extensive estates, chiefly devoted to the cultivation of the vine. The wine cellars will repay a visit, particularly those of Mr. Domecq, which contain 15,000 pipes of wine, some of which is 100 years old; and those of Gonzales, Dubois, & Co. The different kinds of Sherries are well worth tasting; some is as much as a guinea per bottle. The buildings worthy of notice are: the collegiate church with its library and museum, containing 2,500 volumes, and 12,000 medals of great antiquity; and the *Casas Municipales*, a fine old building of the sixteenth century. A short distance out of the town are the ruins of a fine Monastry, with a doric façade, ornamented with statues and pictures.

English Vice-Consul.—G. Suter, Esq.

Conveyances.—Railway to Trocadero, Cadiz and Seville. See page 274.

Leon.—*Stat.*—Pop.—7095.—Hotels:—Parador del Norte: Posada de los Catalanes, Casas de Pupilis (lodging and board), on the Santa Domingo. A Posada on the Rastro.

An ancient city surrounded by walls, and capital of the province of the same name. The *Cathedral* is one of the most extraordinary specimens of gothic architecture extant. Its walls are 120 feet high, and by some travellers it is considered to surpass the celebrated Duomo of Milan, for lightness and richness of decoration. The principal façade is composed of five ogival arches ornamented with sculpture, and statues to the number of forty, the whole surmounted by two beautiful and lofty towers. The interior is superbly decorated with sculpture and stained glass. The church of San Isidoro is a splendid gothic edifice and should be visited. Other objects of interest are the monastry of San Marcos; the fine Convent of Santiago; the Plaza Mayor, surrounded by fine buildings, much frequented; the Casa de los Guzmanes, a magnificent palace; the Casa Consistorial, devoted to municipal fêtes. There are also a number of convents, a library of 5,000 volumes, and a good theatre capable of accommodating 1,500 persons. Outside the walls of the city there are some good promenades, the principal of which is the Passo de San Francisco, a large square planted with trees, having on one side a convent, and on the other a bull-ring.

Conveyances.—Railway to Placentia, Bustongo (for Oviedo), and Branuelas for Vigo, &c.), see pp. 269 and 272.

Lerida.—*Stat.*—Pop 13,200.

Fonda San Zois. Posada del Hospital.

A pleasant and busy town, the Roman *Ilerda*, on the Segre and the rail from Barcelona to Saragossa. The new Cathedral is a fine Corinthian building, containing some good carving and sculpture. The Old Cathedral, built in the thirteenth century, is a ruin, but still presents some rare studies of the byzantine-gothic style to the antiquary; the cloisters are particularly worthy of attention. The church of San Lorenzo, founded 1149, is also deserving of attention. The Old Cathedral commands a magnificent view over a beautiful country.

Rail to Saragossa and Barcelona. See page 270.

MADRID.—*Stat.*—Pop. (1870) 332,024.—Hotels:—

Hotel de Paris.—Good. Hotel Peninsulares, 15, Calle Alicala. Inglaterra; Des Peinous; Les Ambassadeurs.

Cafés—La Iberia, Café Suizo.

Casas de Huespedes.—Boarding-houses in no way distinguished by sign or name; but when unoccupied a sheet of white paper is seen suspended from the corner of the balcony. There are many of these houses in Madrid, and in most of the principal towns in Spain. Excellent and clean apartments with board and service, at 20, 25, and 30 reals per day. Travellers intending to remain a month or two in the capital, are advised for their own comfort to resort to one of these houses.

Caution.—The climate of Madrid is one of the most trying and treacherous in Europe. The town is at a great altitude on a bleak plain, exposed to a broiling sun and dry icy winds from the Sierra de Guadarrama. The spring is especially dangerous, and cloak well morning and evening. Madrid is cold and damp in winter; hot and dusty in summer. The agreeable months are March and April, October and November; the remainder of the year is almost unbearable.

Madrid in the province of New Castille, was declared to be the capital of the kingdom, by Philip II., from being supposed to be in the centre of Spain. It is built in an uninviting locality, on some sandy hills upon the left bank of the Manzanares; but the view from the Queen's Palace of the Guadarrama range is very fine. The country round is quite desert, except in the valley of the Manzanares, where there are some orchards and woods. The city is about 8 miles in circuit, and contains upwards of 8000 houses, with 146 churches and other religious buildings, 18 hospitals, 13 colleges, 15 academies, 18 public libraries, 6 prisons, 15 granite gates, 85 squares, and plazas, 33 fountains, and 50 public wells which supply the city with a little excellent water brought from the mountains, 30 miles distant. The modern part is fine, having good houses, and straight streets paved with flint, and lined with foot-pavements. The *Calle de Alcala* is the finest street in Madrid. The Puerta del Sol is a large open area, where eight of the principal streets meet, and in which there is a great thoroughfare. In a pretty square of the Prado is the Memorial called, *El dos de Mayo* (or 2nd of May), consisting of statues of three artillery officers, killed at their guns, in the massacre of 2nd May, 1808, by order of Murat.

Many of the convents, which gave such a gloomy aspect to the streets of Madrid, in common with the other large towns of Spain, have lately been removed. The royal *Palace* is a most magnificent

face; it is a large square edifice, each front 470 ft. long and 100 feet high, all built of white stone, and enclosing a court 140 feet square. On the south side of the palace is the royal Armoury, which contains a great treasure of historical weapons. Its interior is with difficulty shewn to strangers. The royal Stables contain 360 horses, 150 mules, and 124 carriages, with endless apartments for livery dresses and harness rooms are to be seen. Bull fights are generally on Sunday and Monday; the office for tickets is in the Calle di Alcala; an early application is necessary to ensure good seats. The death of Pepete, the veteran matador, a short time ago is still fresh in the public recollection. There are three public WALKS: the Prado, 2 miles long, from north to south, on the east of the city, with rows of trees and several fountains; the Paseo de las Delicias, along the Manzanares, on the west side of the city; and the Buen Retiro gardens to the east, beyond the Pardo. La Fuente Castellana is a splendid walk, about a mile and half long.

There are six Theatres: besides three Circuses, also, several scientific and literary institutions; among which are the Royal Spanish Academy, containing a museum of Natural History, and a few very fine pictures; the Royal Academy of History; and the Estudios Reales de San Isidro, a kind of university, which has sixteen professors. The two largest Libraries are, the Royal Library, containing 200,000 volumes, some valuable manuscripts, and a rare collection of coins, illustrative of Spanish history; and the Library of San Isidro, containing 60,000 volumes.

The Museo is a magnificent gallery of 3000 pictures, of which 46 are by Murillo, 10, Raffaelle, 12, Rubens, 64, Velasquez, 34, Tintorettos, and 3, Titian: to obtain admission a fee only is necessary. The New Museum was opened on the 2nd de Maio, 1842, by Espartero and has also some works of art. No fee is necessary for admission into the Museos; a passport and registry of name is all that is requisite.

ENGLISH CHURCH SERVICE, at the British Legation, every Sunday, at 11.30 a.m. No Chaplain.

PRESBYTERIAN CHURCH.—Rev. J. Jamieson.

SPANISH PROTESTANT SERVICES.—Calle de la Higuera, baja No. 8—pastor, Senor Carrasco; and Calle de Calatrava, No 27—pastor, Senor Ruet.

The principal Madrid Diligence Offices are in the Calle Arcala and Calle del Correo of the city.

CHURCHES.—At the Atocha is a very ancient and remarkable image of the Virgin Mary, to which miraculous powers are attributed, and to which the most magnificent dresses and jewellery have been presented. The large nunnery of La Salesas, built 1748, is behind the Buenavista Palace or War office.

In the environs of the city are the royal residences of La Casa del Campo, La Florida, Monglora, Carzuela, and El Pardo. There are four Bridges over the Manzanares.

CASINO.—Whilst at Madrid the CASINO or club forms an agreeable lounge. Any member can introduce a stranger for a period of 14 days by the payment of 12s.: for a longer period the fee is £10. Rouge et Noir at 11½ p.m., when the rooms are greatly crowded for the purposes of play.

BATHS.—There are several public Baths at 6 and 8 reals per person. Baths at one's domicile, including linen and servant, 14 to 16 reals.

POST OFFICE.—Letters Post Restante a Madrid are entered alphabetically on a placard and numbered. When a letter is applied for, the traveller should first examine the daily list which is posted up in a prominent place. Postage stamps can be purchased at all tobacco merchants. Letters for France or England received up to 5 o'clock.

BRITISH AMBASSADOR.—His Excellency Rt. Hon. H. A Layard. *Secretary of Legation*.—H. Dering, Esq., 9, Calle Torrija. *Consul*.—G. W. L. Hunt, Esq.

AMERICAN MINISTER.—His Excelncy. Gen. Sickles. —*Secretary of Legation*.—A. A. Ades, Esq.

GUIDES.—G. Soubrie and Mariano Peralta, of the Hotel de Paris; the first speaks English.

MAIL COACHES and Diligences run to various parts; about 40 lbs. of baggage are allowed each passenger.

EXCURSIONS.

1. **Escorial**, about 20 miles off, reached by rail. A magnificent edifice, considered one of the wonders of the world. The Pantheon, containing tombs of the Spanish kings and queens, white marble statue of Christ, and tapestry, will fully occupy an entire day. Ask when there for the sacristan, who can alone show the Mausoleum of Spanish Monarchs, the chapels, and other wonders of the place.

2 **Toledo.**—Reached also by rail. (See the name). The 7.0 a.m. train from Madrid arrives at 10 a.m. at Toledo.

3 **Aranjuez** and Palace. Proceed by rail. (See the name) The gardens, and walks, and palace by the river side are picturesque.

4. **La Granja**, about 7 miles by road.—A royal Palace with splendid gardens, and a Labyrinth at St. Ildefonso.

CONVEYANCES.—Railway, see pages 145, 268, 270, 272, 274, 275.

Malaga.—*Stat.*—Pop. 109,988.—HOTELS:—

ALAMEDA and VICTORIA pretty good; ORIENTE, for Universo), bad; EUROPA.

LODGING-HOUSES.—Vilches, Madrilena. Iberia, with other tolerably good "Casas de Pupilos," several establishments of excellent Baths. Restaurants, &c. Living is moderate, apartments and board should not exceed two dollars per diem.

CLUBS.—Good and well-provided reading clubs, the "Circulo," the "Comercio," and the "Liceo."

This city, which may be considered the fourth in Spain, is situated at the head of a Bay in the Mediterranean, surrounded by vine-clad hills, in the midst of a delightful country producing wine, sugar, oil, raisins, figs, almonds, oranges, lemons, limes, and other fruits, in abundance. There are about 20 sugar and refining mills, at Marbella, Andra, &c. It is much frequented by English and other foreign invalids during the winter season, for its mild and charming climate; but the weather is treacherous: hot sun and cold winds being prevalent.

PRINCIPAL BUILDINGS.—Are the Cathedral, a vast pile commenced during the reign of Philip the II. at the time of his marriage with Mary of England; it contains a marble front, handsome carved choir,

a recently erected main altar, Italian style, several remarkable side chapels, with some good paintings, and fine altar pieces especially that of the Virgin de la Encarnacion, the patroness to whom the whole edifice is dedicated. From the towers of the cathedral a magnificent and widespread panorama is presented. The churches of the Martyrs, St. James's, formerly a Moorish mosque, St. Telmo, a ci-devant Jesuit college, are worthy of notice, together with the Episcopal Palace, with a fine marble portal.

The principal promenade is the Alameda, on the northern side of which most of the hotels are located, with southern prospects. The houses of the principal merchants are situated there also. It is a long avenue, running east and west, with trees, along which at intervals, are placed marble statues and benches, and a fountain at each extreme. The Alameda, is the base from which the main arteries into this compactly built Moorish city emanate.

Do not fail to try the celebrated Montilla wine, Malaga having become the port for its exportation.

At one of the Theatres, a good Italian Opera company is generally to be heard. The rides and drives about the neighbouring hills and country houses, are delightful.

H. B. M.'s Consul.—R. Wilkinson, Esq.

American Consul.—A. Hancock, Esq.

English Church Service, at the British Consulate every Sunday; Rev. T. J. Scott, M.A., chaplain. The English Cemetery, in the outskirts of the town, has charming views; it is frequented as a promenade by the natives.

Conveyances—Rail to Cordova, connecting it with that to Seville, Cadiz, and also to Madrid and Granada (p. 273). Spanish Steamers three times a month to Gibraltar (slow and dear); to Cadiz, Lisbon, Vigo, and Havre frequently; to the Eastern ports and Marseilles, two or three times a-week.

Manresa. *Stat.*-Posada del Sol.-Pop. 13,310

A small town, 40 miles from Barcelona, on the rail to Saragossa (p. 270) on the Llobregat, above which are seen the fine church of St. Ignatius Loyola, founder of the Jesuits and the great college of El Seo, containing the Santa Cueva, or cave where Loyola dedicated himself to the Virgin. The scenery about Manresa is very grand, the line to Lerida passing through a range of rocky mountains. The engineering works will command admiration. About 12 miles off is the wild mountain of **Montserrat**, covered with shrines and hermitages, and noted for its connection with the early history of Loyola. The nearest station is Monistrol.

Mataro.—*Stat.*—Pop. 17,000.—Posadas.

A thriving manufacturing town, and seaport of Catalonia. It contains a fine old Church with some good wood carving and a few capital paintings; a Hotel de Ville; and college. At a short distance from Mataro are the baths of **Argentona**, the waters of which are carbonated, and efficacious in the treatment of nervous complaints.

Conveyances—Rail to Barcelona and Gerona, page 271.

Murcia.—*Stat.*—Pop. 110,000.—Hotels:—

Capital of the Province, and a Moorish city, formerly the Roman *Nurgi*, on the Segura, 20 mile from Cartagena. It has a castle, gothic Cathedral, and 11 or 12 other churches; with a trade in silk, pottery, nitre and gunpowder.

Conveyances.—Railway, pages 272, 274.

Palma, capital of the Balearic Isles.—See "Islands" Section.

Pamplona, or **Pampeluna.**—*Stat.*—Pop. 17,000.—Hotels:—Fonda de Otterminn; Fonda del Infante; Parador General.

Living and lodgings 25 reals per day. The Infante, near to the Diligence office. Dinner, 12 reals.

A well-built town, the Roman *Pompeiopolis*, situated on an eminence, commanding extensive views of the surrounding plain of Cuenca, near the gorges of Puerto de Mayo, and Puerto de Ronces valles. The *Cathedral*, founded in 1023, is a handsome gothic building, with a magnificent façade in the greco-roman style, surmounted by two graceful towers. The interior is profusely decorated. The cloister contains some splendid monumental sculpture. On one side is a door richly carved with scenes from the life of the Virgin, while the pillars are formed by statues of the angel Gabriel and the Virgin Mary. Other buildings are the Hotel de Ville, a fine old edifice, containing a curious mosaic pavement, portraits of the twelve kings of Navarre, and some curious jewels; and the palace of the *Deputacion*, containing some good paintings and curious MSS. The favourite promenade is the Taconera, commanding a splendid view of the valley and mountains beyond. There are a Theatre and a Bull-ring, the latter capable of accommodating 10,000 spectators.

Conveyances.—Railway to Madrid. See page 270. One hour diligence to Tolosa.

Diligences every two days to Estella, Puente la Reyna, Logrona, Taffala, and Prelata.

Potes.—Pop.—Hotels:—

This place, in the Liebana Valley, about 40 miles S.W. of Santander, is an excellent centre for some of the most striking parts of the Asturian Pyrenees; being near to Picos de Europa, their highest point, 8,796ft. above sea level, at Torre de Lambrian. These mountains resemble the Dolomites of Styria, and are threaded by deep picturesque gorges; one of the finest of which is *Cillorgio*, 15 miles long, at the head of the Diva. Good fishing and hunting (See Mr. Ormsby's paper, in *Alpine Journal*, Nov., 1872.)

Port St. Mary or **Puerto de Santa Maria.**—Hotels: Vista Alegra best; Fonda del Colmada. Pop. 18,000.

A small town on the opposite side of Bay from Cadiz, remarkable for its shipping port, sherry cellars and bull-fights. Good Casino here.

English Church Service during the winter. Chaplain appointed by the Colonial and Continental Church Society.

English Vice-Consul.—C. S. Campbell, Esq.

Sabadell.—*Stat.*—Pop. 16,000.

A bustling manufacturing town, containing more than 100 factories, principally devoted to the manufacture of wool and cotton, and employing upwards of 10,000 workpeople. It is called the Manchester of Catalonia.

Rail to Barcelona and Saragossa, see page 270.

Google

Salamanca.—Pop. 14,500.

HOTELS:—DE LOS TOROS; DE LAS DILIGENCIAS

Salamanca, an ancient city, once a great seat of learning, surnamed the "Mother of Virtue, Science, and Art." It is situated in a hollow and surrounded by walls, pierced by nine gates, one of which the Puerto de San Pablo is worthy of attention. The Cathedral is a fine gothic building with three remarkable porches, ornamented with statues, and sculpture representing various scenes in the life of Christ. Above the portal rises the celebrated Tower of Salamanca, richly adorned with statues, basreliefs, and medallions of saints and illustrious men, &c. The University, the pride of Salamanca, at one time ranking as one of the first in Europe, now contains nothing remarkable beyond its library of 60,000 volumes. Other colleges are the Colegio Jesuites, with a fine porch; and the Colegio Viejo, containing a fine staircase in the same style as the celebrated one at Madrid, a museum, a collection of Chinese paintings, and some old pictures by Fernando Gallegos. There are twenty-five Churches none deserving particular attention; also a number of Convents, the principal of which is the convent of Santo Domingo, containing a beautiful gothic chapel and a good library. Outside the gate del Rio is a rare old *Bridge* of twenty-seven arches whose date is unknown, but it is certain that it was repaired by the Roman Emperor Trajan. The site of the Battle of Salamanca is at two heights rising out of the plain, called the Arapiles, about 1½ league from the city. Here on 21st July, 1812, the British gained a complete victory, over Marmont, which opened the gates of Madrid to Wellington.

CONVEYANCES.—Diligences to Madrid and Valladolid, and Ciudad Rodrigo daily, see page 273.

Santander.—*Stat.*—Pop. 20,000.

HOTELS:—DEL COMMERCIO on the quay; EUROPA, FONDA DE BOGIO, EL PARADOR DE MOREL.

Capital of the province of the same name, and a seaport of the first class, on a magnificent bay, accessible at all times of the tide to the largest vessels. The Bay varies from two to three miles in width and is four miles long. There are no buildings of any interest in Santander, with the exception of the Tobacco Factory, which was formerly a convent, where cigars and tobacco are manufactured to a large extent, giving employment to upwards of 1,000 people. Santander enjoys a large trade with Great Britain, France, and America, the chief articles of export being wheat and flour.

ENGLISH VICE-CONSUL—Lieut. March, R.N.
AMERICAN CONSUL L. Gallo, Esq.

CONVEYANCES.—Railway, see page 269.

Steamers to Bayonne, San Sebastian, Coruna, London, Liverpool, &c.

Santiago di Compostella.—Pop. 29,000.

FONDA DE LAS ANIMAS; BIZCAINA.

A large town, the *Campus Stellæ*, in a remote part of Galicia. The cathedral is a magnificent structure. It was with Canterbury, one of the most favourite places of pilgrimage in Europe, and has a University and Hospitals.

CONVEYANCES.—Diligences to Brancelas Stat.

Saragossa, or Zaragoza.—*Stat.*—Pop. (1857) 56,310. HOTELS:

GRAND HOTEL DES QUATRE NATIONS ET DE L'UNIVERS.—Large house, well situated.

FONDA DE EUROPA.

CAFES.—Suizo, Constancia.

A most interesting town, containing two cathedrals, a curious leaning tower, an old bridge on the Ebro, and many picturesque houses in its unique streets. Saragossa has many ancient monuments, especially the Aljaferia, now a fort, formerly a Moorish palace. The Torres Nuevs, or leaning tower (built 1504), is 84 metres high, inclination 2 metres 50 c. The elder cathedral of San Salvador, or El Seo Greco-Roman style, has a Capilla Mayor very richly ornamented; two fine statues of SS. Vincent and Laurentz, and a beautiful crucifix. In the newer cathedral of Nuestra Senora del Pilar (a square church of 135 metres the side) is a beautiful sanctuary, with the highly venerated statue of the Virgin (on a jasper pedestal), said to have been brought there by St James 19 centuries ago. Saragossa made a heroic defence against the French, 1808-1809. A peak of the Sierra de Moncayo near this is 7,701ft. high, with a vast prospect of the distant Pyrenees

CONVEYANCES.—Railway, see page 270.

Segovia.—Pop. 18,200.

An old town, 50 miles N.N.W. of Madrid, on the Eresma, having a Cathedral, Mint, and Alcazar, with remains of a Roman Amphitheatre and Aqueduct. This last, as built by Trajan, runs on 161 double arches, 100ft. high, and half-a-mile long. Miracle Plays are still acted in the churches. Lead, copper, and marble are worked near the town.

Diligence to Madrid and Valladolid

Seville.—*Stat.*—Pop (1857) 81,550.

HOTEL DE PARIS, FONDA DE MADAID. EUROPA, &c.

There are three good Casinos. English and French papers.

This is the capital of the province of Seville, and an archbishop's see, lying on the banks of the Guadalquiver, 45 miles from the Atlantic, and 212 S.S.W. from Madrid. The *Cathedral*, supposed by some to be the largest church in the world, next to St. Peter's at Rome, is partly Roman, and partly Gothic in style; it possesses a large organ of 5,400 pipes, and a Moorish steeple of curious workmanship, consisting of three towers with galleries and balconies, surmounted by a *giralda* or weathercock, said to be 350 feet high. Notice, also, a fine public Square, in the midst of which is a beautiful fountain; the splendid Palace of the Archbishop; the royal palace called the *Alcazar*, restored at the cost of the Duke of Montpensier), some parts of which are as fine as the Alhambra, one mile in extent, and flanked by large square towers, built with stones brought from the ancient temple of Hercules; the Exchange, a square building of the Tuscan order, each side of which is 100 feet long, and three stories high, where the records of the Spanish navigators are kept; the Tobacco Factory a large building with twenty courts, erected in 1757, at a cost of £390,000, in which 5000 women are employed.

The University contains nine colleges; and there are 120 richly endowed Hospitals. See, too, the

Casa del Ayuntamento (town house), a fine old Moorish building; a beautiful modern palace of the Duke de Montpensier; some choice Murillos, filling in fact a room called the Salon de Murillo, in the Museum de la Merced, for which new rooms have been prepared; and good paintings in the convent of La Caridad. El Archivo de las Indias, in the Casa Longa, contains one of the richest collections of original documents in the world, including 80,000 relating to the discovery of America, by Cortez, Pizarro, and Magellan. A guide is very essential. The Murillos in the Cathedral are almost invisible, owing to the want of light.

The Holy Week, *Santa Semana*, presents Seville in all its glory. This extraordinary festival commences about the middle of April. Living is then doubled. 60 reals a day are not excessive. On Thursday and Friday the religious processions begin, at 4½ p.m. each day, and last till sunset; and six representations of the life and death of our Saviour are impersonated. The Virgin is gorgeously decorated in various costumes. Saturday is quiet. Sunday is devoted to bull-fighting. On Monday a fair is held, and on Tuesday a second bull-fight, and this terminates the festival. The bull-fights at Seville are the best in Spain, owing to the peculiar wildness, strength, and breed of the bulls. Tickets must be procured early, as they are all bought up in forties or fifties to be retailed at exorbitant prices.

Formerly, Seville had an immense commerce, having been the principal entrepôt of the South American trade; but its principal trade now-a-days consists of the export of oranges. The river (about the width of the Clyde) is crossed by an iron bridge, to the suburb of Triana, the gipsy quarter, where was the house of the Inquisition. Seville was occupied by the French from 1810. till after the battle of Salamanca.

H. M.'s Consul—W. M'Pherson, Esq.

American Consul—A. Jourdan, Esq.

English Church Service, at the English Church; Chaplain, Rev. A. Doolan, M.A., appointed by the Colonial and Continental Church society.

Conveyance.—Rail to Cordova and Madrid, and to Cadiz, pages 274, 275; the railway stations are outside the walls, and close to the gate of San Fernando.

St. Sebastian.—*Stat.*—Pop. 12,000. Hotels: Fonda de Martin; Ezcurra. De Londres: very good house, English spoken. Pardon Reale, French spoken. Fonda Neuva, English spoken.

A town on the Bay of Biscay, about 12 miles from Irun, celebrated for its siege by the British army under the Duke, 1813. The situation is delightful. Graves of many English killed in 1813, and in 1836 when taken by the Spanish Legion.

Conveyances. — Railway to Bayonne, page 44; to Madrid, page 268, and (Alsasua) for Pamplona, see pp. 268, 270. Steamers to Bayonne, &c.

Tangier (Africa)—Hotels: Royal Victoria De France; Three Nations; Francais—Mrs. Sassaunah's—very good, especially for invalids; charge 7½ fr. a day. All clean and decent, and English spoken at all. M. Tesef, at the Francais, gives every information about a journey to Fez.

Four hours from Gibraltar, by steamer; which leaves Sunday, Tuesday, Wednesday, and Saturday, and returns the following days. Avoid the small steamers.

No traveller should omit to visit this place, in order to obtain a glimpse of oriental life. It is interesting as having belonged to England from 1662 to 1684. The castle, bazaars, and the gardens of the foreign consuls are worth seeing. The climate is more agreeable than that of southern Spain; very mild, and less affected by cold winds. It is a good winter climate for complaints of the chest or lungs. Living is cheap.

Travelling is safe. Mr. Martin supplies mules and horses on reasonable terms. If an escort be wanted, apply to the Consul. The best time is early spring. Boar-hunts and partridge shooting, in the autumn.

Excursions to Cape Spartel (a beautiful road), to **Ceuta**, the ancient **Abyla**, one of the pillars of Hercules, now a Spanish garrison; to **Tetuan**, (another beautiful trip) taken by O'Donnell, Duke of Tetuan, in 1854. Also, to Sally, the "Sallee" of Robinson Crusoe, on the Atlantic Coast; and to the sacred city of **Fez** (5 days), in the interior, towards Mount Atlas, and the Great Desert (*E. W.*)

Resident Minister and Consul General.—Sir John Hay Drummond Hay, K.C.B.—Consul H. P. White, Esq.

American Consul—P. Scott, Esq.

Tarragona.—*Stat.*—Pop 13,000.—Hotels: Fonda de Paris: Hotel Europa; Del Comercio. Pop. 13,000.

A seaport in a rocky part of Catalonia, where large quantities of red wine are shipped. It has a fine Romanesque Cathedral, built 1089-1131, with an elegant dome, and some tapestry, brought from old St Paul's in Henry VIII 's time.

There are Roman remains of the Capitol, of the Forum, and Palace of Augustus. Torreon de Pelatos. Also within a few miles, a Roman Aqueduct, and the Tomb of the Scipios, on the sea-shore. Excursions by rail to Reuss, the birthplace of Prim; and to **Poblet** (via Montblanch Stat.), remarkable for the extensive ruins of a wealthy convent, in which the Kings of Arragon were buried. It was founded 1149, and ravaged in the Carlist wars about 30 years ago.

H. M.'s Consul.—S. Consul, Esq.

American Consular Agent.—L. Muller, Esq.

Conveyances—Railway, see pages 271, 274.

Toledo.—*Stat.*—Pop. 17,663.—Hotels:—

Fonda de Lino; Fonda del Norte y Mediodia; Fonda del Arzobispo; Fonda de los Caballeros, &c.

The population once was 200,000. Height 568 mètres above the sea.

An ancient city, 40 miles from Madrid, on a hill, over the Tagus. Streets narrow; massive Alcasar. Magnificent Cathedral, in which there is a fine choir, and lofty altar; and many chapels, including one in which the Mozarabic Ritual is used. St. Maria la Blanca, and El Transito, formerly Jewish synagogues. St. Tomé. The Puerta del Sol, a masterpiece of architecture; the celebrated cloister of San Juan de los Reyes; the provincial library with 70,000 very interesting volumes, &c.

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e sword manufactory still survives, but the city quiet and seems to have retired from business.
Travellers to Toledo, who do not return to Madrid, and wish to go South, should not stop at the nction itself (Castillejo), where there is neither dining-room nor Buffet, but return as far as Aranez, at which all the trains stop, where they will id refreshments See page 272.

Tudela.—*Stat* -Fonda de Casavaca. Pop 6790. A town on the Ebro, on the Rail from Bayonne id Pamplona to Saragossa p. 270. It possesses an xtremely interesting Gothic Church.

Valencia. — *Stat.*—Pop. (1857) 87,075. — Hotel des Quatre Nations, Calle de las Barcas, o. 1. new 1st class Hotel, well situated. Recommended.—Fonda Francesa.

Hotel de la ville de madrid.—This first-rate ouse is exceedingly clean, well conducted, and eserves our best recommendation.

Board and lodgings at hotels, 25 reals per day.

Tartanes (Cabs) 1 peseta per person. Squares. De la Constitucion, San Francisco de la Aduana. treets:—del Mar, de las Mantas, de Caballeros, rivate residences of Conde de Farsent, Marquis Dos Aguas, Count Pinohermoso, & Marquis Sumiel.

This, the capital of the province and the see of n archbishop, is a large and beautiful city, on the banks of the Guadalquivir, in the fertile plain of he Huerta: the approach by railway from Jativa hrough which is unrivalled; rice, wheat, barley, itrons, oranges, pomegranates, olives, and palm rees growing in astonishing luxuriance. Valencia was taken by The Cid 1094, after a siege of 20 years It is one of the busiest places in Spain, possessing factories of cloth and silk, and printing establishments, which produce the greatest number of books, next to those of Madrid. The University and Institute are the most frequented in the kingdom; the former has a library of 50.000 vols. (most of them ancient) with some fine codices, coins &c. The Cathedral has a moorish steeple, El Miguelet 130 feet high; while one side of the choir is incrusted with alabaster, and adorned with splendid Scripture paintings. Fourteen other Churches deserve notice, but especially St. John, San Martin, San Andres, and San Esteban, formerly a mosque. In San Bartolomeo, the altar of the Sepulchre is said to be as old as Constantine the Great. It contains many fine examples of Juanes, the Valentian painter, for which enquire St. Nicholas has a fine "Last Supper" by him. At the *Museo* in El Carmen are good specimens of Juanes, Ribalta (the Nailing to the Cross) and Spagnoletto. The palace of the Viceroy, with its cloister; the monastery of St Jerome, the Exchange and the Arsenal, are worth noting; also the Gothic Longa or Town Hall, and the Serrnos Gate. The Old Wall's are gone. Visit the market: observe snails, frogs and flowers for sale.

A spacious Alameda or public promenade, leads to the Grao or harbour, 3 miles distant, where there is good sea-bathing. The harbour is deep and safe; and extensive Moles are in progress Six bridges across the Turia (or Guada quivir) unite the town to an important suburb. The silk works of Valencia are noted; also its azulejo porcelain. Visit Nolla's mosaic factory, the huerto de Capuchinos, the orange groves of Alcira, the Deheca de Dotrea, the great lake of Albufera, the amphitheatre of Saguntum: and do not forget to taste the wine of Requena, which is said to be good for Port or Bordeaux.

British Vice-Consul—Joseph Henry Dart, Esq.
American Consul.—Edward A. Farington Esq.

Senor Vicente Bruce, professor of the English language Calle del Mar, 98 cut.

Senor Don Antonio Corzanego, professor of English Language and Literature in the University of Valencia, is ready to render any service to Englishmen or Americans visiting the city. The Professor has taught many persons the beautiful language of Cervantes.

Conveyances.—Railway, to Tarrarona Barcelona, p. 271; to Grao, p. 272; to Vimbodi, p. 272; to Almansa, Madrid, Alicante, see p. 272, 273.

Valladolid. — *Stat.* — Pop. (1857) 39,520.—

Hotels:—Fonda de Siglo—the best; Fonda de Paris: Parador de las Diligencias Postas Generales; Casa Santa Arma

This city was formerly the capital of Spain, and is still the capital of Old Castile. It possesses an University: a Museum, which contains the best examples of Spanish carving in wood; fine Cathedral of the classical order; many interesting Churches; and large convents now secularized.

Conveyances.—Rail, see page 269. The Canal diligences (on the Canal of Castile) leave daily for Palencia, and *vice versa*: tariff. 12 reals per person.

Vitoria. – *Stat.*—Pop. 15,600. Hotels—

Capital of the province of Alava, 30 miles from Bilbao, 1,800 feet above sea. In the Vascongadas, or Biscay district. It has a good trade; a town hall and other public buildings; and was the scene of one of Wellington's victories June 21st, 1813. Pena de Garbea, north of it, is 5000 ft. high.

Conveyances.—Rail see page 268.

Xeres (See **Jerez-de-la-Frontera.**)

Zamora.—*Stat.*—Pop. 9925.

Posada de la Morera.

An ancient town, chiefly remarkable for its beautiful Cathedral, which is of great antiquity, and an admirable specimen of Spanish Gothic architecture. The façade and porch are particularly fine.

Railway to Madrid, Valladolid, Burgos, p. 273.

PORTUGAL.—(Ancient *Lusitania.*)

Book.—*Bradshaw's new Handbook to Spain and Portugal, by* Dr. Charnock.

Now that Portugal is connected with the system of European Railways, its capital Lisbon has become a convenient point of disembarkation from all quarters. Though less generally known to tourists than any other on the Continent, it is nevertheless a very attractive country.

The Kingdom of Portugal occupies the south western portion of the Spanish peninsula, and is situated between 36°55 and 42°6 latitude and between the 7th and 10th degrees of W. longitude

Greatest breadth, about 150 English miles, and greatest length, about 355. **The Population** in 1871 was 4,368,000; besides 3¾ millions in the Colonies. It is bounded on the north by Galicia, and the river Minho; on the east by Leon, the provinces of Andalusia and Estremadura; on the south and west by the Atlantic; and is divided into 8 Provinces and 17 Civil Districts. The Provinces are Minho, Douro, Tras-os Montes, Beira Alta, Beira Baixia, Estremadura, Alemtejo, and Algarve, and contain a superficies of 36,500 square geographical miles. The country is generally of a mountainous nature, but contains many rich plains, such as the Tagus flats (Lezirias), the meadows of Coimbra and Golegãa, the fertile valleys of Fundão and Chaves, Villarca, and Besteiros, the picturesque environs of Elvas and Evora, and suburbs of Lisbon, &c. The Serra da Estrella, near Coimbra, is 1997 metres high. The most important **Rivers** are the Tagus, Douro, Minho, Mondego, Lima, Guadiana, Cavado, Vouga, &c. The **Lakes** are Lamaroza, Alba, Fermentallo, Obidos, Estrella, &c.

Mineral and Thermal Springs.—Caldas da Rainha, Vizella, Vidago, S. Pedro do Sul, Moschique, Estoril, and those in the Arsenal at Lisbon.

The Government is a constitutional monarchy, the king being assisted by the Cortes—an assembly composed of two Chambers: the Peers (Camara dos Pares), chosen for life by the king, and at present numbering 138, and the Chamber of Deputies (Camara dos Deputados), containing 107, elected by the people. The crown is hereditary in both sexes, and the state religion is Roman Catholic. The King, Luis I., was born 1838; succeeded his brother 1861, and has two sons. The heir apparent, D. Carlos Fernando, was born in 1863. His father, styled King Ferdinand, was born 1816. The public **Revenue** (1874) is 5 millions; the debt 78 millions. **Army,** 34,000 nominal; 16,000 effective: with a military college at Mafra. **Navy,** 45 ships, of 336 guns; with an arsenal at Lisbon.

Money.—Money used in accounts and current coins as follows:—1000 reis = 1 milreis, = 4s. 5½d. English. GOLD COINS.—Mein Coroa 5 milreis = £1 2s 2½d.; the quinto de coroa, or 2 milreis piece = 8s 10½d.; the decimo de coroa, or milreis = 4s. 5½d. SILVER COINS.—Pieces of 500, 200, 100, and 50 reis, called respectively 5, 2, 1, and ½ testoon pieces. BRONZE COINS.—Pataco of 40 reis. COPPER COINS.—20 reis (vintem) 10 reis and 5 reis pieces. (From *The Merchants' Handbook*, by W. A. Browne, LL.D. London: Stanford.) English Sovereigns are current.

Weights and Measures.—The metric system of weights and measures is now used in Portugal, and is the same as that of France, the french names are used with a Portuguese pronunciation.

Language.—The Portuguese Language is nearly akin to the Spanish, but is not to be regarded in the relation of a dialect of it, being quite distinct in many important grammatical particulars, though there is extensive agreement in their vocabularies. Commercial and political intercourse has introduced many foreign elements, and a large infusion of French. A knowledge of the language is very desirable, as few understand any but the Portuguese, except in Lisbon, where the traveller may find French useful.

Passports.—Are not required for entering the country, or for leaving it by land. To leave by sea a permit must be obtained from the Governo Civil (near Opera House), or the passport must be viséd at that Office.

Steamers.—1.—London to Lisbon, Gibraltar and Cadiz. The "Britannia," or "London," from London Dock. John Hall, junr., & Co., Agents. These Steamers are despatched punctually every Thursday; go first to Lisbon, then to Gibraltar, Malaga, and Cadiz, and from there back to London, calling at Lisbon. 2.—Liverpool and Northern Brazil Mail Steamers, under postal contract with the Government of Brazil, and usually calling at Lisbon with 1st and 3rd class passengers every week.—See Advt., p. 714. 3.—The African Steam Ship Company's Steamers from Liverpool, calling at Madeira (occasionally) and Teneriffe. 4.—The Steamers of Messageries Maritimes de France leave Bordeaux 24th of each month, at 10 a.m., for Lisbon, &c.—See Advt., p. 716. 5.—The Liverpool and Valparaiso Line of Steamers, calling at Bordeaux and Lisbon to land and embark mails and passengers.—See Advt., p. 720. 6.—The Brazil and River Plate Mail Steamers leave Southampton on the 9th of each month, calling at Lisbon.—See Advt., page 711. There is a Steamer from Lisbon to Havre on the 1st, 11th, and 21st of each month; fares:—1st class, 166 frs. 50 cents; 2nd class, 126 frs. 20 cents, including provisions; 3rd class, 78 francs *without* food.—See Advt. p. 732.

Railway.—(1873) about 470 miles are open; besides 50 miles of tramways. Travellers by rail enter Portugal near Badajos. It may also be entered by diligence from Vigo or Tuy, or Orense, in the N.; from Zamora in the east, on foot or horseback, and from the ports of the Southern coast of Spain, by the Steamers which touch at Villa Real, Faro, Lagos, &c., in the Algarve. N.B.—Throughout Portugal the Railway is called *Caminhos de Ferro*.

Postal Information.—No packet of newspapers, books, or patterns for Portugal must exceed 1 lb weight. Letters are 2½d under ½oz. Newspapers 1d. per 4 oz.

LISBON (with **Belem** and **Olivaes.**)—Pop. (1864) 260,000.

HOTELS.—Hotel Central. Casa do Sodré (cuisine française); Hotel de Bragança, rua de Cima, (English), both first class.

STREETS' ENGLISH HOTEL, 47, Rua do Alecrim, comfortable and low charges.

HOTEL DURAND, in Largo do Barão de Quintella.

RESTAURANT.—Matta's, Largo das Duas Igrejas.

CAFE.—Loja de Neve, in the Largo de Camoens.

BATHS.—ARTIFICIAL—Basement floor of Hotel Central. MINERAL Alcaçarias, in the Largo do Terreiro do Trigo, and at the Arsenal.

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CABS BY TARIFF—Course for 2 persons, 300 reis; for 3 or 4, 450 reis. Cabs by the hour are, for 1 or 2 persons, 400 reis. TRAMWAY now open to Cintra.

POST OFFICE.—Letters for England can be posted up to 5 p.m., at the Administraçao Geral. (vide retro.) TELEGRAPH OFFICE.—Praça do Commercio. LISBON TIME is 25 minutes slower than Madrid.

H. M'S MINISTER—His Excellency Hon. Sir C. A. Murray, K.C.B. Secretary of Legation.—T. Cobbold, Esq. CONSUL.—G. Brackenbury, Esq., Pateo do Piementa, near Caes do Sodré.

AMERICAN MINISTER—His Excellency C. Lewis. CONSUL, H. Diman, Esq.

BOATS to or from steamers in the river, about 500 reis; no fixed tariff.

Lisbon, the capital of Portugal, and one of the most picturesque of cities, lies in and upon an amphitheatre of hills on the right bank of the Tagus, 12 miles from the mouth of this noble river, whose width in front of the town is 2 miles, and its greatest width is as much as 7 miles. It is well lighted and paved, and is tolerably clean and well drained.

PRINCIPAL BUILDINGS are—the Cathedral, the oldest place of worship in Lisbon. In this church are the remains of the martyr St. Vincent, the patron saint of the kingdom. S. Vicente de Fora is a handsome church, founded by Dom Affonso Henriques, when he took Lisbon in 1147. In this church is a mortuary chapel, destined for the Braganza dynasty. St. Domingos, the largest church in Lisbon. St. Roque, remarkable for the valuable chapel of St. John the Baptist, the original cost of which was upwards of a million sterling. Basilica do Coraçao de Jesus; or, the Estrella church, built on the model of St. Peter's at Rome. Graça, much frequented on account of an image of Senhor dos Passos. Martyres one of the oldest parish churches in the city.

Other public edifices are in the magnificent Commercial or Black Horse Square, mostly built subsequently to 1755, and used as public offices. The Custom house is on the east side. At the centre is the equestrian statue of King Joseph the First.

The Naval Arsenal possesses good slips, graving dock, several quays, a Naval School, and a sulphur Spring much used for bathing by invalids; its qualities being similar to the Caldas waters, 50 miles from Lisbon. The Port is half choked with sand. A new Dock is to be made.

SCIENTIFIC ESTABLISHMENTS:—Royal Academy of Sciences; the Polytechnic School; the Meteorological Observatory of the Infant Don Louis; the Army School; School of Naval Construction; the Medico-Chirurgical School at St. Joseph's hospital; and public library.

GARDENS—Passeio Publico and public Gardens north of Rocio square; Estrella gardens; and gardens at S. Pedro d'Alcantara.

THEATRES.—Theatre of St. Carlos, or Italian opera-house. Prices—pit, 700 reis; stalls, 1200 reis; lower boxes, 6000 reis dress boxes 4500 reis; second row boxes, 4000 reis; third row, 2500 reis; fourth row, 1600 reis.

Dona Maria Second Theatre, in Don Pedro IV. Square, where formerly stood the palace of the Inquisition. Prices from 260 reis to 6000 reis. Trindade Theatre, rua Nova da Trindade, the most frequented. Prices 320 reis to 6000 reis. Gymnasio Theatre, in same street, second class, but much frequented. Prices from 400 reis to 2000 reis. There are several minor theatres and circuses. The Praça do Campo de S. Anna is chiefly used for bull fights; prices range from 500 to 6000 reis. Camões brought out his *Lusiad* in Lisbon, 1572.

Omnibuses and horse tramways traverse the city. This is a cheap means of locomotion; but owing to the many hills and inclines it is confined to certain parts.

CHURCH OF ENGLAND CHAPEL, under the Consular Act, maintained partly by Government. The Rev. Godfrey P. Pope, consular chaplain. Service twice every Sunday.

FREE CHURCH OF SCOTLAND—Minister, Rev. Rob. Stewart. Prâia des Santos. Service twice every Sabbath. The Scotch and Portuguese Protestants in Lisbon worship in a Church bought of the Government, in Rua Direita das Janelles Verdes.

STEAMERS from the Caes do Sodré to Belem every half hour, and across to Cacilhas every 40 min. From Praça do Commercio to Barreiro (South Eastern Railway) and Setzal, twice a day. Railways to Oporto, p. 277, Badajos, p. 276.

Beja.—*Stat.*—Pop. 5500.—HOTELS.

See of a bishop, and capital of the district of the same name, on a hill surrounded by old walls, and well cultivated plains. The streets are generally good, but there are no edifices that deserve special notice, except the Cathedral, and the Torre de Homenagem, of an immense height, and from which we can see the castle of Palmella, near St. Ubes; and a few Roman antiquities, such as the Southern Gate and the aqueduct. Railway to Lisbon, page 277.

Cintra.—HOTELS:—

LAWRENCE'S HOTEL, kept by an Englishwoman, is good, clean, and moderate.

A lovely spot, celebrated by Byron and other travellers; now accessible by steam tramway from Lisbon, distance 17 miles. The chief objects of attraction are the romantic scenery, the moorish palace and castle, the Pena palace, formerly a convent, the village of Collares, famous for its wine, and the park of Montserrate, belonging to the Viscount Cook. To visit this last a ticket must be obtained from Mr. Payant, 6, Rua da Magdalena, in Lisbon.

Coimbra.—*Stat.*—Pop.(1864,18,153.—HOTEL MONDEGO.

The ancient *Conimbriga*, and capital of Beira, on a hill over the Mondego, here crossed by a good bridge. It contains the only University in Portugal, attended by 1100 students, and having a library of 60,000 vols. Other noticeable buildings are—Velha Cathedral; Sta. Cruz, with the tombs of Alfonso Henriques (1185), first King of Portugal, and his son, Sancho I; Sta. Clara Convent; an Aqueduct near the Botanical Gardens; and Quinta das Lagrimas, where Ines de Castro was murdered by order of her father-in-law, Alfonso IV. She is celebrated in the "Lusiad." To the east

is the Serra Estrella, 1897 mètres above sea-level. Rail to Lisbon, Oporto, &c., see page 277.

Evora.—*Stat.*—Pop. (1864) 11,905.

Capital of the district of the same name, and see of an archbishop, with good public and private edifices, and fine streets. Notice the aqueduct of Sertorio, a famous monument of architecture and antiquity, also the ruins of the temple of Diana. The façade of the Cathedral is magnificent. Railway to Lisbon and Beja, see page 277.

Oporto.—*Stat.*—Pop. 84,200. Hotel Mary Castro, kept by an English woman, Rua da Reboleira; comfortable and reasonable for English visitors.

Oporto or Porto, the second city in Portugal, and the first for trade, stands on a hilly site, by the side of the Douro, 2 miles from the sea; and consists of an old town within the walls, and the suburbs of Ortas, S. Roque and Victoria with that of Villa Nova across the river, which is spanned by a suspension bridge. It is lined by foundries, ship-yards, and the wine vaults, or "lodges," of the Douro Wine Company, chiefly represented by 20 English houses settled here, who hold the monopoly of the Port trade. Two-thirds of it are sent to England. There are several cotton factories.

Principal Buildings.—A cathedral, 20 churches, 20 hospitals, and suppressed convents; opera house, theatre, public library Bishop's palace, and the English factory, built 1750. Two good points of view are the Convent of the Serra, at Villa Nova, and Entre Quintas, where the ex-king Charles Albert, of Sardinia, died. Oporto was stormed by the French, 1809; and besieged by Don Miguel, 1831-3.

Conveyance.—Rail to Coimbra, Lisbon, etc. see page 277. Diligence to Vigo.

H. B. M.'s Consul.—O. Crawfurd, Esq. Chaplain, Rev. R. B. Leach. American Consul, A. Dockery, Esq.

Bankers.—Van Zeller & Co.; Mercantile Bank of Oporto.

Setubal, or Saint Ubes.—*Stat.*—Pop. (1864) 13,135.

A port, 18 miles S.E. of Lisbon, on the right bank of the river Sado, accessible to large vessels. Oranges and cork are exported. The fort of Alharquel, and the tower of Outão, built by D. João I. on the skirts of Mount Arrabida, defend the entrance of the bar. In the lower part of Outão there is a lighthouse. Railway to Lisbon and Beja, see page 277.

English Vice Consul, R. Broughton, Esq.

ISLANDS,

(IN THE MEDITERANEAN and ATLANTIC. For SICILY, See p. 584.)

CAPRI *(Italy)*.—Pop. 6000.—

In the Bay of Naples, 4 miles from Massa, 6 from Sorrento, and 24 from Naples; remarkable for its picturesque scenery and salubrious air. There is no trace of volcanic formation in this island, and to this fact is attributed by many the healthiness of the climate, and the superiority of its vegetable productions; the oil, wine, and the other produce of Capri being regarded as the finest in the kingdom. Here a sportsman will find abundance of quails and wood cocks twice in the year, and excellent fishing at all times—the artist, the boldest and most magnificent marine and rocky scenery—the antiquary, ruins of Roman grandeur—and the economist, cheap and excellent living.

Hotels:—Tiberio, kept by Mrs. Rose, an English woman, highly recommended; Hotel Quisisana. There is another Hotel near the landing-place kept by Mr. and Mrs. Standford.

Amongst the natural curiosities should be mentioned the Blue Grotto, the Green Grotto, and one recently discovered by English swimmers; but the lover of splendid scenery should be sure to spend a day on the heights. To its other attractions may be added the peculiar character of the air, which is singularly well suited to cases of bronchitis. Donkeys 2½fr. per day: Guide 2½fr.

Resident Physicians.—Dr. Cerio (speaks English); Dr. Green, at Anacapri; Mr. Fleischmann, M.R.C.S., at Sorrento

Conveyances.—Daily communication with the coast by excellent boats, which may be met with at the Porto di Massa in Naples. Other boats leave twice or three times a week for Massa, Sorrento, and Castellamare. A steam-boat goes from Naples to Capri, Monday and Thursday at a.m., returning at 3½ p.m. Fare—2 piastres there and back. Market-boat daily, 10 gr.

CORFU *(Greece)*.—Pop. (1871) 15,450.

The most beautiful as well as most important of the Ionian group. The verdant olive groves and vineyards, interspersed with orange and cypress trees, the blue waters and grey rocks, form a wonderful picture, framed by the lofty snow-capped mountains of Albania. The olive trees are very old; many date from the 15th century, having been planted by the Venetians. Excellent roads intersect the island, and render access easy to the principal points of interest. Few traces of the legendary or historic glories of the city of the Phæaceans or of old Corcyra exist; but the Homeric enthusiast may identify the sites of the palace and gardens of Alcinous, of the landing place of Ulysses and of his meeting with Nausicaa, or may see his ship turned into a rock at the entrance of the old harbour; and the student of history may verify the topographical accuracy of Thucydid-s.

Excursions should be made to Benizza, 8 miles by water (Roman villa and bath, and water-works made by English), to Govino, 4 miles by water (old Venetian arsenal); to Gasturi, 6 miles by land; Santa Decca, 9 miles; Pass of Garuna, 6 miles; Pellica, 8 miles; Palæocastrissa, 16 miles; Pantaleone, Pass, 14 miles; Oak Tree, 16 miles; from all which points splendid views may be obtained. There is good shooting in the island; quail, woodcock, snipe, &c., but Albania is preferable, especially for wild boar and deer. Yachts may be hired of from 15 to 35 tons, at £15 to £3 a month, from Messrs Woodley, Stretch or Devereil, and these are very snug little harbours on the Albanian Coast; but a passport and Turkish visa are required.

Corfu town contains 24,400 inhabitants. The

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portion about the Esplanade is clean and well built. There is a fine view from the top of the citadel; a pass is required from the commandant. The Church of St. Spiridion contains the body of that saint. Silver ornaments with emblems of the seven islands may be bought of Varougas and other jewellers. Carriages and saddle horses may be had from J. Wilkin and the hotels.

COMMUNICATIONS.—From London viâ Brindisi, in 3½ days (Wednesdays); viâ Trieste by Austrian Lloyd's, or viâ Liverpool, Malta, Liver's steam packets. Steamers leave Corfu weekly for Ancona, Trieste, Venice and Dalmatian Coast, for the Islands, Patras and Corinth, or Zante and Syra for Athens, for Smyrna, Constantinople, and Alexandria.

HOTELS:—ST. GEORGE (Mazzuchi), first-class. D'ANGLETERRE and BELLA VENEZIA (Gazzi Brothers), first-class hotel, comfortable and clean.

BRITISH CONSUL.—Sir C. Sebright, K.C.M.G.

VICE CONSUL—J. W. Taylor, Esq.

AMERICAN CON. AGENT—T. Woodley, Esq.

ENGLISH PHYSICIAN—H. E. Page, M.D.

BRITISH CONSULAR CHAPLAIN—Rev. J. W. C. Hughes, M.A. Oxon. The new Church, formerly the Ionian House of Parliament, was consecrated Oct., 1870. Divine Service at 10.30, and 5 in summer; 11 and 3.0 in winter.

MONEY.—Gold, English or French commands a premium, as also Bankers' orders, or drafts on England. Mexican or Spanish Dollars = 4s. 4d. Venetian, Bavarian or Sicilian Dollars = 4s. 3d.; English silver is taken at par. The Greek silver coins are the drachma (new) = 9½d. (old) 8½d; Copper penny, 10 lepta; halfpenny, 5 lepta; (12 lepta = to 1 penny English.)

CORSICA (*France*) is the third largest island of the Mediterranean, 90 miles distant from the coast of France, 34 from that of Italy, and separated from Sardinia by the Straits of Bonafacio; its length is 115 miles, and its greatest breadth is 54 miles. It is intersected by a ridge of mountains running from north to south, some of which attain a height of more than 9000 feet, and are covered with perpetual snow. From Monte Rotondo, the highest, may be seen on a clear day the whole amphitheatre of the Mediterranean from Toulon to Naples, as well as the island of Sardinia. The scenery is grand and imposing, two lakes—"Creno" and "Ino"—are situated thousands of feet above the sea level, and said to be the craters of extinct volcanoes. Its splendid forests include beech birch, oak, and pines occupying the higher regions then the chestnut trees, large and productive, covering a wide tract of land, which receives from them its name, the "Castegneccia." The hills towards the coast are covered with olive trees. The vine is largely cultivated in the plains, some of the wines, as those of Cap Corro and Salano being excellent and well-known. The land, wherever uncultivated, is covered with brushwood, termed "maquis," which consists of myrtle, lentiscus, cystus, and various heaths, &c. The "mouffon" or wild sheep, and the wild boar still exist in the forest, and afford good sport to the huntsman. Coal, iron, marble, porphyry, and various granites are found. The sparkling chalybeate waters of **Orezza**, 30 miles distant from Bastia, are largely used in the Island, and on the Continent, and a depôt is now opened in London for their sale The sulphur springs of Guagno, near Ajaccio, are also in much repute. The people are remarkable, even among Italians, for vindictiveness, and retentive memories in blood feuds. For further details see Dr. Henry Bennet's work, "Winter and Spring on the Shores of the Mediterranean." Pop. (1872), 258 502.

COMMUNICATIONS.—Valery & Co.'s steamers run weekly from Marseilles to Ajaccio, Bastia, and Calvi, with the mails; on Wednesdays from Nice to Ajaccio and Bastia alternately. From Leghorn to Bastia there are steamers twice a week, and weekly from Ajaccio to Bonafacio, and also to Porto Torres in Sardinia. The roads in the island are excellent. There is excellent communication between all the large towns by diligences; three start every morning from Ajaccio, and the same from Bastia going to Corte, and to Bastia and Bonifacio; there is also an express mail taking a few passengers, and goes through from Ajaccio to Bastia in one day; starts every day from Bastia and Ajaccio.

Ajaccio.—Pop. 15,000.—HOTELS:—

HOTEL DE FRANCE; HOTEL DE LONDRES; HOTEL GERMANIA, good and clean, 7 to 10 fr. a day; HOTEL DE L'EUROPE.

The capital of the island, situated on a splendid gulf of the same name, with magnificent views, and a mild, invariable climate; cold is unknown, and very little rain falls; being sheltered from every wind, it is a desirable winter residence for invalids. Napoleon I. was born here, in a house preserved in its original state. There is also a beautiful family Mausoleum, where his mother, Letitia, is interred, with a picture gallery, containing upwards of 1000 paintings, presented to the town by Cardinal Fesch. Most of the streets bear the name of some member of the family. Notice an allegorical statue of Napoleon in marble, in the market-place, and another of himself and four brothers. The town is very clean, and the principal street is planted with a double row of orange trees, which, as well as the lemon, are very abundant here. It is now proved to be one of the healthiest in the Mediterranean, and good for invalids, &c. Carriages can be hired from three establishments. There are some good villas. The road between this and Bastia is magnificent. Unfortunately half of it is passed by night.

A traveller not intending to make long stay should be careful to cross from Nice to Ajaccio, and thence to Bastia. The ascent of the Monte d'Oro, which is only a few metres lower than Monte Rotondo, is something never to be forgotten.

H. B. M.'S CONSUL.—J. A. Shortt, Esq

ENGLISH CHAPLAIN.—Rev. J. O. Parr, M.A. Service at the Hôtel de France, in English, at 11 a.m.; in French at 7.30 p.m.

ENGLISH PHYSICIAN.—Dr. Battersby.

Bastia.—Pop. 20,000.—HOTELS:—

HOTEL DE FRANCE, kept by M. Staffe; very dear. HOTEL D'ITALIE.

The principal commercial town of the Island, only 6 hours from Leghorn by steamer. The streets and shops are good; climate rather variable and subject to winds. The Islands Elba, Monte

Cristo, and Capraja form picturesque objects as seen from the town. Bastia, as well as Ajaccio, is being lighted with gas by an English company. The Grotto of Brandis should be visited.

Dil gence daily to and from Bastia and Calvi, and Steamer once a week from Marseilles.

H.B.M.'s VICE-CONSUL.—T. L. J. W. Jervis, Esq.

Bonifacio in the south, and **Calvi** in the north of the Island, small seaport towns with good harbours, are both interesting.—The HOTEL DE L'EUROPE at Ronose, is comfortable and charges are moderate.

ENGLISH VICE CONSUL—At Bonifacio, Colonel Casabianca; at Calvi, A. Ronosjolo, Esq.

Corte.—Pop. 6000.—HOTELS:—

HOTEL DE L'EUROPE, good and clean, and moderate charges; good for English. HOTEL DE FRANCE a cheap hotel, not bad for Italians to stay at.

A fine old town, near the bottom of the Monte Rotundo; numbers stay here to make the ascent.

Near Corsica is the small island rock of **Caprera**, noted as the residence of Garibaldi.

GOZO (*England*)—Pop. 16,000.—A dependency of Malta, four miles north of it, entirely circumscribed with perpendicular rocks. The best way is to coast round the island in a boat, exploring its caverns. Principal points to visit—the Giant's Tower, a vast Pelasgic monument; L'Emeil aux Champignons, a rock 100 metres from the shore, and 30 high, reached by cables: and Caral Zebag, a Capuchin convent. *Rabato* is the only town. The famed Maltese lace is made here.

ISCHIA (*Italy*).—Pop. 26,000. In the Bay of Naples, 6 miles from Cape Misene, and 20 miles from Naples, with an area of 24 miles. Mineral baths; fine view of the wondrous Bay from Monte Epomeo, which is 2574 feet above the sea.

ISCHIA is 3 hours from the Bay of Naples by steamer; it leaves the Island in early morning, and returns in the afternoon. This charming island, which visitors to Naples should not by any means overlook, abounds in picturesque sites and fine panoramic views. At **Cassamicciola** (2500 inhabitants), are the hot springs, which, for invalids suffering from the effects of wounds, gout, and paralysis, are invaluable. Their temperature varies from 18° to 80° Cent. They are chlorruric, with bicarbonate of soda, and ferruginous.

PHYSICIAN.—Dr. H. R. Storer.

Two excellent Bath establishments have been opened; and there are several good Hotels, (frequented by English,) especially Piccola Sentinellas, Grande, Sauvé, Belle Vue; all commanding a grand prospect of the Bay, Vesuvius, the Islands of Procida, Nisita &c., as well as of Gaeta and more distant points. The people are very handsome, and said to be of Grecian origin.

MADEIRA (*Portugal*)—Distant from Southampton, 1,332 miles; from Lisbon, 535 miles; greatest length and breadth, 31 miles and 12 miles. It is a volcanic mass, all up and down hill, 6000 feet high in one part, with cliffs 1000 to 2000 feet high. One valley, the Curral, is a gorge 2000 feet deep. Its vines, which were ruined by disease in 1852, are steadily recovering. Sugar and coffee are grown, with abundance of oranges, bananas, dates, figs, and other fruit

CONVEYANCES.—African Mail Packets from Liverpool call occasionally. Fares—£17: 10: 6 and £13: 5: 0. Agents at 14, Leadenhall street, London, and Messrs. Fletcher and Parr, Liverpool. The British and African Steam Navigation Co.'s Steamers on the 6th and 18th. Union Royal Mail Co., from Southampton on the 10th and 25th of each month. Fares—£17: 10: 6 and £13: 5: 0 Agent, Thomas Hill, Southampton. Brazil Packet, from Southampton to Lisbon (to meet a steamer for Madeira on the), on the 9th of each month. Fare £10.

All the foregoing are well appointed, mostly carrying Surgeons and Stewardesses.

Funchal, the capital, on the South side, in latitude 32½° N., longitude 17° W. Pop. 14,260.

HOTELS AND BOARDING-HOUSES.—The Carmo Hotel, by J. Miles; Reid's house, near the sea, &c. All excellent, charging about £10 per month.

BRITISH CONSUL, George H. Hayward, Esq.

AMERICAN CONSUL.—J. Smith, Esq.

BRITISH CHAPLAIN, Rev. James J. Hewitt.

CHURCH OF SCOTLAND.—Service at the Scotch Church.

PHYSICIANS.—Michael Grabham, M.D., F.R.G.S., M.R.C.P., Lond.; Dr. Juvenal, &c.

MONEY.—Spanish dollar, American eagles, and English gold and silver. Visitors not provided with drafts on the merchants, should bring sovereigns.

ENGLISH CLUB, containing library, reading and billiard rooms. The "Times" "Bradshaw," and all important papers and periodicals. Subscription moderate.

Visitors reside in or about Funchal, in the Boarding-houses, or in furnished houses, from £30 upwards, (plate and linen required). Horse-hire very reasonable; and all necessaries abundant and cheap English everywhere spoken. Principal buildings are Governor's house, the Cathedral, Theatre, and Hospital.

The climate affords a most delightful health resort for visitors from all parts of Europe and Africa. The genial warmth of winter, the pleasant coolness of summer and the similarity of day and night temperature are features which mark the well-known character of equabil ty in this place. The temperature varies between 46° and 80°.

MAJORCA, or Mallorca (*Spain*).—The largest of the Balearic Isles, standing between the other two, 130 miles south of Barcelona. Pop. 180,000. Size, 60 miles by 45 miles; with a chain of hills running along the north side, 5,114 feet high at Silla de Tonrillos. This beautiful island has a hilly and picturesque surface, with a temperate and healthy climate, but is not so well known or so much visited as it deserves. The rich Valley of Soler, 20 miles from Palma, is 12 miles round. Sulphur spring at Camfos. Malvoisia wine made at Ascores. Among fruits are palm, orange, lemon, olive, and fig. For game see Menorca. The lan-

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guage is a mixture of Spanish Arabic. It gives name to *Majolica ware*, first made here. The common name of the islands, is derived from *Ballo*, to throw, as the people were great slingers formerly.

Palma.—*Stat.*—Pop. (1857) 40,420.

The capital, on the south west side; from which a rail was opened to Inca, 1875. Inn: Fonda de las tres Palmas. Here are a large Gothic Cathedral, in which are tombs of the early kings of Majorca, Marquis Romano, and some of the Bonaparte family; St. Dominic and other convents; St. Francis' Church; the Captain General's Palace; a Town Hall, with portraits of nations; the old Lonja or Exchange; Bellver Castle; Academy; Naval School; General Hospital, &c. The Harbour of *Alcudia* is on the east side of the island; Arta and its Caves, 45 miles.

English Consul.—C Bidwell, Esq. American C. Agent.—W Wallis, Esq.

Steamers—to Barcelona every Tuesday; Iviza and Valencia, Sunday; Port Mahon, Monday, 11 hours For the Islands—from Barcelona to Alcudia and Port Mahon, every Wednesday, 15 to 24 hours; to Palma, Friday. From Valencia to Palma, every Sunday; Iviza, Wednesday.

Telegraph Line to all the chain of islands and to the Spanish mainland.

Iviza, or Ivi̇ça—(pron "Eveesa") 12 miles S. W. of Majorca, and 50 miles from Cape Nao, on the Spanish coast. Consul—W. Wallis, Esq. *Formentera* is 6 or 7 miles south. Steamers to Palma and Valencia.

MALTA.—(*England*).—Pop. (1871) 191 000; of which Valetta, on one side of the harbour, and Vittoriosa, Cospicua, and Senglea, on the other side contain about 60,000.

Hotels.—Morrell's Family Hotel, Strada Forni, Dunsford's Strada Reale. Table d'hote, 8s. Hotel d'Angleterre, Strada Stretta. Imperial Hotel, Strada Sta. Lucia, 8s. per diem. Croce di Malta, Strada Mezzodi, and numerous minor ones.

Carriages drawn by one or two horses at the following fares:—Two horses, per hour. 2s. 6d.: by the course, 8d. a mile. One horse, two-thirds of the above fare. Boats—Per hour, 6d.; every further hour, 5d.

Commerce.—The commerce consists of cotton, wine oil, wheat, fruit, and cattle. More than 1,500 first class steamers pass annually through the port.

Steamers arrive at Malta regularly. *From Marseilles.*—Fraissinet and Co., (see p. 719) three times a month. *From Liverpool.*—Moss and Company (see p. 726) every week. Burns and McIver (see p. 711) several times a month. John Ribby and Company's steamers twice each month. *From Palermo and Naples.*—Florio's steamers every Tuesday and Friday *From London.*—Twice every month; Agents, Smith, Sundius, and Co., 17, Gracechurch street. Russian Steam Navigation Company, every week. agents as above. *From Southampton*—The Peninsular and Oriental Company's Steamers, touch every week. The return steamers sail with the same regularity.

The climate of Malta is excellent in the winter; and, there being an admirable new market, provisions of every kind are good and cheap. As the residence of a Governor and large garrison of 5000 men, as well as the Commander-in-Chief and the Port Admiral of the Mediterranean fleet, from October to May, it is a favourite resort of visitors. It is easily accessible, and the accommodation good. Military bands play every evening in the open air during the season, and excursions are daily made to places of interest in the island. The sirocco begins to be felt in July.

The new suburb of Sliema, separated by a deep bay from the city of Valetta, but easily reached by boat or road, contains at the present time some thousand new and well-built villas. At the highest point has been erected an elegant Church and parsonage, founded by Dr. Trower, the late Bishop of Gibraltar. The sea-bathing at Sliema and St. Julian's bay is excellent. Lodgings are to be easily obtained.

The *Palace* of the Grand Master, now the Governor's Palace, is well worth a visit—its corridors, chambers, and armoury of the knights being accessible to visitors at all times. The *Church of St. John*, one of the most curious and beautiful in Europe, is well worth the stranger's attention. Of late years much expense has been incurred in the restoration of this and other similar buildings. The churches in Malta are handsome and numerous.

The Garrison Library, a spacious and commodious establishment, containing 15,000 volumes, besides foreign and English papers, magazines, &c., is open to visitors for a small monthly subscription. The Public Library of the knights, erected by the Grand Master de Rohan, containing 50,000 volumes, in French, English, Italian, Spanish, and Oriental languages, can be used by visitors without charge. Here is preserved a rich collection of Phœnician coins, vases, statues, and inscriptions. Periodicals, in English and European languages, are furnished to the library.

Clubs.—There are five; The "Union," is chiefly frequented by officers of the navy and army and English residents. Admission, by ballot. Entrance, £4.

Newspapers - eleven published in Malta. The "Government Gazette" and the "Mediterraneo" are in English and Italian.

University.—Consists of a rector and fifteen professors and examiners The Medical school is a singularly good one; and for cheapness and efficiency can vie with any in Europe. Its diplomas are recognised in England. Course, from 1st October to 30th June

Consuls - Several foreign Consuls resident in Malta.

Money—The only legal tender is English money, and the Sicilian dollar, value 4s. 2d The latter will be abolished as soon as practicable.

Malta is governed by its own laws. passed by the Governor and a Council of sixteen members. The Roman Catholic Archbishop's is appointed by the Pope. the revenues being above £4,000 per annum. Most of the other benefices are in the hands of the British Government.

Theatres.—Theatre Royal, near Porta Reale Gate, built at a cost of £40,000, from the designs of Mr. C. Barry, was unfortunately burnt 1873.

When open the best operas take place nightly, except on Fridays and Sundays, commencing at 8½ p.m. The opera season—October to May. Boxes (6 tickets), from £1 2s. to 18s.; stalls, from 2s. 6d. to 1s. 6d. Theatre Manoel, built by Grand-Master Manoel, in 1731, and since altered, is now used only for private and dramatic performances.

Booksellers.—English: L. Critien, 28, Strada San Giovanni; Watson, Strada Reale; Calleja, under the Arcade.

Church of England Services.—St. Paul's Collegiate Church, week days and Sundays. Holy Trinity, Sliema, near Valetta, daily. Services at the two Garrison Chapels, and at the Chapel of the dockyard, and the Royal Naval Hospital. Scotch Free Church, Strada Mezzodi—Sundays at 11 a.m. and 6 p.m. The Lord Bishop of Gibraltar resides at Gibraltar Palace, Strada Vescov.

English Physician—J. B. Sammut, Esq., M.D. (late of Naples).

MINORCA, or Menorca (*Spain*).—The easternmost of the Balearic Isles, 24 miles N. E. of Majorca; 33 miles by 13 miles in extent. Pop. 44,000. It rises to a cone at Monte Toro Convent, 4793 feet high. **Port Mahon**, 28 miles from the capital (Ciudadela), has Moorish remains, with an arsenal, storehouses, quarantine hospital, &c., built by the English, who took it 1708, and held possession till 1756 (when Admiral Byng, failing to retain it, was shot by court-martial), and again, with two exceptions, till the Peace of Amiens, 1802. Fort St. Philip is a ruin. Its fine harbour, 3 miles long, is so good that the Spaniards say—

"Los Puertos del Mediterraneo son
Junio, Julio, Agosto, y Puerto Mahon."

Or, "The ports of the Mediterranean are June, July, August, and Port Mahon,"—with some allusion to the prevailing winds. From its captor, Lord Stanhope, the present Earl derives his second title of Mahon—a name originally acquired from Mago, the Carthagenian founder. Abundance of partridge, quail, woodcock, becafico, wild duck, and other game, with good oysters, lobsters, and sardines.

Steamer to Palma every Wednesday, 11 hours.

English V. Consul, G. Segui, Esq. American Consul, J. Whallon, Esq.

SARDINIA (*Italy*).

Steamers start weekly from Genoa, leaving, Tuesday, at 11 p.m.; Leghorn, Wednesday, 8 a.m.; leaving at noon, arriving at Porto Torres (harbour of Sassari), Thursday at noon. The line of steamers from Genoa to Tunis calls at Leghorn, Terra Nova, Sardinia and Tortoli. Leave Genoa on Thursday, at 11 p.m. Reach Cagliari in Sardinia Sunday, at 5.40 a.m.

English Consul at Cagliari, J. Pernis, Esq. American Consular Agent, E. Pernis, Esq. English Vice-Consul at Sassari, C. Bellieni, Esq.

The Island of Sardinia the largest in the Mediterranean, is 115 miles from the Italian coast; is 165 miles long by 60 miles broad: with an area of 9400 square miles. Pop. (1871) 636,565.

The capital is **Cagliari** (*a Stat.*; pop. 32,836), at the bottom of the Gulf of that name, in the southern part of the island. **Sassari** (*Stat.*), the town of next importance, stands a little way inland not far from the Gulf of Asinara. **Porto Torres** (*stat*) is the harbour of Sassari. Railway from Cagliari, p. 287.

A lofty ridge of mountains runs through Sardinia, the highest point being the Genoan-Genna, and the Tirjo is the principal river. Sardinia has great mineral treasures, once known to the Romans, who used it as a place of exile, but at present untouched. The island has also splendid forests and a fertile soil, but the malaria prevails in most of its plains, resulting from the great heat of the climate, combined with imperfect drainage. The fisheries are abundant, but agriculture and industry are almost dormant, and the population is benighted and very uncultivated. A visit to the island will repay those who have leisure and do not mind roughing it, as it presents much fine scenery, and primitive manners in the people, who speak an Italian dialect with points of resemblance to the Spanish and rather close to the Latin.

TENERIFFE—(*Spanish Canaries*).—One of a group in the North Atlantic Ocean in 29° N. latitude and 14° longitude West. It is 50 miles in length, and 24 miles in breadth at its widest part, and in circumference 140 geographical miles.

The chief town and the capital of the whole of the islands is **Santa Cruz**, where the Captain-General, and all the public authorities reside. Accommodation for visitors, limited. Richardson's Hotel, opposite the port, is a capacious, clean, and comfortable house, the terms being moderate, and the proprietors, two brothers, most attentive. There is also the Fonda di Marina, a Spanish house. There is also another port named Oratava. The climate of Teneriffe is warm and genial during the Winter months, and by reason of its equable temperature (from 65° to 70°) and the dryness of the atmosphere, is considered a most desirable winter retreat for consumptive patients.

The scenery is mountainous and grand, the famous **Peak**, 12,182ft. high, being a conspicuous object from all parts of the island. Vegetation is luxurious, and comprises most tropical plants and trees.

British Consul, H. Colley Grattan, Esq. There is no English physician; Dr. José Torres Matos, a native of Las Palmas, Grand Canary, has a great reputation.

The island of **Grand Canary** is rich in natural scenery, has excellent roads, but no accommodation whatever for visitors. This is to be regretted, as the climate is similar in character to that of the sister isle, Teneriffe.

From pages 555 to 604 see SPECIAL EDITION, Price 3s. 6d. Published on the 1st of each Month, which contains an additional amount of useful information and Maps not found in the 3s. Edition.

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CONTENTS:—

	PAGE
...ine Passes	555
...llan Lakes	556
...utes to Lucerne, Zurich, & Como	566
—— to the Riviera and Italy	574
—— in Switzerland	588
—— in France	613
—— Germany	618
—— the Pyrenees and Spain	630
Notice of Tunis	633
—— Russia	634
—— Finland	634
—— Sweden	635
—— Lapland	641
—— Norway	643
—— Denmark	647
—— Schleswig Holstein	650
Notice of Turkey	651
—— The Levant	661
—— Greece	664
—— Holy Land	669
Egypt & Overland Routes to India	674
Suez Canal	682
Algiers	686

Vocabulary in English, French, German, and Italian 693.

ITINERARY OF THE ALPINE PASSES AND ITALIAN LAKES,

For the use of Travellers generally, but more especially for those who are already in Switzerland, or the Tyrol, and who Travel by means of public conveyances, on high-roads, by Diligence or otherwise, by Rail or by Steamer.

The modes of conveyance,—the time occupied *en route*,—the probable expense of the journey,—together with a list of the best Inns and halting-places are given. Tourists are supposed to start from the termination of the Swiss, Bavarian, and French railways.

They can also make selection from any one of the different Passes, starting from or leading to Innsbrück, Bregenz, Coire, Sierre, St. Michel, Briançon, and Nice.

ALPINE PASSES.

SIMPLON	p. 555	SPLUGEN	p. 569
STELVIO	„ 556	BRENNER	„ 570
MONT CENIS	„ 557	ST. BERNARD	„ 596

ITALIAN LAKES.

LAGO MAGGIORE	p. 558	LAGO DI COMO	p. 562
„ DI ORTA	„ 560	„ DI LECCO	„ 564
„ DI VARESE	„ 560	„ D' ISEO	„ 565
„ DI LUGANO	„ 561	„ DI GARDA	„ 565

A.—ITINERARY OF THE PASS OF THE SIMPLON.

Leaving the Railway at Sierre, proceed by diligence to Brieg, 32 miles, time 4 hours, cost 7frs. 75 cents; from Brieg by diligence to Domo d'Ossola, 52 miles, time 12 hours, cost 14 frs. 50 cents. Proceeding thence to Arona at the foot of Lago Maggiore, and ascending the same, the tourist would choose between the Bernardino and the St. Gothard passes for his return route. The expense and time occupied are about equal. Selecting the Bernardino for the return route, the calculation will be made accordingly. From Domo d'Ossola by diligence to Baveno; boat to Isola Bella and back, thence by steamer, three times a day, in about 2½ hours; cost, 2 francs, to Arona, 22 miles: from Arona ascend the Lake by steamer to Magadino, 40 miles, time 5½ hours, cost 4 frs. 85 cents; thence by diligence to Bellinzona and Bernardino, 49 miles, time 10 hours, cost 14 frs. 50 cents; thence to Coire by diligence, 58 miles, time 9 hours, cost 12 frs. Total expense for the tour of the two passes, and the Lago Maggiore, distance 303 miles, time 53½ hours, cost 78 frs. 60 cents. The best season to pass the Alps is from 15th June to 30th October. From the Italian side of the Alps the passes are approached from Domo d'Ossola, Bellinzona, Chiavenna, Fenestrelles, Cuneo, Susa, Trent, &c. In the winters of 1829 and 1838, the writer of this made two journeys from Arona to Geneva on a sledge, in about 40 hours each journey, the travelling free from danger, and most agreeable, the cold anything but intense.

Pass of the Simplon.—This stupendous undertaking was commenced by order of Napoleon in

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1801 (after the battle of Marengo), and was finished in 1806, at a cost of £5,000 per mile; upwards of 25,000 workmen were employed daily on this magnificent road, which measures throughout the passage 25 feet in width. There are 60 bridges thrown across the rocks, 302 viaducts, 5 tunnels hewn out of solid granite, and numerous galleries which required great skill and ingenuity to construct. French engineers executed the road on the Swiss side of the mountain, whilst the most difficult and almost insurmountable part on the Italian side, was accomplished by the distinguished Chevalier Fabbroni (author of the Collection of Wax-work in Florence.)

On leaving Brieg the traveller commences ascending the Simplon by long zigzags. On the right is seen the handsome covered wooden bridge thrown over the Saltine, a river larger than the Rhone, with which it unites but a few miles distant; the road winds at the foot of Glyshorn Alp, and directs its course towards the Kienhorn. After skirting some precipices, it ascends by bold windings through gloomy forests of Alpine firs, to the first and second refuge; there were originally twenty of them at equal distances between Brieg and Domo d'Ossola. Beyond the first gallery is a bridge 80 feet in height, thrown over the Gantar, and beyond the second refuge there are fine cascades. The openings of the forests and the sinuosities of the road present beautiful views of the valley of the Rhone, encircled by gigantic snow-crowned Alps, the Jungfrau towering above the rest. The Post Inn of Berisal is attained (the third refuge), an excellent resting place, a clean house, good cooking, a civil landlord, and moderate charges. After passing the Gantar, we pass, on the left, a fine cascade, and arrive at the fourth refuge. This part of the road is lined by larches mixed with firs; two bridges, those of the Asback and Saltine, and a tunnel 90 feet long, are arrived at. To the left is the glacier of the Kaltwasser, whence descend four cascades, whose waters, falling on the rocks on the side of the road, are conveyed under its foundations in aqueducts. Continuing to ascend by a beautiful winding road, the fifth refuge is attained, which stands on an eminence exposed to violent gusts of wind. Before reaching it is the gallery of Schalbeck. Here trees cease to flourish, flowers are no longer seen, and an avalanche has rooted up the blighted firs and larches, and suspended them on each other over the yawning abyss beneath. A long and dreary gallery leads from this desolation to the Glacier Grotto, 150 feet long, immediately beyond which is the most elevated part of the whole passage. The traveller now arrives at the sixth refuge, and the barrier where toll is taken. A little above this is a large wooden cross, indicating the culminating point of the pass, which is 6500 feet high, and from whence is descried the magnificent chain of the Bernese Alps, and nearer, the Glacier of Aletsch. On the left of the road is seen the NEW HOSPICE, founded by Napoleon, but not completed till after his overthrow, when the brotherhood of the monks of St. Bernard purchased it in 1825, for the sum of 15,000 francs. In the establishment they placed four of their brotherhood (of the order of St. Augustine), with a sufficient number of domestics, and dogs of the original St. Bernard breed. The edifice contains several sleeping rooms, a saloon, a refectory, a chapel, and about thirty beds for indigent wayfarers, who are lodged and fed free of expense. In stormy weather the dogs are used to go with the monks to trace out the paths, and the dangerous places in the snow, in search of travellers; from 12,000 to 15,000 of whom are received by the brotherhood annually.

From the New Hospice to Simplon the road descends gradually on rocky and treeless slopes. The village of Simplon is a scattered hamlet, encircled by the summits of the Alp whose name it bears: it is situated 3,260 feet above the level of the sea.

The descent to Domo d'Ossola displays on each side lofty and barren rocks, with spaces between them occupied by pasturages, firs, and feathery aspens, and watered by the same impetuous torrent which is seen from the heights. Soon after leaving the village of Simplon, these rocks gradually approach each other, becoming perpendicular, and scarcely leaving sufficient space for the road, which descends by four or five zigzags to the Gallery of Algaby, and enters the valley of the Vedro. Just before reaching the village of Gondo, the road enters the Great Gallery 600 feet long, and on emerging from it, crosses the Fressinone by a stone-bridge. The hamlet of Gondo and the village and post-house of Iselle (which last affords very good quarters), are then passed. At Iselle is the Italian custom-house. From thence to the Bridge of Crevola is about nine miles.

As the traveller advances, verdure, vineyards, orchards, elegant villas, and cheerful hamlets, meet the eye on every side. The rocks and mountains recede, and the road traverses a wide and fertile valley to Domo d'Ossola.

ANCIEN HOTEL DE VILLEAT DE LA POSTE.—(Diligence Office).

A party preferring to pass the Simplon *en voiture*, may hire a carriage and pair of horses at Brieg, the cost of which, comprising the *cheveux de renfort*, the barrier tax, and the coachman's fee, will not exceed 80 or 90 francs.

B.—ITINERARY OF THE PASS OF THE STELVIO.

From Innsbruck by Diligence to Landeck thence through the romantic pass of Finstermünz to Mals, Prad, St. Maria, and Bormio; thence by the Valtelline to Sondrio, Morbegno, and Colico (on Lago di Como). Distance, 273 miles; cost, 55 fr.; Time, 40 hours of actual travelling, or 4 days, resting at night.

Hotels.

INNSBRUCK.—Œsterreichischer Hof; Goldene Sonne. LANDECK.—Post, Adler (diligence office). PFUNDS.—Perchtold, good. MALS.—Post. PRAD.—Hirsch. SANTA MARIA.—Post (the Italian Custom house). BATHS ST. MARTINO.—good. BORMIO.—Post, tolerable. BOLLADORE.—Post, good; the Due Torre, better. TIRANO.—Due Torre. SONDRIO.—Post, excellent. MORBENNO.—Post. COLICO.—

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ola Bella, tolerable. Como—Angelo. Bellaggio —Gennazzine, excellent. Menaggio. —Corona, Victoria. Lugano.—Belvedere. Luino.—Poste, nd Del Vapore, 2 miles before arriving at the wiss Custom house. Arona.—D'Italia, La Posta, Reale. Isola Bella.—Le Dauphin. Baveno.— Cheval Blanc and Poste. Domo d'Ossola.—Poste. Simplon.—Post. Brieg.—Du Simplon, D'Angleterre. Sion.—La Poste, Le Lion d'Or.

Pass of the Stelvio.—This pass opens annually on the 1st of July and closes on the 1st of October. The ascent commences at Prad, 3275 ft. n height; eight miles beyond which is the hamlet of Trafni. The ascent now becomes steeper, and the road ascends by repeated zigzags to the Post House of Franzenhöhe. Extraordinary solility is visible throughout the whole construction of this masterpiece of engineering—the work of Italians—begun in 1821, and finished in 1824. The summit of the pass is 9155 feet, and to effect an easy incline, forty-eight zigzags had to be constructed; the road is 15½ feet in width, and cost 3 million francs. Here are seen the Ortler Spitze and Matatsch towering majestically over the fearful pass, and covered with eternal snows. The summit is the highest carriage pass in Europe, and forms the limit of the Tyrol and Valtelline (Italian); the snows rarely leave this elevation in the hottest day in summer, and even then the winds are cold and very keen. From hence is a descent to Santa Maria (the custom-house for Lombardy), a spacious square building, erected for the triple purpose of custom-house, inn, and refuge, at an elevation of 8153 feet. Beyond this we continue to descend for an hour to the third refuge. Here is the extremity of the immense plateau of the Braulio. From hence commences another descent by numerous zigzags. Three miles below is the cantoniera of Spondalonga. No less than seven tunnels and galleries are constructed here for the protection of the road, their length being 2953 ft.; opposite is a fine cascade 525 feet high. In one hour from Spondalonga we arrive at the first gallery (Piatta Martina;) with a handsome bridge over a profound gorge. This spot is called "Wormserjoch;" on the left is seen another fine cascade falling from a precipice into the bed of the Adda below. Beyond the last gallery is seen, close to the road, an immense rock, upwards of 66 feet high, brought down from the mountains by avalanches. Below this are the Baths of Bormio (p. 513), famous for its mineral waters, and the excellence of its honey. From Bormio an excellent road leads through the Valteline, celebrated alike for the excellence of its wines and the richness of its pasturage. The Adda passes in its course the pretty towns of Bolladore, Tirano, and Sondrio (capital of the Valtelline), Morbegno, and Colico, on the Lago di Como.

C.—ITINERARY OF THE PASS OF MONT CENIS.

Mont Cenis (as the French call what the Italians call *Monte Cenisio* or *Moncenisio*), is the general name of the dividing ridge between the valley of the Arcin French Savoy, & the Dora Riparia valley in Italy, lately traversed by two railway routes, viz: the *Pass Route* along the road, and the *Tunnel Route* under Col de Fréjus. The two lines diverged, so that the Tunnel Line through the Col was 16 miles south west of the Pass Line; but the distance by either, between St. Michel and Susa, was about the same, 48 to 50 miles.

Pompey is said to have attempted making a passage over these Alps; but Napoleon in 1810 was the first to provide a road, practicable and safe all the year round, though it traverses a part where it rises 5900 feet above sea level. His engineer was the Cavaliere Fabbroni; 3000 workmen were employed, and the cost was eight million francs.

Mont Cenis Pass Rail.—At St. Michel the old break of 49 miles to Susa, formerly done by diligence in 9 to 10 hours, was in 1867 filled up by Fell's Climbing Rail, which was laid on the road, at its outer edge, and performed the distance in 4 to 5½ hours. The first train went over the Pass 15th June of that year. The line was single, with a middle or catch rail for safety. It ceased on the opening of the Tunnel Route, and the permanent-way was taken up. From St. Michel cross the Arvan on a stone bridge, then the Arc by another bridge, facing which is a rivulet of water which petrifies every substance it touches, and has consequently made for itself a natural aqueduct. Modane 13 miles. Here are situated Forto Lesseillon, which commands the pass of Mont Cenis. Near this the Tunnel Line diverges. La Verney, 10 miles, close to the double cascade of Benoît-Lanslebourg, (Hotel de Post.)

From Lanslebourg the ascent of Mont Cenis commences, and the road traverses picturesque and beautiful forests to La Ramasse. The most elevated part is a plain of 6 miles, encircled by the peaks of Mont Cenis, and containing the post-house and another inn (the Grand Croix,) the barracks, and a beautiful lake. Excellent trout, cheese, and butter are procured here. At the end of the lake, on the Italian side, stands the Hospice, at an elevation of 6365 feet. It was founded by Charlemagne, and restored by Napoleon. One room contains the bed used by Napoleon. Half of the Hospice is occupied by carabineers and custom house officers, and the other half by Benedictine monks.

The descent into Italy is much finer than the ascent from Savoy. The first gallery on this side is 650 feet in length, cut through solid granite. Opposite Ferriere is another gallery above 2000 feet in length. Here a wall of nine feet in height, and 600 in extent, defends the gallery from earth and loose stones. The scenery in this part is enchanting. Near Molaretto rise the fruitful hills of Chaumont, watered by the Dora Riparia. On the road are established 23 small Inns or "Houses of Refuge," provided with bells, which, during the prevalence of fogs, are rung to guide travellers from one refuge to another. The cantoniers who inhabit these inns are 50 in number, and form two companies, 25 on each side of the mountain.

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Tunnel Route, about 48 miles long. This diverges from the other route at Fourneaux, 1½ miles below Modane; winds up the Arc by a loop of easy gradients to Modane and the Tunnel mouth, 3904 feet above sea; then strikes through the great *Tunnel* under the Grand Vallon near Col de Fréjus; first, by an incline upwards of 1 in 45, to the middle, which is 4377 feet above sea, or 3460 feet below the crest of the mountain; it then slopes down by a very gentle decline of 1 in 2000, to the Italian mouth at Bardonnechia (which is about 440 feet higher than the French mouth); issuing out at the top of a magnificent glen. This is descended by 20 to 25 short tunnels, and about as many viaducts; past Oulx on the Dora Riparia, and Salbertrand, to Bussoleno, on the Susa and Turin main line.

The **Tunnel** is 12 kilometres, or 13,292 yards, or 7½ miles 192 yards long; that is 4½ miles longer than the Lenerthe Tunnel, on the Paris and Lyons line. It is 19½ feet high, and 32 feet wide, widening a little at the mouths; is traversed by a double rail, the approaches outside being single; and is well ventilated, with an average temperature of 65 to 70 degrees.—See pages 54, 248 & 250. It was begun 1857, finished December 1870, and formally opened 17th September 1871; it cost about 6 millions sterling, divided between Italy and France. It was drilled from both ends, at the rate of 2 to 3 yards in 24 hours; the two parts at the final joining were only 1½ feet out of line. The tools were driven by hydraulic pressure supplied from the hills above; compressed air is supplied in iron tubes. The idea of this great work was first conceived by Medail, a road-maker of Bardonnechia; encouraged by Professor Paleocapa (afterwards Minister of Public Works), and carried out by his pupils—Sommeiller, a Savoyard, (died 1871), Grandis (also dead), and Grattoni, both Piedmontese. Many will still prefer to visit the sublime scenery of the Pass; but to the greater number the Tunnel will be an immense gain.

Susa.—Pop—3189.—Hotel de la Poste.

Here as also at St. Michel on the other side of the mountain, Voituriers may be hired with carriage and pair of horses, to convey 2 or 3 persons including all extras for Chevaux de Renfort, barriers and coachman's fee, from 60 to 65 frs.

D.—ITINERARY OF THE ITALIAN LAKES.

The following are the Hotels met with on the Route of the Lago Maggiore:—

Brieg—Angleterre.
Simplon—Poste.
Iselle—Poste.
Domo d'Ossola—De Ville; Grand Hotel d'Espagne.
Vogogna—Couronne.
Baveno—Cheval Blanc and Poste; Bellevue.
Stresa—Hotel des Iles Borromées; Albergo Reale.
Belgirate—Isola Bella.
Arona—Royal; Posta; Italia.
Laveno—Del Moro.
Intra—Vitello d'Oro.
Feriola—Lion d'Or.
Pallanza—Universo.
Luino—The Poste, or Beccaccia.
Canobbio—Serpente.
Brissago—Albergo Antico.
Locarno—Corona; Albergo Svizzero.
Magadino—Belvedere.
Bellinzona—De Ville.

Steamers ply three times a-day from Arona to the head of the lake. Fares: First Class, 4fr. 80 cents; Second Class, 2fr. 65 cents.—Leave railway at Sierre, thence to Brieg, 32 miles, (5 hours).

Brieg to Domo d'Ossola, 42 miles, 11 hours, 2 horses for 80 fr.

Domo d'Ossola to Baveno, 80 miles, (5 hours). 2 horses for 25 fr.

Baveno to Arona, 14 miles, (2 hours), 2 horses for 20 fr.

Arona (by the Steamer) to Magadino 5 hours, 4 frs. 80 cts.

Magadino to Bellinzona, (1½ hours), diligence, 2frs. Thence by the St. Gothard Pass to Fluelen, (14½ hours), diligence. 28 frs.

By the Bernardino to Coire, (16 hours), diligence, 14 frs. 30 cts. By either of the above passes a carriage with 2 horses, 120 fr.

Lago Maggiore.—The traveller visiting the lakes by the Pass of the Simplon will leave Domo d'Ossola, and proceed to Arona at the bottom of the Lago Maggiore; on his right he is accompanied by a lofty chain of mountains, stretching from the Simplon, and decreasing gradually in altitude until they are lost in the plains of Piedmont. Twelve miles from Domo d'Ossola is the village of Vogogna, (at the entrance to the valley of Anzasca, leading to Monte Rosa), thence to Ornavasso, known as the principal white marble quarry, which supplied that material for the construction of the cathedral of Milan. A short distance beyond this we come to Gravellona, (the road to Omegna, on Lago d'Orta, branches from hence to the right, distant 4 miles). In the vicinity are the celebrated rose granite quarries, in which are found abundance of that beautiful felspar, the flesh-coloured crystal, which furnishes the lapidaries, and may be met with in every jeweller's shop at the different watering places throughout Europe. Four miles hence we arrive at Baveno, delightfully situated on the shore of the lake; arrange at any of the hotels at Baveno to refresh there, and go at once direct from Baveno to the Isola Bella, either by steamer or by row-boat, which occupies 2 to 2½ hours, charge 4 fr., and *buonamano* 1 fr., and go after return to Arona, either by *road*, or by steamer three times daily: before taking a small row-boat, take care to ask for the tariff card.

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The Borromean Islands.—On the surface of the Lago Maggiore rise four small islands. Isola San Giovanni is the smallest; it is situated close to the promontory of St. Remigio, dividing the waters of the lake which bathe the shores of Intra and Pallanza; the old chateau is partly occupied as a granary and partly going to decay. Isola dei Pescatori, (fisherman's island), is very picturesque, and although the circumference of it may be walked in ten minutes, yet within these limits a population of 530 is domiciled, chiefly occupied as fishermen and boatmen for the navigation of the lake. Isola Madre rises in the centre of the lake and is distant from the shore about 1½ mile. It consists of five gardens on terraces, rising one above the other, embellished with luxuriant flowers, shrubs, and forest trees, among which are seen the cedar and the cyprus in great perfection; the latter are near the pheasantry in the vicinity of the palace which crowns the whole, and which contains landscapes &c., by Tempesta, who is said to have taken refuge here after destroying his wife to make way for a mistress. Isola Bella, about one mile distant from the latter island, consists of eight terraced gardens one above the other, carpeted with flowers, refreshed by fountains, shaded by forest trees, and crowned with a noble palace which contains an exquisite collection of marble, some fine specimens of gilding, and a few good paintings by Tempesta, Luca Giordina, Procaccini, Schidone, and Le Brun; the subterranean apartments or grottoes contain fine statuary, mosaic pavement and fountains. In the chapel may be seen the tomb of R. Borromeo, elaborately executed by Bambaio, and considered a *chef d'œuvre*. The gardens and the palace are open to the public daily at a fee of 1 fr. to the custodian and 1 fr. to the gardener who accompanies the visitor. The Hotel Danphin, on the island, is convenient, very good, and the charges are reasonable. Steamers call here three times a day in their upward, and three times a day in their downward course.

Nothing can possibly be more charming than the drive of 14 miles, between Baveno and Arona, by an excellent road winding along the margin of the lake on the left, while on the right the lawns extending from the villas to the handsome terraces on the side of the road, are covered with hedges of roses, eglantine, and *bignonia radicans* (this beautiful climbing flower grows most luxuriantly all along, in the gardens); a profusion of flowers and shrubs cover the lawns and terraces, among which, shaded by tall forest trees, are the hydrangia, the oleander, the aloe, the myrtle, the cyprus, the orange, olive, and a numerous family of magnificent trees and plants from every clime. This road is seen best from the steamer, which coasts along the shore. Nothing can prove more grateful than the genial mildness of the climate in early spring and late autumn; for the rose tree never ceases bearing during the year, while the inhabitants of the villages follow their avocations in the open air. In the neighbourhood are extensive palaces and numerous beautiful villas belonging to the nobility and gentry (and even Royalty), who divide their time between the retirement of the country and the attractions of Milan and Turin. Approaching Arona, and at one mile distant from it, we come to the bronze statue of San Carlo Borromeo, a short distance off the road on the right: a few minutes walk suffices to arrive at its base which is situated on an eminence overlooking Arona and the lake. It is not advisable, as heretofore was necessary, to descend the lake to Sesto Calende, since the railway conducts from hence to Milan direct.

The Lago Maggiore is formed by the river Ticino, and is from N. to S., about 40 miles in length, and 7 miles wide at the greatest breadth, is 2460 feet deep, and is at an elevation of 680 feet; its waters produce quantities of excellent fish. The navigation is less dangerous than either the Lake of Como, or Garda: the prevailing winds in winter are south and south-east. On its shores are quarries of marble and granite, mines of minerals, of iron, copper, and lead. The largest traffic on the lake consists of stones and slates for building purposes, timber and charcoal. The timber is floated by the Ticino into the lake and navigated to Milan and other parts of the country. The scenery met with in ascending the lake is very interesting. Immediately on the left is seen Mont Rosa, then the Simplon, the St. Gothard, Bernardino, and Splugen, besides the numerous minor Alps; the contrast between the pure white mantles of snow of the former and the sombre hues of the latter, is at once grand and imposing. Ascending, the scenery on the left, or northern side, is rugged, wild, and grand; on the right, or southern side it is remarkably fertile and undulating. The fine expanse of water is animated with numerous boats and large craft with bleached sails winging their course over the lake in all directions. Now is seen a steamer, now a market-boat with its cargo of fruit and flowers, the peasantry singing their national airs, while the *contadini* on the shore are heard to take up the air and sing in concert.

Proceeding from Arona up the lake, the names of all the towns are given as they come in succession. On the right, Angera, opposite Arona, there is an old castle built in the 14th century, belonging to the dukes of Milan—it contains some fresco paintings of that period. Railway from Arona to Sesto Calende. On the left, Lesa, beautiful scenery, rich in villas, among which are those of Villa Stampa, belonging to Alessandro Manzoni; on the left, Belgirate, a continual series of elegant villas, surrounded by luxuriant gardens; also on the left, Stresa, with church and convent of Rosminiani. Palace of H. R. H. the Duchess of Genoa, formerly the ancient palace of Bolongaria, where Rosminiani died, the palace of the Duke of Vallombrosa at Baveno, opposite the Borromean Islands, the steamer calls; here is an ancient church and baptistery, beautifully situated on the lake, and surrounded by gardens and villas; in its vicinity are those of Hudson and Cavour, granite quarries of some note, &c.; on the left, Feriola, junction of the Simplon road; on the right, Laveno, with fortifications and extensive barracks, 15 miles distant

from Varese, a beautiful drive, omnibuses twice daily, thence to Como, 17 miles. On the left, Pallanza, commanding the finest views of the lake: (The Grand Hotel, M. Seychab, proprietor.) perched in a beautiful position on its shores on the left, Canaro, romantically situated at the foot of a gorge; for the sweetness of its climate, for its vineyards, cedars, olives, and vegetation, it vies with the finest part of Lago di Como. The Isoletta, in the lake opposite, contains the ruins of an old castle of mediæval origin, called the Cannero, belonging to the bandit Mazzarda, who resided there. On the left, Intra, manufactories of cotton and silk thread, glass, &c., a fine palace, a handsome church and an elegant theatre; a beautiful road hence to the head of the lake; a delightful drive to Pallanza about 2 miles. On the right Luino, the birth-place of Bernardino di Luino, the Raffaelle of Lombardy; here is the palace Crevelli. Omnibuses in connection with the steamers to Lugano in 3 hours, (19 miles); carriages with 2 horses, 12 frs., coachman 1 fr. 50 cents; on the right, Maccagno, on the left, Canobbio, containing two churches, in one of which, Pieta, there is an immense-sized altar-piece by Gaudenzio Ferrari; behind the town there is a deep gorge where the mountains, lofty and sombre, frown over the lake. On the right, Magadino, the principal emporium between Italy and Switzerland, whence there is an excellent road to Bellinzona and Locarno; on the left Brisago, containing an extensive manufactory of cigars; the wine here is noted for its excellence; the small islands of same name opposite, abound in rabbits. On the left, Locarno, (Pop. 2700), contains the ruins of a castle, the churches of St. Francisco and St. Antonia; in the latter there is a fine painting of the Temptation of St. Anthony, by Arelli. It was from this place that the Protestants were expelled in the 16th century—they settled at Zurich. The view from the tower of the church of the Madonna is magnificent. Having arrived at Magadino or Locarno, the tourist may choose either the Bernardino or St. Gothard Pass for his return route. On the other hand, by taking the diligence from Magadino he can proceed to Lugano, the capital of Canton Tessin, which is situated in the midst of enchanting scenery; from thence, proceeding up the Lago Lugano to Porlezza, (the Italian frontier and custom-house), thence by diligence or carriage to Menaggio, 2 hours, 9 miles, on the Lake of Como, or, on the other hand, proceed to Capo Lago, and thence by carriage to Varese and Como. The usual way is to leave the steamer on Lago Maggiore at Luino, and thence, in 3 hours, 19 miles, through a lovely country, on the banks of the Tresa, to Lugano; nothing can be more agreeable than this drive.

Lago di Orta.—This beautiful miniature lake is worthy of the tourist's notice. It may be approached by leaving the high road from Domo d'Ossola to Baveno at Gravellona, thence to Omegna and Orta, on the shores of the Lago di Orta, returning by same route. Distance in all, about 24 miles; time, 9 hours; cost, 14 frs. Lago di Orta is 13 miles in length by about ½ to ¾ mile in breadth. It contains quantities of excellent fish and its shores are covered with every variety of fruit and vegetation, adorned with handsome casinos of the gentry, and pretty villages with houses white as snow. The drive around this enchanting scene is most agreeable. Immediately opposite to the little town of Orta, rises from the bosom of the lake, the little Isola de San Giulio, 370 yards in length by 200 yards in breadth, containing about 200 inhabitants. This fairy island was the habitation of San Giulio in the 4th century—during the epoch of the Longobards it was considered the principal place in the dukedom—and in which king Berengario took refuge; the tribune is adorned with strange figures. There is also a fine Mosaic of the 4th century, and in the crypt of the chapel reposes the relics of the saint. From Orta ascend the Sacred Mount, passing on the way 29 chapels each of which contain statues and paintings representing the different episodes in the life of San Francesco d'Assisi—at the summit the little church and convent of the order of the Franciscans. During the ascent the view of the lake with the surrounding scenery forms a variety of pictures unequalled for diversity of mountain, wood, and water. The magnificent snow clad Alps appear in the immediate neighbourhood although distant, and the chain of Monte Rosa stands out in bold relief. From Stresa, on Lago Maggiore, Orta may be visited by mule path over the Motterone in 6 hours; a guide is indispensible, 4 frs.; the views from the summit are very extensive and diversified in mountain, wood, and water scenery; the other carriage road is from Arona *viâ* Varallo, the starting-point for excursions in the Southern and Eastern Alps—24 miles, 7 hours, from Orta by boat to Omegna—6 miles, 1¼ hour; 2 rowers, 4 frs.; and 50 cents *buonamano*—thence to Gravellona, 4 miles, half an hour; Feriola on Lago Maggiore, 2 miles, quarter of an hour. By omitting Varallo the drive from Arona direct across the hills to Orta may be accomplished in 3 hours—distance, 12 miles.

LAVENO (LAGO MAGGIORE) TO VARESE.—Laveno is situated at the foot of the Sasso del Ferro, 3287 feet. Omnibuses twice daily to Varese, 13 miles, 2½ hours, 2 frs. 50 cents. The road to Varese lies through a highly cultivated but hilly country, abounding in silk, fruit, corn, and wine. The mulberry is everywhere met with; the cultivation of silk is much and profitably attended to here. Proceeding through the hamlets of Citiglio, Germanio, and Gaverati, constantly ascending, to Comerio, 10 miles, 800 feet above the lake, the views are everywhere beautiful; on our right are seen the Lago Varese, Lago di Monate, Lago di Comabbio, and two minor lakes of no note. The lake is 20 miles in circumference, and about 2 miles in width; it is very well stocked with different kinds of excellent fish, and is distant about 2 miles from Varese.

VARESE—Pop. 12,000, Hotels, Angelo and La Stella. The principal church is that of Vittore called the Pelegrini; the carving of the organ and the pulpit, executed by Castelli, is worthy of notice; among the paintings, those of St. Gregoria, by Del Cerano, and a Maddalena

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by Morazzone. In the Battistera there is a magnificent vase (the font) in marble, adorned with exquisite basal rellevi. The Palace of Verata, with its fine gardens, may be seen on application. In the neighbourhood of the town and the lake are distributed many beautiful and chaste villas, among which the following are distinguished: Villa Taccioli, Litta, Ponte, Serra; these are generally surrounded by spacious lawns, sumptuous gardens adorned with numerous garden statuary, orange and citron groves, with here and there magnificent forest trees, the flat-topped pine distinguishable. The Madonna del Monte, five miles distant from Varese, is well worth visiting. It is a sanctuary dating from A.D. 397, commemorative of St Ambrose's extermination of the Arians. There are fourteen chapels met with during the ascent, illustrative of gladness, sorrow, and fame; there is a carriage road past Rafarello village, 2½ miles, thence for 1½ mile ascend on ponies; the view is among the finest in these parts, and second only to that of St. Salvadore at Lugano. Carriage and 2 horses, 10 frs. Diligences several times daily, 1 fr. 50 cents. ponies, 1 fr. 50 cents. The ascent of the Madonna del Monte may be taken on the way between Capo di Lago, Lugano, and Como. There are several silk-thread factories in this part of the country, which are highly interesting and well worth an inspection. Strangers are admitted and politely received.

FROM LUINO (LAGO MAGGIORE) TO LUGANO.—LUINO, Hotels: Hotel Simplon, newly built, well furnished, fine garden, &c., moderate terms; Poste and Del Vapre. Leave the steamer here, and proceed by diligence 13 miles, 2½ hours, 3 frs., or carriage & 2 horses, carrying 4 persons, 12 frs. The Swiss frontier and custom-house is but a short distance beyond the town. Before arriving at the village of Sessa, passports are shown—no difficulty. The road follows the course of the river Tresa, constantly ascending and descending through a romantic and densely wooded country. The scenery about the town of Ponte Tresa, at the lower extremity of the Lago di Lugano, is singularly wild and diversified, adorned with mountain, forest, and flood, the scenery constantly changing; in our progress are the pretty villages of Agno and Muzano. Ascending from Ponte Tresa, the road is lined on each side with gigantic walnut trees, and higher in the mountains quantities of chestnut trees adorn their slopes. Descending on Agno, from the summit of a chain of lofty hills, all at once the most romantic panorama develops into view, and reveals a picture rarely met with by the stranger, Lugano proudly perched on the margin of the still dark lake, Mont Salvadore immediately in the front, rising like an immense tumulus from the promontory, stretching into the lake, the whole surrounded by mountains of every variety of form and colour; those on the opposite side of the lake to Lugano, embracing Monts Caprini and Generosa, rising perpendicularly from the bosom of the lake, rocky in some places, in others wooded from their summits to the water's edge. The scenery in our descent and approach to Lugano is supremely beautiful, and certainly may be entitled to rank as a highly favoured spot, such as is rarely met with, and scarcely can be equalled. Having passed the river Agno, one of the tributaries of the lake, we reach

Lugano (Hotels Corona, Suiszero, and Du Parc), situated on the lake of the same name, pop. 3,250, the capital of the Canton Tessin; its elevation above the sea is 900 feet. The town lies on the west side of the lake, between Monte Bré, on the east covered with villages, country seats, vineyards, citron and orange plantations, &c., and San Salvadore to the south-west. The finest view of the lake is seen from the tongue of land from San Marino and Castagnola. From these edifices we observe three convents and three monasteries.

Lugano contains but few churches; that of St. Lorenzo (the cathedral) as yet unfinished, that of Santa Maria Degli Angeli, situated close to the Hotel du Parc on the quay, and once belonging to the convent of same name, which was suppressed in 1853; the latter contains several paintings by Luini—the crucifixion and a madonna are among the best. The palace of the governor, the ground floor of which is converted into a café; the hospital, the foundations of which date from the 13th century; the handsome theatre, the only one in the canton, was originally the residence of the Archbishop of Como; several palaces, and handsome mansions, with a Statue of William Tell, by Vincent Vela, on the quay opposite Hotel du Parc, constitute the lions of Lugano. The town contains manufactories of paper, silk-thread, leather, &c.

The territory of Lugano was given by Maximilian Sforza, Duke of Milan, in the 15th century, to the Swiss confederation, for the assistance rendered by them in expelling the French from the country.

The most interesting excursions in the vicinity, and they are numerous, are the Park of Mr. Ciani, on the borders of the lake. The ascent of San Salvadore (a spent volcano) the summit of which is 2900 feet, wooded the whole way. It occupies 2 hours accompanied by a guide, to ascend, 2 frs., a horse, 5 frs. The view in front comprises the lake and the rich plains of Lombardy, as far as the cathedral of Milan; turning round, the opposite view displays the line of Alps, extending from the Splugen to Monte Rosa, a magnificent view. Among excursions around Lugano, occupying from 15 to 40 minutes, the following will be found most agreeable—Monts Bre, Melide, Agno, Ponte Tresa, the Convent of Bigoria, and Monte Caprino.

Lago Lugano. This lake resembles that of Lucerne in shape; it is a reunion of gulfs, called by different names, commencing at Porlezza, in Lombardy; it runs from north-west to south-west, to Lugano, 3 hours, and from Lugano south to Melidi, 1 hour, where it branches into two arms, one of which extends south to Capo Lago, 1½ hour. The other takes a south-west direction to Porto, 2 hours, from whence returning north-west, 1½ hour, it divides into two other branches, the principal of which in about one hour, stretches to the village of Agno, while the other about half an hour, descends to Ponte Tresa. The length of the lake may be taken at 14 miles (some say 18 miles), and the

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widest part about 3 miles, its depth 575 feet, its elevation 760 feet. It enjoys a delicious climate, an almost continual spring. Lago Lugano possesses other and striking characteristics in its diversified scenery; its several gulfs present a succession of varied pictures. The Lugano side of the lake is Swiss the opposite shore is Italian. Steamers traverse the lake daily between Lugano, Porlezza, and Capo Lago, see page 333.

LUGANO TO LAKE OF COMO, *viâ* PORLEZZA AND MENAGGIO. By steamer; fares, first class, 2fr., second class, 1fr.; one hour to Porlezza, calling by the way on the left shore at Castagnole, Gandria, Albocasia, and Drono. Drono is the Italian frontier; passports required here: the authorities cause no delay. Porlezza is beautifully situated at the base of an amphitheatre of hills. Diligence to Menaggio, 9 miles, two hours; fares, 2 fr. 50 c.; carriage with one horse, 5fr. 50c. The drive from lake to lake is very interesting. Principally uphill to within two miles of the lake of Como, near Piano and its tiny lake, where, after passing Croce, we commence descending the richest country imaginable, commanding the most sublime views of the rich and classic lake of Como with its surrounding scenery, the whole appearing at our feet; the Alps, extending from the Splugen to the Ortler Spitz, beyond the Valtelline are seen distinctly, and, although distant, appear close at hand. We arrive at MENAGGIO (Hotel Corona; Grand Hotel Victoria, "comfortable, reasonable, and beautifully situated."—W.P.P.) from whence boats are hired for different parts of the lake, but more frequently to Bellaggio and Gennazzini; fares, two rowers, 5fr. and *buonamano*. Steamers ply three times a-day up and down the lake, calling at the different towns in its course from Como to Colico, and vice versa. Menaggio is convenient, as being the landing place for Porlezza and Lake Lugano.

LUGANO TO COMO, *viâ* CAPO LAGO AND MENDRISIO. Distance, twenty miles; omnibus, 3fr.: Capo di Lago to Como, eleven miles, 2fr. The high road to Como runs between the lake and the base of Mount Salvadore, whose porphyry rocks, overhung with extensive green woods of many hues, have a beautiful effect. After skirting the lake, and crossing it, among enchanting scenery, for nine miles, we come to Capo Lago, the drive is preferable to the steamer from hence to Lugano. Fares by steamer, first class, 90 cents.; time, about half an hour. From the lake we proceed through a lovely and fruitful country for two miles to Mendrisio, pop. 1700, Hotel Angelo. The ascent of Mount Gornico is made from hence. The summit partakes of the scenery of Switzerland; it abounds in verdure and flowers, and abundance of wood. Near the town, on the side of the road, one of those interesting sights may be visited—a silk-winding factory in operation. Strangers are admitted and welcomed. Three miles further bring us to Chiasso, the Italian frontier; passports, and little delay at the custom-house. Four-and-a-half miles hence, through a highly cultivated and densely populated country bring us to Como; half an hour more, by a direct route leaving Como on the left brings us to Camerlata, on the Monza and Milan Railway.

For Railway from Lugano to Chiasso, &c, see page 240.

COMO.—Pop. 24,000: Hotels Angelo, l'Italia and Monte di Brianza, near the harbour, Hotel Corona, without the gate of Milan, is the best. The population of Como is chiefly employed in the manufacture of stucco images, and other ornaments, and the winding of silk and cotton. The city possesses little of interest or attraction for the tourist, except its splendid and picturesque Cathedral, Town hall, and the fine statue of Volta in the market-place; the surrounding scenery makes ample return for the deficiency of the town. Its history is of a remote date; the ancient city was taken and burnt by the Milanese in 1127 and 1271, it then became incorporated with the Duchy of Milan in 1335. It is the birth place of several distinguished men; Pliny the younger, Paul Jove, the Popes, Clement XIII. and Innocent X. Volta, and Canova, were born here. The Cathedral is the handsomest and most interesting of the ten churches of Como; it is a splendid structure, commenced in 1396, and finished in the 15th century. The Baptismal Chapel is after the design of Bramante, and is an elaborate piece of workmanship.

Omnibuses to the Milan Railway Station at Camerlata, one mile distant, every hour, fares, 50 c.; steam-boats ply three times a day from each end of the lake, from Como and from Colico, fares, 1st Class, 4 frs; 2nd Class, 2 frs. 10 c. There is a steamer leaves Como for Lecco, and *vice versâ*, in 3 hours, see page 332. Small boats are always ready; fares, 1 man, 1 fr. 50 c. to 2 frs. per hour; per day, 5 frs. each man. Bargain before starting, reserving the right to give *buonamano*. There is a char road on one side of the lake and a post road on the other.

The Lago di Como.—This lake is formed by the Adda and the Maira: it is 32 miles in length, and from two to three miles in width, is 1805 feet in depth, its elevation about 656 feet above the level of the sea. It resembles the letter Y in its form. At Bellaggio it divides into two branches, the one towards Como, the other descends to Lecco, from whence the Adda pursues its course to the river Po. The deep waters of the lake are abundantly supplied with fish of various kinds, among which are distinguished trout, some of a considerable size; luccio, a sort of whiting; tenca (tench); carpio, and of more importance than all the others, in point of profit, the agonl, of which there is much caught and sold throughout the country. The Lago di Como is incontestibly the most beautiful and picturesque of all the lakes in Europe; in fact, no other can compare with it for the sweetness of its climate, the richness of its shores, the varieties of its panoramas, the magnificence of its villas and sumptuous gardens. On the borders of the lake are excellent roads, communicating from one village to the other. The enchanting scenery of the Lago di Como is described in glowing terms by travellers from every clime. In every language and in every age its scenery and local beauties have been extolled. It evidently has been, and ever will remain, the elysium of the tourist.

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Ascending the Lake from Como to Colico, the various towns and places of interest will be taken as they are arrived at in succession. The letter *r*, right, and *l*, left, will indicate their position.

Ponte de Geno, once the Lazzaretto, now Villa Cornaggio, *l* Borgovico, Villas Battaglia, Mandolfa Raimondi, Brambella, *l*, Cernobbio, the Monastery Cluniceusi, Villa Calderara, Baroggi; above the village rises the lofty Monte Bisbino, of which the natives say, when the clouds rest on its summit, it portends rain, hence the verse.

"Vanne prendre l'umbrella,
Che Bisbino ha il suo capella."

(Gotake the umbrella, for Bisbino has on its hat.) Here is also a Sanctuary of the Madonna, Villa d' Este, now Ciani, once belonging to the unfortunate Princess of Wales; near to this is the extensive and excellent Hotel del Regina d' Inglaterra, beautifully situated and well patronised; Villa Pezzo, of the Count Muggiasco, afterwards became the property of the Archduke Rainerl, the gardens are very fine; Villa Curie, containing good paintings; *l* Moltrascio, celebrated for its grotioes so highly esteemed for preserving wines; the Villa Passalaqua, of splendid design and architecture; Belvio, a delicious climate, numerous country seats. Here are the Villas Pasta, Taglioni, Schovaloff, Mylius, &c.; *r* Torno, at one period this town rivalled Como for its arms and its commerce; the church is of interest, one of its doors dates from the 14th century. Villa Plinlana, constructed by Count G. Aguissolo, one of the four who were sworn to take the life of the Duke of Farnese, which tragedy took place at Piacenza; at the extremity of a court there is a fountain of intermittent water, issuing from a rock mentioned by Pliny the younger. This villa is certainly one of the most interesting sights on the Lake. *l* Ureocarate, a small village, whose inhabitants are engaged in boat building; villas Visconti and Battaglia. *l* Giuliano and Laglio; on the promontory of the latter stands the Villa Antongina, and the pyramidal monument to Giuseppe Franck. *l* Torriggio, a very picturesque and romantic situation, on the narrowest part of the lake. *r* The Molina, in the vicinity there is a mountain gorge, from whence issues a fine cascade. 60 feet in height; it is called "L'Orridio di Molina." *r* Nesso, with a fine waterfall. *l* Brienno; the houses composing this village rise one above the other, and from the lake they have the appearance of huge steps, leading to the top of an eminence. *r* Argegno, a small mercantile place from whence there is a good road, eight miles to the Lake of Lugano. *r* Lezzeno, noted for the excellence of its figs; they remain on the trees all the winter, and ripen in May; this village is situated in a kind of alcove at the foot of a dark mountain, hence these lines,

"Lezzeno della mala fortuna,
D'Estate senza sol, d'Inverno senza luna."
"Unfortunate Lezzeno,
Without sun in summer, in winter without moon."

l Colonna, with the fine cascade of Camoggia; it is supposed that this water comes by a subterraneous channel from the Lake of Lugano. *l* Sala, Villa Beccaria. *l* Isola Comacina, celebrated in the history of the Lombards, at which mediæval epoch it was well peopled, and fortified with high walls flanked with towers; at the present day the island is almost deserted, and nothing is met with beyond a few ruins of its former importance. *l* Campo Villa Balbianello, belonging to Cardinal Durini. *l* D'Osso de Lavedo, Villa Arconate: after passing the promontory, we enter the delicious scenery of Tremizzina. *l* Lermo, with its pretty church and Battistario of the 9th century; it is also interesting for its archæological history; the following towns and hamlets occur in succession, *l* Portozzo, Mizsogra, Bolvedro, Tremezzo, among which are the villas Busca, Cramer, Brentani, Giulini, &c. This is the finest point of view, and the loveliest part of all the lake, called "Tremezzina," in which are pretty good inns. In the vicinity, Villa Sommariva, or Carlotta, the most majestic of all others around the Lake of Como; it belonged originally to Count G. B. Sommariva, and built at a cost of £32,000, and sold for £20,000 in 1843, to Prince Albert of Prussia, and took the name of Carlotta, from being occupied by the Princess of Prussia. It is now the property of her husband the Duke of Saxe Meiningen. It is exquisitely situated in the midst of delicious gardens, supported with terraces overlooking the lake, and containing a precious collection of objects of the fine arts. No one should neglect to visit this Palace; a fee of 1 fr. to the custodian suffices. Its paintings and statuary are renowned. Among the latter, "Mars departing for the War, delayed by Venus," by Aquisti. "The Triumphal Entry of Alexander the Great into Babylon," a stupendous basso relievo, by Thorwaldsen. The choice of all, perhaps, are the three following:—"Amore and Psyche," "Palamedes," and the "Magdalene," by Canova. "The Embrace of Romeo and Juliet," by Hayez; "Perseus and Andromeda," by Mongez; "The Death of Attila," by Jorden; "Virgil reading his Sixth Book of Æneid to Augustus," by Wicard; a fine Landscape, by Breughel; "Cupid and Venus," by Serangli; "The Portrait of Laura," by Agricola; "The Sepulchre containing the Ashes of Themistocles," by Bassi; a "St. John," by G. Ferrari; "Vulcan tempering the Arrow of Cupid in the presence of Mars and Venus," a fresco transferred on to wood, by Bernardino Luini; "The Portrait of a Lady," by Leonardo da Vinci; an "Achilles," by Appiani. The Marble Sepulchre of Count John Sommariva, by Marchese. In the Chapel, which is embellished with statuary, there are two beautiful bassi relievi, one by Tenerani, on the tomb of Luigi Sommariva; the other by Marchese, represents Giovanni Sommariva counselling his son to cultivate the arts which had contributed so much happiness to his parent. *l* Cadenabbia (Hotel Belle Vue) and Majolica Villa Records (Alberro della Villa di Milano), towns on the shores of the lake. It is recommended to travellers who wish to take the scenery of the lake in detail, either to sleep at Bellaggio, or stop here for the night; it requires half a day to do justice to all that is to be seen in and about the Villa Carlotta; there is a Church of England

service here on Sundays throughout the season. r Bellaggio, Hotels Gennazzini, Gran Bretagna, and Hotel Grandi. This village is beautifully situated in the angle which separates the lake into two branches. The villa Serbelloni to the east, is in one of the loveliest situations imaginable; it commands the different branches of the lake; the gardens are remarkably fine; fee, 1 fr. to custodian. Ascend to the highest point for the most extensive view. Observe the variety of flowers met with on the way.

Venna, perched high and secure in the mountains above the village. During the mediæval epoch this was the retreat and refuge for the brigands. Villa Frizzoni, situated on the margin of the lake, Villa Trotti and Polde Pezzoli, and on a rise, Villa Melzi, erected by F. Melzi, vice-president of the Italian republic, famous for the richness of its flowers; here is seen the portrait from life of Napoleon, by Andrea Appiani, in the chapel, a sepulchral canopy by Nisi, a statue of the Saviour by Comelli, and a *chiaroscuro* by Montecelle, the beautiful designs by Albertolli, and those of the figures by G. Bossi; this artist designed the arc of the door (*sopra porte*) which represents Leonardo da Vinci teaching his pupil Francesco Melzi the art of designing; in this composition is represented the actual likeness of Leonardo, who at his demise left his studio and its contents to his favourite pupil F. Melzi, who continued for some time the school of painting left him by his illustrious friend and master. There is a beautiful design representing Parnassus, attributed to Lavelli, in the garden, and also an exquisite group, Dante and Beatrice, by Comelli. The Villa Ginlia, late the retreat of Leopold king of the Belgians; this palace has been extensively restored and embellished, and spring water has been conveyed from the mountains at a great outlay. *l*, Menaggio,—Hotel Corona—a lively commercial town; this is the landing-place for the road to Porlezza and Lake of Lugano. *r*, Fiumelatte, this village derives its name from a rapid stream, whose waters have the singular property of becoming colder as the summer heat increases; this torrent issues from a cavern in the rocks, 1000 feet in height, and precipitates itself perpendicularly over the rocks into the lake below; for nearly a mile the vehemence with which this river pursues its rapid course covers it with foam of the colour of milk, hence the name Fiumelatte, (river of milk).

To the right, Varenna, a village in front of Menaggio, on the Spligen road; in the vicinity are long galleries; the scenery here is most charming. Situated on the heights above this village there is an excellent hotel and *pension* at the hydropathic establishment of Rigoledo, containing more than 200 rooms, admirably kept. Tourists may here recruit the fatigues of travel; the hotel is clean, and comfortable, and the charges are reasonable, 6 fra.

On the left, Rezzonico, with ruins of a castle of the 13th century, and the remarkable Sasso Rancio (orange rock), from which it is recorded that many of the Russians passing in 1799 were precipitated into a premature grave. *l*, Bellano, at the foo: of mont Grigna, 7415 feet, is the country residence of the Archbishop of Milan. A handsome church constructed by Azzone and Giovanni Visconti, manufactory of iron, wire, &c., the birth-place of Tommaso Grassi; the savage gorge formed by the river Pioverna, and the old castle, should be visited. *l*, Cremia; in the church is seen a painting by Paul Veronese, representing St. Michael and the Archangel. *l*, Musso, which still retains a portion of its ancient castle, of triple fortifications, constructed by General Trevulzi, afterwards occupied by Giovanni de Medici, who caused to be constructed secret chambers pierced in the rock for the purpose of coining money. *l*, Dongo, originally founded by a colony of Etruscans. *l*, Algiasco, celebrated for its mines of pure white marble. *l*, Gravedona (Hotel del Sasso), a remarkable town, teeming with richness in architecture and design, and objects worthy the inspection of the antiquarian and the man of taste. The church of Vincenso, fine in architecture, and possessing some rare paintings, seen in the chapels of St. Girolamo, St. Rigio, and St. Orsola; the ceiling is elaborate, and of great antiquity; it is covered with exquisite ornamental enrichments; under the altar is seen the ancient oratory of St. Anthony, in the Lombard style, and containing a painting of the eighth century. In the vicinity, and immediately on the shores of the lake, is the Battistario of Santa Maria; the façade, constructed of gray and white marble blocks, in alternate layers, is embellished with numerous bassi-relievi; above the entrance rises the tower. In the interior is a gallery containing antique paintings, &c., and in the centre is placed the font; the churches of St. Gusmeo and Matteo possess some good paintings; a mile distant from the road is seen in the church of Peglio, "The Last Judgment," and "l'Inferno," St. Eusebio appearing to the Emperor Costanzo, several of the Saints, with Beata Virgina, magnificent works of art, principally by Fiammenghino. One hour from Gravedona we join, on the left, Livo; its church is embellished with frescoes of the quattro and cinquecento style. *r*, Pioria, with a church of the seventh century, now reconstructed, an ex-convant of Friars of the Order of St. Antonia del Tau, of date 1252; *l*, Domaso, in front of Colico, the seat of commerce with the Valtelline. *l*, Gera, a village situated at the mouth of the Adda, surrounded by malaria. *l*, Sorico once well-peopled, now almost abandoned, in consequence of malaria. *r*, Colico, once possessing a large population, which is now greatly diminished, its vicinity to the Lagoons rendering it unhealthy; in the neighbouring country there is nothing but vast plains and stagnant waters, which are called by the natives, the "Pian de Spagna;" near this are the ruins of the castle of Fuentes. Here is the station of the diligences to the Stelvio and the Spingen. For steamers, see page 332.

Lago di Lecco.—A branch of Lago di Como Lecco, Pop., 6470, the most important town is Comascio; here is held every Saturday a much-frequented market, and a fair annually. Of the once extensive castle nothing remains but ruins. The bridge on the Adda, the Theatre, the Bovara, should be visited and the Casa Bovara contains

some good paintings, and a collection of antiquities. Lecco possesses manufactories of iron, silk, cotton, and paper; it was in the environs of Lecco where Alessandro Manzoni passed his youthful days; here he conceived the scene of his "*Promessi Sposi*."

Lago d'Iseo.—An excursion can be made to this interesting Lake, by leaving the railway station of Palazzola, a neat little town of some trade, having a ruined castle in its vicinity; proceed by diligence 14 miles to Iseo; fare, 1 fr. 50 cents.; cross the Lake by steamer to Sarnico on the south side; fare 1 fr. 50 cents., thence to Lavore at the head of the Lake on the north side; fare 1 fr. 50c.

This beautifully situated lake is formed by the river Oglio, is about 17 miles in length, and from 1 to 2 miles in breadth; its waters are limpid, and contain a variety of excellent fish. The country around is picturesque, the lake is encircled by hills sloping to its margin, which are highly cultivated and thickly populated. The vine, the fig, the mulberry, and every other tree common to Italy are found here. The shores of the lake are studded with numerous thriving towns, pretty hamlets, and villas, surrounded by luxuriant gardens and pleasure grounds; their richly clad terraces may be seen decked with the rose, the hydrangia, the myrtle, the oleander, &c.; vines, festooned and hanging over the walks intermingled with a variety of flowering creepers, while rising from the lawns are seen in classic vases, the Indian fig and American aloe, the whole encircled by orange and lemon groves, hedged in by tall dark cypress trees. Directing the eye farther into this perspective, a handsome church, or tall campanile is seen emerging from among groups of the stately Italian pines. This magnificent picture terminates with the lofty range of the Swiss and Tyrolese Alps clad in snow. There are excellent roads throughout the country, and a drive through the exquisite scenery on the shores of the lake will amply repay the traveller.

Lavore possesses a good harbour, and a handsome church, and contains an establishment of some repute, the academy of Todine, embracing music, design, and objects of the fine arts. A short excursion up the Val Camonica on the banks of the Oglio, to the pretty town of Brena, about 14 miles, is worthy the traveller's notice, and he will find the charges in the inns, and the hire of conveyances, much more moderate than on the line of railway; the drive is beautiful, and replete with every thing that can delight the eye. Brena has a gothic church, and a castle, and in its vicinity there is a tunnel some 3000 mètres in length, leading into the Tyrol.

Lago di Garda.—The traveller wishing to visit this picturesque lake, should take it on his way from the Tyrol to Italy, in which case he will leave the railway at Roveredo, and proceed for 20 miles by diligence, over an excellent road to Riva, on the upper or north end of the lake. On the other hand, going from Italy to the Tyrol, he will leave the rail at Peschiera or Desenzano. Steamboats ascend and descend the lake between Peschiera and Riva, (Austrian Tyrolese frontier, passport examined,) in 3½ hours; fares, 1st class, 3 frs. 60 cents., 2nd class, 2 frs. These steamers correspond with the diligences and railways at each end of the lake, see page 331. Some of the steamers from Desenzano only traverse part of the lake and return. The Lago di Garda is formed by the river Sarca and several other small streams, among which are the Varrone, and the Torento Albola. It commences at Riva di Trienti, and terminates at Peschiera, situated on a small island at the lower or south end of the lake, from whence it forms the Mincio, which after forming the Lago di Mantua, debouches, and a few miles farther, unites with the river Po. The lake is situated between two chains of mountains; from south to north it is 34 miles in length, by about 4 to 10 in breadth, and its depth is about 985 feet. In the summer it rises from 4 to 5 feet during the melting of the snows, and heavy rains, in the Alps. Its ancient name was Benacus, the name of a city on its shores long since destroyed. This lake is frequently subject to storms and squalls from the mountains, which render its navigation dangerous in sailing boats, at certain seasons. In 1860, a fearful and sudden storm arose on the lake, which caused, in the space of three hours, the loss of 60 persons; hence Virgil's reason for saying "Fluctibus et fremitu assurgens Benace marino." In this lake are found abundance of various kinds of fish; sardelli, trout, carpione, (the latter held in high repute by ancient epicures,) and the sceppi. There are three small islands rising from the lake, that of Trematone about the centre, is occupied with the villa and gardens of Count Lecchi, which are well worth seeing, being rich in the collection of choice flowers, shrubs, and evergreens; the walks are shaded by delicious groves of orange and lemon trees. The proprietor is very liberal, and allows the public to land and visit the palace and grounds, a fee of 1 to 2 frs. to custodian. If any one is desirous of knowing what a mosquito is let him stop at Salo on the Lake.

Desenzano—Pop. 3450.—(Hotel Vittoria and Albergo Imperiale.)

One mile from the railway station, (conveyance to the trains), half-an-hour distant from Peschiera. The situation of this town at the bottom or south end of the lake, is very beautiful, surrounded by forests of orange, lemon, and all sorts of fruit trees. The apples, and particularly the pears of this locality are highly esteemed for the excellence of their quality, and delicious flavour. Projecting for some distance into the lake, and not far distant from the town, is a tongue of land called the promontory of Sermione. Here Catullus, the poet, seduced by the attractions of the lake, resolved to fix his abode. The ruins found there are called the "Grotto di Catullo."

In describing the scenery while ascending the lake, the words right, and left, will indicate the positions of the towns and villages on its shores. The mountains on the west are lofty and grand, their sides displaying valleys with deep ravines, producing bold, wild scenery, in the midst of luxuriant groves of lemon and forest trees, which descend to the shores of the lake. The opposite shore to the

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east is fertile and interesting, but far inferior to the western side, yet productive in wine, oil, corn, figs, &c.

Leaving Desenzano, we come to Peschiera, on the right, (Pop., 1700), forming part of the famous Quadrilateral, and containing a small harbour for the tiny fleet of gunboats and steamers belonging to Austria; this town is distant from Verona 15, and Mantua 20 miles. On the left Manerbio, which is said by antiquarians to occupy the site of the temple of Minerva, is surrounded with lemon and orange groves, and other fruit trees. On the right, Bardolino, with its small harbour and the handsome villa Gianfilipi; the town is constructed in the form of an amphitheatre. To the left Salo, population 3000, a bustling, commercial town of some trade; its situation is singularly beautiful, surrounded by one vast garden of rich landscape, teeming with every kind of fruit, and backed by lofty mountains, hanging as it were over the lake. On the left, Gardore and Maderno, containing a pretty gothic church, and an extensive paper manufactory; it is thought that the latter town occupies the site of the ancient city of Benacus. On the right, Garda, from whence the lake derives its name; in its vicinity are the villas Albertini and Bozza; there is an old fort here also; the surrounding country is fertile in corn and wine. To the left, Tremosine, with quarries of limestone. On the right, St. Vigilio, a point of land projecting into the lake covered with olives and fig-trees. On the left, Limone, one of the principal steamboat stations, deriving its name from the quantity of lemons grown in its vicinity and exported hence; it is a charming spot. On the right, Torre, containing an old castle, and in its vicinity extensive quarries and beautiful gardens. On the left, Panal; behind this village is seen the magnificent cascade of Ledro, which has a fall of 200 feet; the surrounding scenery is very beautiful. On the right, Massisina; here is an old fort, attributed to the Venetians; this town is immediately under Mount Baldo, which appears comparatively bare as it hangs over the castle. We are now in the Tyrol, and shortly reach Riva, at the head of the Lake, Pop., 5000, Hotel, Il Sole, Giardino. This town is the principal port of the lake, and the steamboat station; it is a place of considerable importance from the trade carried on between Italy and the Tyrol; there are six fairs held here annually. Surrounded on three sides by lofty mountains, and by the shores of the beautiful lake on the other, its lovely position entitles it to be called the paradise of the South Alps. The Rocca castle on the lake was built by the Scaligeri family. There is a fine promenade in the colonnade on the little harbour. Diligences several times daily, corresponding with the steamers and railway trains. To Roveredo, 20 miles in 2½ hours, fares, 3 and 4 frs.

ITINERARY OF ROUTES.

ROUTE 1.

Paris through Bale to Lucerne, the St. Gothard, the Grisons, Splugen, and Lake of Como.

Paris to Basle, through Strasbourg, 643 kil. (428 m.) Time, 15 h. 55 m. Fares, 1st class, 72 fr.; 2nd class, 54 fr. (4 Trains a day.) By Chaumont, 524 kil. (342 m.) (4 Trains a day), 12 h. 35 m.; 1st class, 58 fr. 20 c.; 2nd class 44 fr.

Omnibus to the town, 50 c. Cabs, 15 minutes, 1 or 2 persons, 80 c., 3 or 4 persons, 1 fr. 20 c.; Boxes, 20 c. Post and Telegraph, Freien-strasse.

Basle—Population 44,838, clean dreary streets, Pietist and commercially spirited population. Remarkable ribbon manufactures and much trade with America.

Monuments—Münster (Cathedral) fine red sand stone edifice. Remarkable tomb of Œcolampadius and other reformers. The University has had eminent professors, Euler, Plater, De Wette, &c.

Museum—Library (open 1 to 3) 80,000 vols., 4,000 MSS., some very remarkable. Interesting Collections—Natural History, Physics, Medals, &c. Picture Gallery.—Among the paintings are some cartoons of Cornelius of Munich, paintings of Albert Dürer, Carraccis, Lanfranc &c.

Basle is an interesting old town, near Augusta Rauracorum, a great place in Roman times, and washed by the rapid clear current of the Rhine. Proceeding to Lucerne. 93 kil. (62 m.) Fares, 1st class, 9 fr. 85 c.; 2nd class, 6 fr. 95 c., 3 h. 20 m. Fast morning Train direct. Only remarkable place en route is Sempach, 15 kil. (10 m.) from Lucerne, memorable as the spot where the Swiss hero Arnold Von Winkelried drew the enemy's lances on his dauntless breast, thus clearing a way for his countrymen and for victory (July 9th, 1386.)

Lucerne.—14,525 inhabitants. Great centre, in summer often overcrowded.

Monuments at Lucerne:—Church of St. Leger has a grand organ and ring of bells, and some good paintings of the Swiss painter Deschwanden. The arsenal contains arms of William Tell and Zwingli, &c. The monument of the Lion in the solid rock, made from plans of Thorwaldsen, to honour the Swiss Guard who fell at Paris August 10, 1792, is a fine work of art. Lucerne is surrounded with interesting walks. The principal excursions are:—1. Up Pilatus. 2. To Meyringen (Route 1), over the Brunig. 3. To Engelberg. 4. The Right. 5. To Uri (up the lake) and St. Gothard. To pass just encomiums on the points visited in these excursions would only be a repetition of superlatives. Suffice it to say that the Right panorama is considered perhaps the grandest lake panorama in the world, and that the view

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from Pilatus is even grander in point of mountain scenery. We shall rest satisfied with making the access to all these natural charms as easy as possible. 1. To ascend Mont Pilatus. Steamer or carriage to Hergiswyl, 1½ l. (3¾ m.) Omnibus twice a day, 1 fr. From Hergiswyl good mule path to Blättler Hotel, 4 hours from Lucerne (on the ridge between the two summits), Klimsenhorn, and Esel. Klimsenhorn and Tomlishorn command a great part of the Oberland chain. 2. Over Brunig to Meyringen and Brienz, 11 l. (33 m.), 2 diligences daily in 6 h. 40 m., 7 fr. 65 c.; or steamer to Alpnach 3 times a day. Hotels Pilatus and Schlussel. Sarnen, 1 hour from Alpnach, capital of Obwald. Adler, Sarnerhof Hotels.—Arnold of Melchthal, one of the founders of Swiss liberty at the Grutli, (see further on) lived near here. Next place Lungern, on a lake that has been partly drained. Brunig, Lowe hotels, 3 h. 30 m. from Brienz. Brunig (3,135 ft.) offers pleasing views; soon after strike Hasli road, and, leaving Meyringen to the left, you reach Brienz, Brienzwyler; Hotel Bär. 3. To Engelberg monastery, in the midst of emerald pastures and cascades, 3 times a day; steamer from Lucerne to Stanzstad, ¾ h. Diligence thence to Stanz, 1 fr. 95 c.; 1-horse carriage from Stanzstad to Engelberg, 12 f.; 2-horse, 20 f. You can go from Lucerne to Engelberg and back in a day. Engelberg is a great place for cheese. Stanz, on the way, capital of Nidwald; Hotels Engel, Krone. Pensions Mettler, Breiten, Christen; is interesting from its association with the great Swiss patriot Nicolas von der Flue, who lived a life of solitude and prayer near here, and saved his country from civil war 1481. Fountain and statue of Arnold von Winkelried. At Engelberg Pensions Catani and Muller. Hotel Engelberg, 4 to 5 f. per day. Excursions innumerable and delightful; wild passes to Altdorf, in Uri, and to Hasli. Ascent of Titlis, 10,620 feet—not dangerous—view indescribable.

The Righi is in fact a ridge N.E. of the Lake of Lucerne, between it and Lake of Zug. May be reached in many ways —1st. Lucerne to Kussnacht, steamers three times a day (50 min.) Hotels, Seehof, Adler. Hohlengasse and chapel of Tell, where he shot Gessler (½ of an hour). From Kussnacht to Righi Kulm, 3 h. 15 m.

2nd, Steam to Wäggis. Ascent 3 h. 30 m. Best ascent from Zurich. Rail to Zug. Steamer from Zug to Immensee. Immensee to Kulm, 3½ h. Arth (also near Zug) to Kulm, 3½ h. Gersau, a lovely village higher up Lake of Lucerne, by Righi Scheidegg 4 l. (12 m.), has finest views of all. Righi consists of four principal points:—Righi-Kulm, 5541 ft.; 2 Hotels. Righi Staffel, 4880 ft. (½ l. ¾ m.), lower down; one hotel. Righi Kaltbad, 4436 ft. (½ l. 2½ miles), below Staffel; very fine hotel and sanitary establishment (150 beds). Excellent centre for botanising. Righi Scheidegg, 5073 ft., S.W. of Kulm; another fine establishment (150 beds). Great sight sunrise from Kulm. You are roused by a bell If Alpenglühen or rosy tints on snows are seen, the sublimity of the scene is prayerful. Finest lake view in the world. See p. 505. At Gersau good quarters. Pension Muller, Sonne. Excursion up Lake of Lucerne to St Gothard. Direct route to Milan by Lago Maggiore. Time 29 h.; 1st class, 44fr. 6c.; 2nd class, 37fr. 81c.

From Lucerne six steamers a day to Fluelen, head of lake (2 h. 30 m.) Upper basin, Urner See, savage scene, with high precipices descending sheer into the dark waters, the scene of Tell's exploits. Points to visit, Tellen Platte, where he leapt on shore from Gessler's boat, (little chapel), Grütli, where the three Swiss, swore to free their country from the Austrian yoke. Near the Grütli, Frohnalpstock, fine view; 5430 ft., 4 l. (12 m.) from Brunnen. Fare from Lucerne by steamer 3 fr. Near it, Pension of Stoss. Row boat may be taken from Brunnen to Treib, 1½ fr. Thence ascend to Seelisberg, Pension Sonnenberg, 1 l (3 m); 1 horse, 6 fr.; porters, 2 to 3 fr.; price of pension, 4 to 5 fr. Delightful centre. Superb views close to house.

Pursuing main route to Fluelen, (Adler, Post, hotels). Omnibuses to Altdorf, 50 c. Altdorf, the scene of many of Tell's exploits, especially the shot at the apple. Hotel Adler, Goldener Kreuz (telegraph and post). Lion. Visit spots hallowed by traditions with Tell. Good paintings in the church.

Burglen, ½ l. (1½ m.), Tell's birthplace, where the house of this hero is still shown. Altdorf to Bellinzona, Magadino, head of Lago Maggiore; 2 diligences, 14 h. 15 m.; 23 fr.

Road up Reussthal from Altdorf takes you through Amstäg (Hotels: Hirsch, Stern, Lowe), (3 hrs.), Wasen (Ox Hotel), 2 h. 30 m. at mouth of branch pass to Meyringen (Route A) by Susten Joch; then reaches a chaos of rocks and roaring torrents, passing the Devil's Bridge and Urnerloch (tunnel) to Andermatt (Pension St. Gothard, Post, Krone). Much fighting in this terrible Reuss Thal, between Suwarof and his Russians and the French in 1799. Passing Lake Lucendro, source of the Reuss, you come to the St. Gothard Hospice (15 beds), a very charitable institution.

Descent by Val Tremola to Airolo (Hotel Poste), and following the splendid Ticino, rich in trout, through scenery, glorious beyond compare, rocks, woods, and cascades, Italy in her beauty bursting upon you at every step, you come to Feriolo (Hotels Angelo, Sole), Biasca (Hotel Unione). you pass spots noted for actions with Italians, shewing Swiss heroism. Arbedo, and Saint Giacomo, you come to Bellinzona (Hotel de Ville, Angelo), with very old church of San Biaggio.

3 h. 30 m. from Bellinzona is Locarno see pp. 241 498, (Hotels: Corona, recommended; Angelo), in a relaxing district, close to head of Lago Maggiore. 4 h. 30 m. from Bellinzona the road passes by Monte Cenere to Lugano, largest town of Tessin, on charming lake of that name (Hotel du Parc Suisse, Corona); good centre for excursions; 5597

inh. Church of Santa Maria degli Angeli has fine paintings. Ascend Monte Salvatore, 2 h.; guide, 4 fr. View over Grisons, Lombardy, Pennine chain, &c. Height, 2797 ft. Monte Bre. Height, 930 metres; 2 h. 30 m. Fine view.

Camoghe, 6 h. 30 m; height. 2226 mètres You see the Tyrol Alps from it. Monte Generoso, 5 or 6 h., half way to Como. Figs and chestnuts at its base; 2 inns 2 h. from top. Height, 3700 ft. There is an excellent Hotel and Pension, kept by Dr. Pasta on "Monte Generoso." Telegraphic wire to the Hotel. Divine Service every Sunday. Mendrisio, 2½ h. from Lugano. Ascension 4 to 5 h. from Mendrisio. Lugano to Como, by lake to Capolago, 1 fr. 60c. Omnibus from Capolago to Como, 2 fr. 10 c. By land to Cameriata, diligences twice a day, 3 h. 35 m.; 5 fr. 40 c. and 4 fr. 50 c.

The following interesting tour via the Stelvio, &c., occupies altogether about 6 days.

From Innsbruck to Colico ..... 2 days.

[Or four days, resting at night, says a Correspondent. Thus—"Leave Innsbrück at 5 a.m. by diligence for Landeck; reached at 5 or 6 p.m. Next day, leave at 5.30 a.m. for Mals; reached at 4 or 5 p.m. Leave Mals early next morning, cross the Stelvio, to the New Baths of Bormio, about 4.30 p.m. As no diligence leaves Bormio earlier than 11 a.m., I had, after bathing and dining, to hire a one-horse carriage, and leave about ten at night to get to Tirano in time for the 4 a.m. diligence to Colico; which I reached at 4 a.m. the next day, making four days of steady diligence travelling, averaging 10 to 12 hours a day."—Rev. T. C.]

Proceed from Colico by steamer to Como, return from thence and sleep at Bellaggio, 1 day.
Cross the lake to Menaggio by boat, thence by diligence or carriage to Porlezza, by steamer (on Lago di Lugano) to Lugano, by diligence to Luino, by steamer (on Lago Maggiore) to Arona ..... 1 day.
From Arona, visit the statue of St. Giovanni de Borromeo, by steamer to Isola Bella, by steamer or small boat to Baveno, by diligence or carriage to Domo d'Ossola... 1 day.
From d'Ossola to Simplon, Brieg and Sierre 1 day.
Or by ascending the Lake from Isola Bella or Baveno to Locarno or Magadino, thence to Bellinzona, either of the passes Bernardino or St. Gothard may be substituted; time and expense being about equal to those of the Simplon.

Probable expense of the 6 days' tour from Innsbruck to Sierre, by the Stelvio, and the Valtelline.

	fr.	c.
Innsbruck to Colico, (273 miles)	55	0
Colico to Como, by Lago di Como, (36 mls.)	4	50
Como return to Bellaggio, (20 miles)	2	0
Cross the Lake by boat to Menaggio, (3 mls.)	6	0
Diligence, or carriage, to Porlezza, (8 m.)...	5	50
Steamer to Lugano, on Lago Lugano, (16 m.)	2	50
Diligence to Luino, on Lago Maggiore (12 m.)	3	50
By steamer to Arona, (20 miles)	2	85
Steamer to Isola Bella, 2fr.; Baveno, 1 fr. to 3 fr.; boat to Isola Bella, 5fr., (14 miles)	10	0
Diligence to Domo d'Ossola and Sion (94 m)	38	0
Total time, six days; distance 474 miles		
Expense	120	85

ROUTE 2.

Paris to Zurich, Grisons, the Splugen, and Lake of Como.

As far as Lucerne, consult Route 1.

From Lucerne to Zurich, rail: fares, 1st class, 6 fr. 50 c.; 2nd class, 4 fr. 55 c. Direct Route from Bale to Zurich, N. E. line, 6 trains a day. Fast trains in 3½ h. Fares, 1st class, 10 fr. 20 c. 2nd class, 7 fr. 5 c. Passes Aarau (Hotels Sauvage, Ochs. and Horse) 5100 inh. Residence of Zschokke, Castle of Habsburg, ruins of Roman city Vindonissa, and Baths of Baden. Hotels: Bahnhof, Balance, Linden, &c. Temperature, 38° to 40° Reaumur.

Zurich—Omnibus from station to town, 50 c. each box, 20 c.; cabs, station to town, for two persons, 80 c.; 3 or 4 persons, 1 fr. 20 c. Hotels, Baur by the lake, one of the first in Switzerland; Baur in the town—(see advertisements.) Post and Telegraph opposite Hotel Baur. Steamers at the Bauschanze. Pop. 19,753. Zwingli preached the Reformation in its cathedral. The town library has 3000 MSS, including Lady Jane Grey's in Latin Zwingli's, Lavater's, &c. Many scientific collections and lacustrine antiquities of the primitive population of this part of Switzerland. Polytechnicum, a fine modern edifice with lecture halls, collections, &c. The University was founded 1832: Walks; Katze bastion; Botanic garden; fine lake view; Bauschanze; Lindenhof; Steamboats up lake twice a day to Schmerikon, six to Rapperschwyl, 8 hrs., 25 ml. to former; Lake smiling and graceful, snowy Alps in back ground.

EXCURSIONS FROM ZURICH.—To Schaffhausen, rail, 1 h. 50 m.; fare, 1st class, 6 fr.; 2nd class, 4 fr. 20 c. Falls, 45 min. on either side of Rhine; omnibus at station. Near Falls, Hotels Bellevue and Schweizerhof right bank, Lauffen left. The Falls are a kind of pocket Niagara.

Zurich to Stachelberg baths in Glarus; rail to Glarus by Wesen, 1st class, 8 fr. 80 c.; 2nd class, 6 fr. 15 c. From Glarus, diligence twice a day to Stachelberg 2 h., 2 fr. 30 c. Large bath hotel, and an annex at Linththal; romantic scenery, many waterfalls. Pantenbrucke 2 l. (6 ml.) Ascension of Todi (11,183 ft.)

Zurich to Chur direct by rail, passing Lake of Wallenstadt, 4 trains a day, 1st class, 13 fr. 70 c.; 2nd class, 8 fr. 80 c. Banks of Lake of Wesen, sheer precipices furrowed by torrents. Ragatz, at mouth of Pfäffers Gorge, Hof Ragatz, 125 rooms; Pension Anderes, Hotel Suisse, 50 rooms; Pfäffers waters brought here in pipes. Overcrowded in summer; Pfäffers baths and Kalfeuser should be visited; Drive requires precautions. Baths gloomy in an awful cleft (30° Reaumur).

Chur, capital of Grisons, near the Rhine. Hotels Steinbock, Lukmanier, Stern. Every day diligences half an hour after the arrival of the train, to Via Mala and Spingen, 2 times a day; to Engadin, 2. Chur to Chiavenna, 19 l. (57 ml.) 13 h.,

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21 fr. and 18 fr.; to Milan this way, steaming down Lake of Como, 44 l. (132 m.) 29 h., 36 fr. 65 c. and 28 f. 50 c.

Turin, by Bellinzona, over Bernardin 69 l. (197 m.) 36 h., 47 fr. 85 c. and 40 fr.

Genoa, by Bellinzona, 77½ l. (231½ m. 38 h. 1st class, 47 fr.; 2nd class, 42 fr. 70 c. To Samaden 17 l. (51 ml.) 13 h.; 17 f. 25 c., and 14 f. 70c. To St. Moritz (Upper Engadin) 16½ l. (49½ ml.) 12½ h., 16 fr. and 13 fr. 60 c.

Chur is an interesting town. The country and people are interesting too, the latter being a mixed race, some think of partly Etruscan origin, speaking a corruption of the Latin in some valleys (*Romantsch* and *Ladin*). Pop. 7400. Cathedral mediæval; a Roman mosaic in crypt; good wood sculpture; metal work of great value; precious antiquities (8th century); Marcoet tower of the Roman times; good cabinet of Natural history; curious archives.

EXCURSIONS.—Statzerhorn 5½ l. (16½ m.); grand panorama of Grisons mountains; Calanda (8650 ft.) 8 h. Statzerhorn has a finer view.

Over Splugen to Lake of Como and Milan. 21 h. 40 m. 44 2-8th l. (132⅔ ml).

Grandest scene the Via Mala. Rhine thunders below out of sight in a cleft, 130 metres deep. Its storm of 1834, Aug. 27. water rose to within a few feet of one of the bridges.

Splugen Village —Hotel Post. Col Splugen, height 6,900 ft., descent through many galleries, among many cascades. 19 h. 30 m. from Chur, is Chiavenna. Hotels —Corradi, Chian d'Oro. 3000 inhabitants. Very old church, San Lorenzo. Lower valley of the Mera is marshy and unhealthy. Before arriving at Colico you come to Adda, and road to Stelvio Pass into Tyrol by Bormio. (See further on).

Colico.—Hotels, Albergo del Lago; Isola Bella. Steamers twice a day to Como, in summer; time 3 h.

Unnecessary to expatiate on lake of Como, its beauties have been appreciated and described in all ages. See page 562. It is admittedly the queen of European lakes in point of beauty. Its banks are crowded with villages and villas in enchanting positions; but Bellaggio where it forks into two branches (right to Como, left to Lecco) is the favourite spot. Menaggio (Corona Inn) is at widest part of lake. Road to Menaggio, lake of Lugano, 2 h. 30 m. E. Gittana has a thermal establishment at Regolado.

Varenna.—Hotel Albergo Reale, is near a cascade of 900 ft. Fiume di Latti. Tremezzo.—Hotel Baxioni, near villa Carlotta or Sommariva with splendid gardens, pictures, sculptures of Thorwaldsen, Canova, &c. Bellaggio.—Hotel Gran Bretagna; villa Melzi and villa Serbelloni are remarkable for beauty of position and works of art.

RIGHT FORK.—Passing the villa Pliniana with intermittent spring, Palazzo Odescalchi, villas Taglioni, Pasta, Tanzi, &c. You come to

Como.—Hotel L'Italia; Angelo. 24,350 inh. a city of Roman origin. The Cathedral is a fine edifice with paintings of Luini, Ferrari, &c. The Lyceum has some ancient columns. In the Palazzo Galletti is a painting of Leonardo da Vinci.

EXCURSIONS.—Ascent of Bisbino, 1316 metres, with fine lake view. Visit to Barbarossa's tower. Omnibus to Camerlata. 30 mls., 50 c. Rail to Milan, 45 kil. (30 mls.); time. 1 h. 25 min. Fares: 1st class, 5 f. 45 c.; 2nd class, 4 f.

For MILAN, see page 520.

The ENGADIN or INN VALLEY. Two roads lead from Chur to the Engadin. First, by the Julier Pass. 18 l. (54 m.): diligence every day, 13 h., 14 f. 70 c. Passes Tiefenkasten in a deep gorge at the entrance of the Oberhalbstein valley, Hotel Post, Albula, (3 h. 35 m. from Chur). Stalla or Bivio is at the junction of the Julier and Septimer Julier Col, 2287 metres. Other route is by Maloggia, 11 h.; diligences every day, 9 f. 60 c. Road goes up Val Bregaglia, by Casaccia and Vicosoprano (good inn) to Chiavenna. Col Maloggia 6,180 feet high, is the watershed for streams flowing to the Black Sea, by the Inn, and the Adriatic by the Mera. Descending amidst cascades to Lake of Sils you pass Silva Plana, and reach Saint Morits. These Baths have come into much repute of late. The air is bracing in summer and the excursions are enchanting. In the village of St. Moritz, Hotel Badratt, Pension Fuller, and Zum Engadiner Kulm. 25 min. from it Baths of St. Moritz, 130 rooms. Iron springs. Kurhaus has 90 more rooms. Silva Plana is 1 h. 45 m. further up (Hotel de la Poste), on lake of same name. Engadin takes its name from Inn, which flows down it to the Tyrol, at the pass of Finstermunx after forming near its source the three great queen lakes of Sils, Silva Plana, and St. Moritz, full of trout.

Engadin.—Pop. 10,149, mostly Romantsch and Protestants. The men go forth into the cities of Europe, where, as confectioners, they amass wealth, and, coming back, build stately and substantial houses in these remote districts, peculiarity of Engadin. Few parts of Europe are inhabited at so high a level as these Engadin and lateral valleys. Excursions to Samaden. (Hotel: Crown, Pix Ott.) From Samaden to Tirano, Poschiavo, and the baths of La Prese, by Col Bernina, 2334 metres, 11½ l. (34½ m.), diligence every day. 7 h.; to Tirano 7 f. 40 c. Fine scenery throughout, passing Pontresina (Hotels Rosegg & Couronne; close to Bernina and Rosegg glaciers. Ascension of Pix Languard. Pix Morteratsch, and Pix Bernina. At Poschiavo (La Croce, Zum Bernina) pretty Lago di Poschiavo. At La Prese, sulphur baths, in a fine country by a beautiful lake.

At Tirano in Valtellina, Hotel Due Torri, Poste. Splendid marble church of Madonna di Tirano near it. Higher up Adda valley the beautifully situated Baths of Bormio, near the grand Stelvio pass leading to Tyrol. Descending Engadin to Nauders

you come near the Munsterthal district, with wild forests inhabited by bears. Diligence from Samaden to Nauders, 9 fr. 5 c. From St. Moritz to Samaden, carriages, 5 fr. At Nauders (Hotels: Mondschein, Post,) you reach the Finstermunz pass, and soon after enter Tyrol. Diligence daily, Innsbruck to Landeck; omnibus daily, Landeck to Nauders.

ROUTE 3.

Paris to Tyrol, over the Brenner to Venice.

Bale to Constance by Schaffhausen, 19¼ G. M. (100 E. M.) Time 4 h. 35 m. Fares 1st class, 5 fl. 57 kr.; 2nd class, 4 fl. 3 kr. Passes Waldshut, curious old Black Forest town on the Rhine. Lamm, Reistock.)

Schaffhausen.—(See page 504)

Constance.—Hotels: Adler; Hecht; Badischerhof; Kreuz. 6,300 inhabitants. Dull old town, full of historical associations. Scene of the Great Council 15th century, and of the death of John Huss and Jerome of Prague at the same time. The cathedral has fine iron work and wood sculpture. At the Customs is the council chamber and a collection of antiquities. House of Huss. Lake of Constance, nearly as large as that at Geneva, 55 kil. (36 m. long.) Mean width 14 kil. (10 m.)

The lake is thickly surrounded with lacustrine antiquities of the Age of Stone. Fine distant views of the Alps. Steamers three times a-day to Lindau, 1 fl. 57 kr. To Friedrichshafen, 1 fl. 6 kr. To Romanshorn for Zurich, 54 kr. To Rorschach for Chur, 1 fl. 30 kr. Lindau is built out on an island connected by a bridge 1000 feet long. Hotels Baiern; Krone; Gans; 2,700 inhabitants. Rail to Munich, 1st class, 10 fl. 18 kr.; 2nd class, 6 fl. 51 kr. To Augsburg, 1st class, 7 fl. 48 kr.; 2nd class, 5 fl. 12 kr. To Nuremburg, 1st class 14 fl. 42 kr.; 2nd class, 9 fl. 18 kr. Friedrichshafen to Munich, 1st class, 10 fl. 12 kr. To Ulm, 1st class, 4 fl. 15 kr.; 2nd class, 2 fl. 51 kr.

Nearest direct route from Paris to Munich [and Vienna], by Strasburg, Carlsruhe and Stuttgardt, 522 kil. (340 mil.) to Kehl. From Kehl to Vienna, 118 G. M. (500 E. M.) Time 36 h. Express Train, 1st class, 170 fr. 95 c.; 2nd class, 125 fr. 20 c.

Takes Strasburg en route.

Fare, Paris to Kehl, 1st class, 58 fr. 45 c. Kehl to Munich, 1st class, 17 fr. 48 c.

Strasburg—Hotels, Ville de Paris; Pomme d'Or; d'Angleterre; 86,530 inhabitants. Squares: Gutenberg, with statue of the inventor of printing by David d'Angers. Arsenal. Great sight—The Cathedral founded by Clovis, 510; present edifice begun 14th century by Steinbach; probably the most remarkable gothic monument of central Europe after the Dom Kirche at Cologne. Top of tower 142 metres 11 centim. from ground. Curiosity—the astronomical clock with automata. Splendid stained glass windows of 13th century; good paintings of Strassburg artists. In church called Saint Thomas, tomb of Marshal Saxe. Public library and valuable MSS. burnt in the Siege of 1870. Paintings of Perugino in academy.

Strassburg to Baden Baden, rail, Branch line, 30½ mls. Time, 2 h. 15 m. Fares, 1st class, 3 fr. 55 c.; 2nd class, 6 fr. 30 c.

Baden Baden—Hotels: Europe; Victoria; Baden; Angleterre; Russie; Rheinischer Hof; Hollandischer Hof; &c. (See advertisements.) Cabs with tariff. Telegraph at station; 10,000 inhabitants. The favourite European watering place, pleasure, dissipation, health, scenery, every attraction. Number of visitors annually about 40,000. Sights—Conversations Halle; magnificent Ball and Concert rooms; Trinkhalle (pump room) with frescoes of Götzenberger; many palaces.

EXCURSIONS.—Old castle, 445 metres high. Ruins of Eberstein burg. Mount Mercury. Especially Gernsbach (3 h.), in the Murgthal; scenery almost Swiss.

Strassburg to Carlsruhe (50 ml.), 1 h. 48 m. 1st class, 4 fl. 48 kr.

Carlsruhe.—Hotels: Englischer Hof; Grüner Hof; Goldener Adler; Erbprinz; 36,560 inh. Built like a fan.

Kunsthalle, built 1845, contains fine works of art. Theatre, one of the finest in Germany. In Palace library of 90,000 vols., rare palimpsests.

Carlsruhe to Stuttgart, (60 ml.) 2 h. 45 m. Fare, 1st class, 4 fl. 24 kr.

Rail passes picturesque Enzthal and Ludwigsburg, with grand chateau of kings of Wurtemberg (400 rooms).

Stuttgardt.—Hotel Royal, Adler, Hirsch, Konig von Wurtemburg, Munk, Gallmann. (See advertisements.) Cabs, the hour, 48 kr.; or for 2 to 4 persons, 1 fl. 91,635 inh. Finest objects, Stiftskirche (1419) — ancient bas reliefs and painted windows; large organ; Residenz Schloss, open 1 to 3, 36 kr., 365 rooms; frescoes and groupes of Dannecker, Thorwaldsen, Canova, &c. Museum der Bildenden Künste: many Italian paintings, Titian, Guercino, Giorgione, &c., statues of Schwanthaler, Rauch, &c.; open Mon., Wed., and Fri. 10 to 12 and 2 to 4. Collections of natural history, and library, 2290 incunables, 8544 bibles, in 60 languages, deserve a visit. Statue of Schiller in square near Old Schloss. Many pleasing excursions in pretty country around Stuttgardt.

Stuttgardt to Munich, 160 ml., 6 h. 35 min., 1st class, 9 fl. 42 kr.; 2nd class, 6 fl. 31 kr.

Passes Ulm, strong fortress on Danube; Cathedral one of the finest Gothic churches in Germany. 26,200 inh. Hotels: Russie, Kronprinz, Lamm, Hirsch.

Augsburg.—Hotel Drei Mohren, one of the oldest in Germany, connected with Charles V., Goldene Traube, Deutschers Haus, Weisses Lamm. 51,300 inh. Founded by Augustus 13 years B. C.; noted in history for the Augsburg Diet held by Charles V. Monuments: Cathedral, 994; Chapel of St. Gertrude: fine paintings of Italian school; Convent of St. Ulrica, one of the richest in Europe; Hotel de Ville, one of the most beautiful in Ger-

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many; Royal Residenz connected with Charles V. Picture Gallery has 700 paintings.

Munich, one of the Art capitals of Europe, on the Isar. Hotels: Englischer Hof, Vier Jahrzeiten, Bairischer Hof, Detzen, Blaue Traube, Max Emanuel. Hotels Garnis: Marienbad, Leinfelder; great place for breweries. Cabs: droschkies, 1 horse, first quarter of an hour 12 kr., each quarter after, 6 kr.; fiacres (2 horses) first quarter of an hour 18 or (if 3 to 4 persons) 24 kr., each quarter of an hour after, 9 to 15 kr. Post and Telegraph, Max Joseph Platz. Pop. 169,480. Monuments: the Ruhmeshalle (Theresienwiese) decorated in and out by statues of eminent Bavarians; Statue of Bavaria, by Schwanthaler, 67 feet high. You can ascend to top, whence view of the Alps. (Cost of statue 233,000 fl.) New churches: Ludwigskirche, Byzantine Italian style; vast frescoes (Last Judgment, from designs of Cornelius); Allerheiligen kirche; painting from designs of Hess, representing the history of Christianity. Excellent music to be heard in this church, Sundays and Fete days, at 9 o'clock. Basilica, interior striking, 9 naves; monoliths of marble, frescoes of Hess. Mariahilf kirche, Ogival church, good statues, superb stained glass windows under the direction of Hess. Ancient churches: Frauen kirche, most curious one; Pfarrkirche zu St. Peter, with singular old German paintings (Zimmermann's), finest view of town from its tower.

The Residenz or Royal Palace is very rich in jewelry. The Neuer Königsbau, built 1826, resembles Palazzo Pitti at Florence. It contains a great number of rooms, forming a treasury of art, adorned with paintings of Schwanthaler and Kaulbach, representing a variety of historical and mythological subjects. The Fine Art Academy, the University, and especially the Academy of Sciences deserve visits; — Fossil remains, and 10,000 medals, very remarkable. Royal Library has 800,000 vols., 10,000 incunables, and 22,000 MSS. (Open 10 to 12.)

The Antiquarium is a collection of Egyptian, Greek, Roman, German, and other antiquities.

Pinacotheck (open 9 to 3 summer) is one of the first picture galleries in the world, consisting of 9 salles and 23 cabinets, filled with treasures of all schools of painting.

The New Pinacotheck has 6 large salles, 11 cabinets, and 300 paintings, mostly of Kaulbach and the Munich school.

The Glyptothek, open Monday, Wednesday, and Friday (8 to 12, 2 to 4), contains ancient and modern sculpture, many groups being masterpieces. Egina marbles, restored by Thorwaldsen, works of Phidias and Praxiteles, frescoes of Cornelius, bas reliefs of Schwanthaler, sculptures of Rauch.

Select Catalogue of the PINACOTHEK and GLYPTOTHEK.

1ST SALLE.—**German School.**—*H. Holbein.*—The Annunciation; Presentation; Flagellation; Nativity; Circumcision; Jesus in Gethsemane; Resurrection.

A. Durer.—St. Paul and St. Mare; St. Peter and St. John; *Van Eyck.*—Adoration of the Magi.

2ND SALLE.—*Holbein Junior.*—Portraits. *Durer.*—Lucretia. *Wohlgemuth.*—The Nativity.

3RD SALLE.—**Dutch School.**—*P. de Champaigne.*—Portrait of Turenne. *Van Dyck.*—Portraits. *Rembrandt.*—An Old Man. *Van der Helst.*—Admiral Van Tromp.

4TH SALLE.—*Rubens.*—contains 35 of his pictures, including The Last Judgment, &c.

5TH SALLE.—*Van Dyck.*—A Madone; The Portrait of his Wife, &c. *Houthorst.*—The Prodigal Son.

6TH SALLE.—**Spanish and French Schools.**—*Murillo.*—Beggar Boys. *Zurbaran.*—St. John and the Virgin. *Ribera.*—The Death of Seneca. *Claude Lorrain.*—The Setting Sun. *N. Poussin.*—Midas.

7TH SALLE.—**Italian School.**—*Titian.*—The Virgin; The Infant Jesus. *Correggio.*—The same subject. *Domenichino.*—Hercules.

8TH SALLE.—*P. Veronese.*—Holy Family. *Titian.*—Charles V. *Domenichino.*—Susannah.

9TH SALLE.—*Raphael.*—Holy Family. *Andrea del Sarto.*—The Virgin, Infant Jesus, and St. John. *Perugino.*—The Virgin and the Infant Jesus. *Fra Bartolomeo.*—Holy Family.

CABINETS 1A, 17, (**German, Dutch, Flemish,**) 37 paintings of Rembens. Last Judgment. Battle of the Amasons, &c. *P. Potter. Van Eyck.*—Adoration of the Magi. *Rembrandt.*—Three Paintings—Scripture subjects.

CABINETS 18A. 23, (**Italian School.**) *Giotto.*—Calvary, &c. *Correggio.*—Ecce Homo. *Michael Angelo.*—Mount of Olives. *Domenichino.*—St. Jerome, &c.

The New Pinacotheca has Overbach's Petite Salle, 1.—Salle 1 and 2 and Small Salle. 3.—*Kaulbach.* 2nd Salle.—The Deluge by *Schorn.* Salle 8.—Splendid Greek Landscapes by *Schadow, Keck,* and others.

GLYPTOTHEK.—3rd Salle.—Egina Marbles from the Temple of Panhellenic Jupiter; Minerva; Diana; Ceres and Jupiter. 5th Salle.—Leucothoe and Bacchus, by *Phidias.* The Faun Barberini, by *Praxiteles.* 7th Salle, (of the Gods).—Frescoes, by *Cornelius.* Bas-reliefs, by *Schwanthaler.* 8th Salle, (of Troy).—Paintings of scenes from the Iliad. 9th Salle, (of Heroes).—Alexander, Hannibal, &c. 10th Roman Salle.—Cicero; Antoninus Pius. 11th.—Venus of Canova. Admiral Tromp, by *Rauch.* Adonis by *Thorwaldsen.*

Theatres: the Hof theatre can hold 2500 persons; Residenz theatre. In these two, operas are performed Sundays and Thursdays, dramas the other days. Pit, 36 kr.; 1st row of boxes, 2 fl. 12 kr.; 2nd row, 1 fl. 24 kr. Great fête of the year Corpus Christi.—**Walks:** Hofgarten, Jardin Anglais, Nymphenburg, Royal Palace.

Innsbruck.—Munich to Innsbruck, 8 h.; distance 22 German miles (110 English). Fares, 1st class, 8 fl. 68 kr.; 2nd class, 6 fl. 49 kr. Fare through to Verona from Munich by Brenner, 16 fl. 70 kr. 1st class (rail through).

Innsbruck, capital of the Tyrol, is near some of the finest Alpine scenery, rather less inundated with excursionists than Switzerland.

Innsbruck—Hotels Goldener Adler, Œsterreichischer Hof, Goldene Sonne, Hirsch, Goldener Stern. Pop. 23,660. On the Inn, near the Sill, surrounded by mountains of 6500 to 8000 ft. Interesting old town capital of a glorious territory and a noble people who have often shewn heroism in defence of their nationality and dynasty. Tyrolese costume very picturesque. Monuments, Hof Kirche, Mausoleum of the Emperor Maximilian I. Many other monuments, especially that of the Tyrolese patriot, Andrea Hofer, shot by Napoleon I. at Mantua, 1809. Other monuments, Museum or Ferdinandeum (open 9 to 12). Paintings of Dutch school and historical curiosities relating to the heroic struggle of the Tyrol against Napoleon I., 1809. There is an Arch of Triumph raised to Maria Theresa.

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EXCURSIONS.—Schloss Amras, of 13th century. Roman antiquities. From Patscher Kofel (7590 ft.) is a fine panorama. From Innsbruck to Botzen by rail over the Brenner, one of the easiest of Alpine passes, now traversed by the German route to Brindisi. It strikes near Valserthal, full of glaciers. Brenner (village), 400 inh. (height, 4346 ft.), between basins of Black Sea and Adriatic, down the Eisach, with several cascades, to Sterzing, passing the ground where the Tyrolese peasants defeated under their heroes Hofer, Haspinger, and Specklacher, a large French force under General Lefevre (1809), rolling down tremendous rocks on the column, and picking off its soldiers with their rifles. This event happened at Mittelwald, 7 miles from Sterzing on the side of Botzen. At Sterzing (Hotels Adler, Post, Krone), fine view of glaciers of Stubbaythal from Capuchin convent. At Brixen (Hotels Sonne, Elephant), 4000 inh., on the Eisach you plunge into Italian nature, culture and Italian population. Cathedral contains frescoes and paintings of Tyrolese artists.

Following down the Eisach, you arrive by the Kundersweg among porphyry rocks. At BOTZEN (Bolzano). Hotel Schwarzen Adler, Goldener Hirsch, Kaiser Krone. Omnibus to finest Tyrolese scenery at Kaltern and Meran. 10,000 inh. A great centre of routes. Botzen stands in one of the finest Tyrolese valleys, the Botzener Boden; splendid view from bridge; climate very sultry in summer. Fine view from the Calvary and the parish church has some good monuments.

Descending the Eisach, the South bursts upon you in the glory of its skies and vegetation. At TRENT (Hotels Europa, Corona) 14,500 inh., in a valley surrounded by high mountains, you are on the spot where the last great Council of the Roman Catholic Church was assembled in the 16th century. The Council was held in the Church of Santa Maria Maggiore (lasted 1545 to 1563). Principal town between Trent and Verona is ROVEREDO; 9,000 inh. Hotels Corona, Cavaletta. All round here there was much fighting between the Austrians and the French under Bonaparte, especially in 1797.

Verona is 150 kil. (100 mls.) from Botzen, on the main rail from Milan to Venice. From Milan to Verona 167 kil. (112 mls.); time by express, 5h. 29 m. Fare 1st class 21 fr. 75 c.; 2nd class, 14 fr. 75 c. To Venice 118 kil. (78 mls. Fare, 1st class, 14 fr. 70 c.; 2nd class, 11 fr. Time 4 h.

Verona.—Hotels Torre di Londra, Gran Torre, Aquila Nera, Colombe d'Oro, Cabs, the hour, 60 soldi; 2nd hour, 50 soldi. Sights—the Roman Amphitheatre, one of the most perfect and largest that exist. 150 churches; San Jerome the finest; in Santa Maria l'Antica, tomb of the Scaligers; Chapel of Pellegrini; in Church of San Bernardino, a masterpiece of San Michell. In a garden on banks of Adige, the tomb assigned to Juliet is pointed out.

Near Verona, the fields of Solferino and Custozza.

Leaving Verona, and pursuing the railroad to Venice you pass several interesting towns, especially VICENZA, decorated with churches, palaces, and a theatre, on the antique plan, by Pallachi. Hotels Gran Parigi, Stella d'Oro, Reale della Citta. Population 37,690. Museo Civico has MSS. of Palladio. Churches of Santa Corona and of San Stefano have fine paintings. The next town of interest is PADUA, 248 kil. (165 mls.) from Milan; 37 kil. from Venice (25 mls.) Hotels Croce d'Oro, Aquila d'Oro. Cabs ½ an hour, 30 soldi; 1 hour, 55 soldi; 44,607 inhabitants. Churches—Sant' Antonio contains fine sculpture and paintings, admirable bronzes, and good works of art, of all kinds. Santa Guistina, admirable for structure. In the Palazzo della Ragione, people used to shew the pretended tomb of Titus Livy. The University is one of the oldest in Europe, and the most important in Italy; it includes the cabinet of natural philosophy in which Galileo taught for 18 years. It has an observatory, and many collections. The library has 100,000 vols. Soon after Padua the tourist comes to Mestre, and crossing the lagunes by a great viaduct, reaches

Venice.—Hotels: Albergo Reale, Europa, Lena, Regina Vittoria, Bellevue, Italia, Bagioad'Inghilterra. Hotels Garnis: National, Spalatin Palazzo Barbaro. Omnibus-boats, starting from the Mole or from the Riva del Carbon (¼ of an hour before the arrival of every Train) to the Station, 8 soldi each; boxes, 7 soldi each. Gondolas, 1 rower per hour, 40 soldi (1 fr.); succeeding hours, 20 soldi; 1 day, 1 fl. 60 s. (4 fr.). Tariff and number given by the Gondolier to the passenger. Great Station Piazetta of San Marco. Most of the Gondoliers are honest and good natured fellows. To pass the Grand Canal, 2 kr. One of the most attractive and original sights of Venice, the Cafés of the Piazza San Marco, open all night; Florian and Suttil are two of the best.

MONUMENTS.—1. Churches: Santa Maria della Salute, for the architecture of Palladio. 2. San Stefano, Frari, with monuments of Titian, Canova, and others. Many tombs of Doges. San Giovanne Paolo, superb Gothic Church, begun 1240. Mausoleums of a host of Doges and Venetian heroes; paintings of St. Peter the Martyr, by Titian. San Giorgio Maggiore, begun 1560, by Palladio, on an island; paintings by Tintoretto. Fine view of Venice from the Dome. Redentore, on the Giudecca, built in 1570, by Palladio, very remarkable for its architecture, with paintings of the Venetian masters. San Sebastiano, containing the tomb of Paolo Veronese and several of his paintings. Altar piece, painted by Titian when 86 years old. San Stefano, Gothic Church of the 14th century; much good statuary and curious sculpture in wood. The great monument of Venice, however, is the Church of Saint Marc, of the Byzantine style and 10th century, whose fine cupolas and gold mosaics give it a very oriental character. The four horses of gilt bronze over the main entrance, long attributed to Lysippus, are known to be of the date of Nero. Saint Marc has 500 marble columns; its great gold mosaics are of the 17th to 18th century. One of the most ancient mosaics, Christ, the Virgin, and Saint Marc (11th century), over entrance in the fan-

rior. High altar very ornate: the baldachino above it, of verde antico; the palad 'oro also above it, plates of gold and silver are incrusted with enamel and precious stones, done at Constantinople 1105. Relics of St. Marc are said to be under the altar. Second altar behind it has 4 alabaster columns, said to have belonged to the Temple of Solomon. Church contains a quantity of other treasures, which our limits forbid us to enumerate. The treasury contains a crystal vase with the Saviour's blood (according to tradition), part of the skull of St. John, cuneiform inscriptions from Persepolis, &c.

The campanile of San Marco in the square, 100 metres high, deserves a visit on account of its splendid view, commanding the Alps, Istria, the Adriatic, &c. The Doges' Palace is highly interesting, founded 800. Present building of the 14th cent., in the Moresco-gothic style; columns of galleries deserve notice, bas-reliefs in porphyry, staircase of the giants, lion's mouth, Ponte de Sospiri, &c.; but especially the salles of the 1st and 2nd stories, filled with treasures of the Venetian school. On the 2nd storey especially, Tintoretto and Paolo Veronese,—on the 1st storey, many historical pieces relating to Barbaressa and Venetian history. Library of the Palace, very rich in MSS. and medals. Principal other Palaces, Mocenigo, inhabited by Byron; Cavalli, belonging to the Duke of Bordeaux. Bridge of Rialto, historically associated with Shakspeare's plays. Fine Arts Academy, open 12 to 3: Titian's Assumption; Miracle of St. Marc, by Tintoretto; and Supper at Leira, by Paolo Veronese are the great pieces. One Salle devoted to original drawings of great masters, (open on Tuesdays and Saturdays, from 12 to 3 p.m.) The Great Theatre is La Fenice, one of the largest in Italy.

COMMUNICATIONS.—Venice to Trieste, distance, 214 kil. (142 ml.) Time, 10 h. 19 m. Fare, 1st class, 25 f. 80 c.; 2nd class, 19 f. 35 c. Steamers: to Trieste, every night at 12 o'clock, in summer, 8 h.; to the Lido, 12 min.; to Vienna, by Trieste, 13 h. 11 m., (distance, 390 ml). Fare, 28 fl. 26 kr. [For boats from Trieste, see Alphabetical List.]

Rail from Venice to Bologna and Florence,—Express from Padua, at 1.52 p.m., arrives at Bologna, 4.40 p.m. Fares, 1st class, 14 f. 50 c.; 2nd class, 11 f. 10 c. (9.57 a.m. Train from Venice, fare, 1st class, 4 f. 45 c., reaches Padua, at 11.43). This direct Train reaches Florence, at 2.30 p.m. Fares, Bologna to Florence, 1st class, 10 f. 80 c.; 2nd class, 8 fr. 65 c.

ROUTE 4.

Paris to Rome and Naples direct by rail to Marseilles, and boat to Civita Vecchia. Distance. Paris to Marseilles, 862 kil. (574 ml.) Time, 16 h. 15 m. Fares, 1st class, 96 fr. 65 c.; 2nd class, 72 fr. 50 c. Steamers from Marseilles to Civita Vecchia and Naples, Valery Freres et Fils, calling at Genoa and Leghorn every Sunday and Wednesday at 8.0 a.m. Paris to Lyons, 10 h. 47 m. Fares, 1st class, 56 fr. 80 c.

Rail to Marseilles takes Lyons en route.

Lyons.—(Lugdunum.) See page 371 for description.

Orange is 140 ml. from Lyons. At 160 ml. you reach Avignon, (Hotels: De l'Europe, Du Luxembourg), a venerable town, long occupied by the Popes in the middle ages (1335 to 1378.)

Marseilles.—(Massilia.) See page 372.

Cabs, 2 horses, 2 fr. the course: 2 fr. 50 c. the first hour, 2 fr. after. Cabriolets, 1 fr. 50 c. the course; 2 fr. 25 c. the first hour, 2 fr. after. Boats, 1 fr. 50 c. several persons, 1 fr. one person per hour.

The great street is Rue Cannebiere, and in the new town Rue Imperial, with vast boulevards. The water works supplying the town are fine. Principal monuments: New cathedral in the Byzantine style. New chapel of Notre Dame de la Garde in the Byzantino-Romanesque style, with fine internal decorations. Palais de Justice; Bourse (principal room has an area of 1120 metres) finished 1860. Museum, open to strangers who produce a passport, has a rich collection of Italian, German, Flemish and French paintings. The gallery of antiques has many bas reliefs, and a Phœnician inscription found at Marseilles 1846. Soap manufactories; sugar refineries; candle manufactories, and much working of metals, represent the industry of Marseilles. Commercial movement of the port, 1,000,000 tons per annum. Walks:—The Prado and Corniche Roads near Marseilles; very hot and dusty. Steamers to Civita Vecchia calling at Leghorn, and proceeding to Naples and Messina.

Civita Vecchia.—Centum Cellæ, or Portus Trajani, founded by Trajan. 12,000 inh.; not much interest in the place.

Rail from Civita Vecchia to Rome, 2 h. 55 m., express, following the Ancient Via Aurelia. Fares, 1st class, 10 f. 95 c.; 2nd class, 7 fr.

[ROME. See route 8.]*

* Bureau of Messageries Maritimes, 16, Rue Cannebiere Marseilles. 28, Rue Notre Dame des Victoires, Paris.

STEAMERS.—Marseilles to Civita Vecchia.

Other Companies:—Marseilles to Genoa.

Sunday and Wednesday, Fraissinet & Co., Place Royale 6, at Marseilles. Leaves Marseilles, 8 a.m.

Valery & Co., Quai Napoleon 2. — Wednesday, Friday, and Sunday, leaving Marseilles, 9 a.m.

Peirano, Danovaro & Co., Marseilles, Rue Beauveau Wednesday at 10 a.m.

Two good boats of the Steamboat Co. of the two Sicilies, Marseilles Place Royale 6. Leave Marseilles every Sunday, at 7 p.m. for Naples, *via* Civita Vecchia. Passage, 48 h. to Naples; 36 h. to Civita Vecchia.

The boats of the Private Co's (before-named) at Marseilles, proceed from Genoa to Leghorn, Civita Vecchia and Naples.

Ordinary duration of passage—Marseilles to Genoa, 20 h. Genoa to Leghorn, 9 h. Leghorn to Civita Vecchia, 12 h.

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Civita Vecchia to Naples 14 h.; Naples to Messina, 20 h.; Messina to Palermo, 10 h.; Marseilles to Leghorn direct, 34 h.; Civita Vecchia, 20 h.; Messina, 53 h.; Palermo, 43 h.

Marseilles to Alexandria, touching at Messina, every Saturday at 10 a.m. For the Syrian Ports every second Saturday at 10 a.m., *viâ* Messina and Alexandria. For Algiers, every Sturday, at 9 a.m.; Constantinople and the Piræus, every Saturday, at 5 p.m.

Fares from Marseilles 1 cl.	Fares from Marseilles 1 cl.
To Genoa ... ... 75 f.	To Palermo ... ... 225 f.
To Leghorn ... ... 98 f.	To Malta direct, (by Messina) ... ... 263 f.
To Civita Vecchia ... 123 f.	
To Naples ... ... 181 f.	

Consult alphabetical list of sailings.

ROUTE 5.

Paris to Nice and the Corniche Road.

Distances.—Paris to Cannes, 1056 kil. (704 ml.); time, 24 h. 35 m. Cannes to Nice, 30 kil. (20 ml.); 1 h. Nice to Mentone, 31 kil. (20 ml.); omnibus time, 4 h. Fares, Paris to Cannes, 1st class, 118 f. 50 c.; 2nd class, 88 f. 85 c. Cannes to Nice, 1st class, 3 f. 45 c.; 2nd class, 2 f. 60 c. Diligence to Mentone, 2 to 3 f.; or by rail throughout, see p. 55.

From Paris to Marseilles (see last Route). Marseilles to Toulon, rail, 67 kil., 45 ml.

Toulon.—Hotels: Croix de Malte, Croix d'Or. Cabs, 1 fr. the course, 1 fr. 40 c. the hour. Post, Rue Royale 46; Telegraph, Rue Royale, 25. Pop. 67,127. New fortifications have been constructed since 1853. Principal streets, Royale, Bourbon, Boulevard Louis Napoleon.

Monuments: Cathedral St. Marie Majeure (11th cent.); Virgin of Canova. Museum, Library, and Botanic Garden; but the great sight is the Arsenal, built by Vauban, 1680; the Convicts' Prison, Bagne (3000 convicts); great Bakery Asenal de Castigneau; many schools and hospitals connected with the Navy.

Passing Frejus (Hotel du Midi) near where Napoleon landed from Elba, 1815 (at St. Raphael, 1¼ ml. from Frejus) you reach

Cannes.—Hotels: Du Nord, Des Etrangers D'Angleterre, Des Princes, Victoria, De l'Europe, Bellevue, Bristol. Carriages at the hotels. Boats, 8 to 12 fr. per day, 2 sailors. Post Route d'Italie; Telegraph near the Cours. Pop. 10,000. Mean temperature of the year 16° 2 centigr.

Cannes is noted as a winter residence, accordingly its vicinity is covered with splendid villas, including that of Lord Brougham.

Passing Antibes you soon reach

Nice.—Hotels: Iegion—Alpes, France, Mediterranée, Etrangers, table d'hôte, 3fr.; Univers, Princes, Grande Bretagne, Royal, Angleterre, Pension Milliet, 22 Rue de France.

Furnished apartments mostly let for 6 months. In the Marine quarter, 400 to 500 fr. for a small lodging; 1000 to 1800 fr. for a large family. Prices very high in the New quarters. See page 375.

Corniche.—The Corniche route from Nice to Genoa, along the Maritime Alps, Apennine and Mediterranean presents some of the finest scenery in Europe, and is now accessible by rail all the way.

First important place **Monaco** (Hotel de Russie, De Paris, Des Bains), a principality of 1890 inhabitants; built on a rock. Passing over delightful woody country, near Cape Martin, you reach beautiful gardens and some ruins, and, soon after, Avenue Victor Emanuel, leading to **Mentone.** Pension, about 7 to 12 francs per day; Villas, about 2000 to 4000 francs the season; Cercle des Etrangers, 60 fr. the season; Ladies, 48 fr. Physicians: French, German, Italian, and English (Dr. Henry Bennet). Banker, Bioves & Brother. 6000 inhabitants. Charming bay, in a bower of citron and orange trees. Protected from North by high rocks. Mean winter temperature, 12° 90′ Reaumur. Cool breezes frequently refresh the heat.

Continuing along the lovely Riviera beyond Mentone, you command a succession of glorious sea and mountain views, and pass through several interesting places. About **Bordighera** are large plantations of palms, which supply the processions of Rome on Palm Sunday. Passing Capo Nero you reach **San Remo** (39 kil.), 11,000 inhabitants, with an alley of cypresses bending up to a bright white church. Passing San Lorenzo and Porto Mauricio, in a very picturesque country, you reach **Oneglia** (Hotels Turia, Victoria), 6,440 inhabitants; good port, fine scenery. Ascending to Cervo you have superb views, and wander through enchanting olive groves, many of the trees being of great age. Passing two promontories you next approach Laguilla, with a magnificent view and **Alassio** (fine Hotel of La Halle.) Rising very high above the sea you come to **Albenga** with important Roman remains (bridge) and an elegant cathedral.

At Final (Grand Hotel de la China), also is a cathedral with marble and gilding, beyond which you pass to the Defile of Berggi, in a district presenting olive woods, ruined castles, churches, shaded by cypress groves and hills fringed with Maritime pines. At **Savona** (Albergo Svizzero, Albergo Reale) you are only 27¼ miles by rail from Genoa. Savona has 24,855 inh., a handsome theatre, adorned with statues of Italian poets, and a cathedral with paintings of Dürer. Between Savona and Voragine is a chaos of rocks; soon after you reach **Cogoletto,** said to be the birth-place of Christopher Columbus, a man so closely connected with the dawn of American greatness. The village is among hedges of aloes; on the house attributed to Columbus is an inscription. Continuing to Avenzan, amidst rich southern vegetation, you come to Voltri, and soon reach **Genoa.** See page 518.

ROUTE 6.

Paris to Turin, Bologna, Florence, Rome, and Naples.

Paris to Turin, see pp. 44, 230; Turin to Bologna, 132 kil. (88 ml.), 5 h. 5 m., fares, 1st class, 10 f. 80 c.; 2nd class, 8 f. 65 c. Turin to Rome, 839 kil. (670 ml). The route passes Piacenza, Parma, and

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Modena; of each of which places we shall give a brief account.

Piacenza is 69 kil. (46 mls.) from Milan, 1 h. 35 m., express; fare, 1st class, 8 f. 35 c., and 188 kil. (126 mls.), 3 h. 55 m., express; fare, 1st class, 20 f. 80 c. from Turin.

The town stands on the Po. 34,590 inh. Hotels, Leone d'Oro, Italia. Principal street, Corso. The cathedral is of the 12th cent. in the Lombardo-Romanesque style; the cupola was painted by Guercino, and the church contains frescoes of Agostino and Ludovico Carracci. The church of San Sisto used to have Raphael's celebrated Madonna di San Sisto, now in the Dresden Gallery. Continuing our journey, 58 kil. (37 mls.), h. 6 m.; fare, 1st class, 6 f. 40 c., bring us to

Parma is 127 kil. (84 mls.) from Milan, and 240 kil. (164 mls.) from Turin. Principal Monuments:—The Cathedral, containing an immense fresco of 1530, in the cupola; the work of Correggio, representing the Assumption of the Virgin—unfortunately, this grand work, unique in its kind, has been much injured. The Baptistery is a rich piece of workmanship, of the 12th to the 13th cent.; San Giovanni Evangelista, contains renowned paintings of Correggio (in his youth), of Parmegiano, and others; another church, La Madonna della Steccata, has a fine painting of Moses, by Parmegiano; the Ducal Palace, contains a library of 144,000 books, of which 4000 MSS.; a fragment of a fresco of Correggio, and various curiosities. The Academy of Fine Arts is very rich in Correggios, especially his Saint Jerome; this picture brought Correggio 550 ℔ (£22), and his board. In 1798, the Duke of Parma offered in vain. 1,000,000 f. (£40,000) for it; this academy, contains many other paintings of rare value, *e.g.*, the Madonna della Scodella, of Correggio; paintings of Parmegiano, Leonardo da Vinci, Bellini, &c. The Museum of Antiquities, has a number of antiquities found at Velleja in N. Italy, especially a highly valued bronze statuette of a drunken Hercules; cameos, medals, &c. Public walks:—The Botanic and Ducal gardens.

From Parma to Modena are 52 kil. (35 mls.), 1 h. 10 m.; fare, 1st class, 7 fr. 50 c. Passing Reggio, with 46,223 inh. (Hotels Cavaletto, Posta) possessing fine paintings of Guercino, Spada, and others, in the church of Madonna della Ghiara, and anatomical collections of Spallanzani in the Lyceo, we arrive at

Modena, a town of 33 000 inh., in a damp and fertile plain, the birthplace of Cialdini and of a much higher character, Muratori, author of the valuable *Annali*. Finest streets, Corso del Naviglio, Corso della via Emilia. The Cathedral is in the Lombard style. In the Campanile, called the Ghirlandaja, is a pitcher of water, the subject of Tassoni's poem, *La Secchia Rapita*, and in the church of San Agostino is the tomb of Muratori. In the church of La Vergine del Carmine is a cupola painted by Calabrese. The Ducal Palace contains the Galleria Estense, which formerly possessed the Notte of Correggio. This gallery is open to foreigners, and contains more than 500 paintings and 300 drawings, some of them of the older schools, several frescoes of Correggio, and fine specimens of many Italian schools, and even of the Flemish school. The Biblioteca Estense has 93,000 books and MSS., some of them of great value. Modena has also a University, Theatres, &c.

From Modena to Bologna the distance by rail is 26 kil. (17 mls.)

Bologna has a population of 89,104, and contains a number of ancient streets with arcades. Hotels: Reale, Tre Mori, Aquila Nera, Villa di Parigi, Pensione Suizzera, Italia, Europa. Omnibus from Station, 60 c., 1 fr. with luggage.; cabs, open fiacri, 1 horse, the course 75 c.; broughams, 1 horse, the course 1 fr. 50 c. Monuments, San Petronio, an immense basilica, begun in the 14th century, still unfinished, contains sculptures of Sansorino, and of Properzia de Rossi, and paintings of Parmigiano and others. The central porch is a masterpiece of Jacopo della Quercia; San Domenico has the tombs of Guido, of St. Dominic, and paintings of Guercino and others; San Bartolomeo di Reno has paintings of the Carracci; San Giacomo Maggiore possesses others of the same artists, and of Procaccius and others, and the mausoleum of Bentivoglio; the Madonna di Galleria contains a fine painting of Albani; San Stefano is a curious group of seven united churches of the 12th century.

The University is one of the oldest in Europe, has had many ladies for professors, and was founded in 1119. The new University, founded 1714, has reckoned among its professors, Galvani, while the Curator of its library, was for many years the celebrated Mezzofanti, the great linguist. The University has many collections, anatomical, and others of natural history, philosophy, &c. Among the curiosities of Bologna, we may name its leaning towers, the Asinella, 89 metres high (292 feet), inclination, 3¼ ft.; and La Garisenda, height, 49 metres (161 feet), inclination, 9¾ feet; these towers are built of brick, and are noticed in the Inferno, of Dante. The Theatres, are the Corso Sole, Contavalli, &c. Walks:—To San Michela, in Bosco; to la Madonna di San Luca, reached by an approach of 640 arcades, and the church of the Annunziate, a master-piece of Francia. The Palazzi, Fava, Sampieri, and Magnani, have frescoes of the Carracci. It may be useful to add, that Bologna had a school of its own, in painting, and has been the birthplace of many first-rate artists; among the great names of the Bolognese school, must be noticed, Ludovico Carracci, (flourished 1555-1619); his cousins, Agostino and Annibale (1560-1619); Dominichino (1581-1641); Guido Reni (1575-1642), and Guercino 1591-1666).

From Bologna to Florence, the railroad cuts through the Apennines. Fares, 1st class, 10 f. 80 c.; 2nd class, 8 f. 65 c. Distance. 182 kil. (88 ml.) Principal town, by the way to Pistoja. Pop. 11,880. Hotels.—Stella d'Oro, Leone Rosso, Leone d'Oro. The town contains several interesting monuments, with sculptures of the 12th cent. The Cathedral has sculptures of Brunelleschi and Andrea della Robbia. San Francesco,

at Prato, has some remarkable paintings. Santa Maria delle Grazie, has an admired painting of L. di Credi, and the Palazzo Rospigliosi is rich in remarkable paintings.

Pistoja is 34 kil. (23 ml.) from Florence. Prato, another interesting town, 18 kil. (12 ml). from Florence, Hotels.—Posta, Stella. Pop 11,515, has a Duomo, rich in white and green marbles, with sculptures and bronzes of Luca della Robbia, Donatello and Brunelleschi, and paintings of Lippi and Gaddi. Soon after this, the rail brings you to

Florence.—Central station is near Santa Maria Novella. Cab to hotel, 1 f.; carpet bag, 15 c.; trunk, 25 c. Hotels —Nuova York (the old Ricasoli palace); Gran Bretagna, Victoria, Italia, on the Lung' Arno; Albergo di Firenze, via del Cerretani, near the Cathedral, all first-class; Anglo-American element prevails in them. Rooms 2½ f. and upwards. Table d'Hote at 6 p.m., 4 f. Pension, 8 to 10 f. Second-class houses are the Hotel de Geneve, Pension Suisse, Pension Americaine, Pension Anglaise. Houses in the Italian style, Fenice, Stella d'Italia. Hotels Garnis and apartments:—Casa Santi, and Casa Nardini, Lung' Arno, rooms 1½ f., 1 f. if you prolong your stay. (2nd storey). Price of apartments varies: in winter, 2 rooms with 1 bed, 50 to 60 f. the month; in summer 40 f. In winter, the best situation is Lung' Arno; but in summer, a North aspect is better. In fact, Florence is not healthy or agreeable in summer. The surrounding villas are a delightful residence at that season.

Cafés.—Doney, Risorti (via Cavour), Italia, Lung' Arno. Half a cup of coffee, 15c.; Ices, 30c.; Beefsteak, 70c. Restaurants.—Luna, Italia, Stella, Patria. You dine for 2 to 4f. *à la carte*. Cabs, 80c. (1 horse); 1 f. (2 horses), the course. (1 horse), 1 f. 60 c.; (2 horses), 2 f. the hour.

Theatres:—Pergola, restored 1857, pit 1½ fr. for ballets and operas. Pagliano, similar. Alfieri, (1740). Politeama, Vittorio Emanuele, operas, ballets, &c, (1863.) Goldoni, Nazionale, &c. Goodban English library. Photographs, Bernoud, Via Delle Orivolo, 51. Alabaster work to be had in shops, Lung' Arno. Bankers:—Fenzi and Co., Piazza Della Signoria; Schmitz and Capezzuoli, Via dell Proconsolo, 10. Rails: Trains to Pisa and Leghorn, 3 times a day in 4 hours; Rome 4 a day by Arezzo in 11½ hours.

Florence the classical city of Art, the capital of the Medici and sun of Italy, is beautifully situated on the Arno, in the midst of a rich vale full of olivegroves, gardens and villas. It is in winter the pleasantest residence in Italy. Population, 167,900 inhabitants. The highest point of the Apennines within sight is Monte Murello, height, 1600 metres. Climate, subject to sudden changes, but generally considered unhealthy.

It contains 87 churches, and has 6 bridges over the Arno, which divides it into two parts. Oldest bridge, Ponte delle Grazie, of 1237. Town has 9 Gates, several, especially San Gallo, with frescoes of Ghirlandajo. There are 23 public squares in Florence; the oldest part of the town N. of the the cathedral, the Lung 'Arno is the fashionable lounge, and generally preferred by foreigners; but the Piazza della Signoria is the focus and centre of Florence life. Here the celebrated monk Savonarola was burnt, 1498. At hand is the Palazzo Vecchio, built 1298, and the seat of the ancient government of the Republic; the Loggia dei Lanzi; the Mint Zecca, and the Portico degli Uffizi, with the Galleria de Uffizi, one of the richest art Galleries in the world. In fact, this Piazza is a perfect treasury of high art.

We can only touch on the salient points of interest in this magic ring. In the Palazzo Vecchio, or Della Signoria, are frescoes of Vasari, an unfinished statue of Victory by Michael Angelo, and in front of it the admirable David of the same great sculptor, and Hercules with Cacus by Bandinelli. To the right of the Loggia de Lanzi (which is decorated with all kinds of sculpture), is the group of the Rape of the Sabines (marble, 1583), by John of Bologna, Perseus with Medusa's head in bronze, by Benvenuto Cellini. Judith with the head of Holophernes, by Donatello, &c. &c. In the Portico degli Uffizli the niches inside and out are filled (1845—56) with marble statues of eminent Tuscans, such as Giotto, L. da Vinci, Michael Angelo, Dante, Petrarca Boccaccio, Amerigo Vespucci, the Florentine traveller, who has left his name to America, Macchiavelli, Guicciardini, Galileo, Benvenuto Cellini, Lorenzo de Medici (the Magnificent), &c.

The second storey of this building contains the Picture Gallery of world-wide renown, (open 9 to 3 p.m.) The collection was begun under the Medicis, and in 1858 has been enriched by the addition of an Etruscan museum, &c.

We can only give a summary of its contents:—1st Vestibule; bronze statues of Mars, Silenus, &c., and Roman bas-reliefs. 2nd Vestibule; Antiques, busts of Jupiter and Cybele. East Corridor; ceiling by Bernardino Pocetti 534 portraits of eminent men, many antiques. Most remarkable objects; Busts—41. Julius Cæsar (bronze); 47. Augustus; 48 Agrippa: a fine Athlete; copy of the Doryphoros of Polycletus; Sarcophagi Paintings: C. Giotto—Christ in the Garden; 2. Giotto—St. Cecilia; 17. Beato Angelico; a gold tabernacle with paintings. In the South Corridor, among others, notice 146, Nymph extracting a Thorn (*Venere della spina*).

West Gallery:—Frescoes showing the revival of art; Sculptures; 380, Bacchus, one of the earliest works of Michael Angelo; Adonis dying, by the same sculptor; an unfinished Apollo, also by him. Works of Donatello.

Lateral Cabinets.—La Tribuna; unequalled collection of Antiques and Paintings; the Venus of Medici, of world-wide renown, (found 16th century at Adrian villa, Tivoli,) Greek inscription ascribes it to Cleomenes; Apollino, or young Apollo (school of Praxiteles); Group of Wrestlers; Satyr playing—restored by Michael Angelo.

PAINTINGS.—Raphael. 1139. Madonna del Cardinello; 1138, Madonna della Fontana; 1137, St. Jean; 1132, Correggio, Head of John the Baptist

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1124, Titian, Venus; 1122, Perugino, Madonna; 1118, Correggio, Rest in Egypt; 1114, Guercino, Sibyl; 1113, Guido, Madonna; 1133, A. Caracci, a Bacchante; 1139, Michael Angelo, Holy Family; 1108, Titian, Venus; 1137, Guercino, Endymion; A. Dürer, Adoration of the Magi (1141); 1136, Paolo Veronese, Holy Family; 1112, Andrea del Sarto, Madonna with St. John; 1104, Spagnoletto, St. Jerome; 1145, Caracci, L. Rebecca.

Salles connected with the West Corridor.—Salle 1. Tuscan School.—1147, Andrea del Sarto, painted by himself; 1159, Medusa's head, attributed to L. da Vinci; 1184, Death of the Virgin, Beato Angelico. — Salle 2. 1252. Leonardo da Vinci, Adoration of the Magi; 1265, Fra Bartolomeo, The Virgin and Patron Saints of Florence. — Salle of Ancient Masters. Beato Angelico. Coronation of the Virgin. Paintings of Credi, Lippi, and others.

Other side of Tribune; Venetian and Lombard Schools. 1164, Canaletto, the Ducal Palace at Venice; 1068, Paolo Veronese, Head; 1077, Canaletto, the Grand Canal at Venice; 99-8, Guido, Madonna; 1001, P. Veronese, Madonna; 1062, Titian, Madonna. Others of Palma, Vecchio, Caravaggio, Salvator Rosa, &c.—Flemish School. 817, Rubens and Adonis; 851, A. Dürer, Madonna; 768. Dürer, the Apostle St. Philip; many Holbeins and Teniers'.—Salle 2. 504. Teniers. St. Peter weeping; Memling; Van der Goes.—Near Venetian and Lombard, is the Dutch School. 422, Rembrandt; 882, Ruysdaal, Landscape; 977, John Steen, a Violin-player. Many pieces of Mieris, Ostade, and Dow. To the top of the Gallery is the cabinet of precious stones, works of John of Bologna, of Benevenuto Cellini, and even Etruscan gold work.

Two Salles of the Venetian School. 1st Salle: has 3 Titians and 2 Paolo Veroneses. 2nd Salle: 7 Titians, 2 Tintorettos—includes 626, the celebrated Flora of Titian.

Next follows a Corridor of Tuscan sculpture—contains works of Luca della Robbia, Donatello, and Michael Angelo.

ETRUSCAN MUSEUM.—1st Salle: Etruscan vases, mostly found in Tuscany; greatest curiosity: the Vase de Français, unique for its size and beauty, with scenes from Pagan mythology; the Combat of the Centaurs, &c. 2nd Salle: Unpainted vases. Rest of the gallery contains the following Salles: Painters' Salle—Portraits of all great Italian, Dutch, and German painters. 2nd Salle—Idem; Cabinet of Inscriptions, Cabinet of the Hermaphrodite. Salle of Baroccio; a Florentine mosaic in the middle of Jacopo Antelli cost 40,000 ducats. The Salle of Niobe contains the renowned groupe of Niobe, found 1583, near Rome, and supposed to be the copy of a work of Scopas or Praxiteles; also paintings of Reubens, Van Dyck, and others; Cabinet of modern bronzes, Cabinet of ancient bronzes, three Cabinets of original drawings.

The second storey of same building has the Biblioteca Magliabecchi, open 9 to 4 p.m., except Sundays—contains the first printed Homer: Florence, 1488. Cicero ad familiares: Venice, 1469.

OTHER MONUMENTS.—The cathedral of Santa Maria del Fiore, built by Arnolfo di Lapo, 1294; the façade remained unfinished, and is so still; in 1865, however, a plan was adopted conformable to them. The cathedrals of Sienna and Orvieto; the cupola was made by Brunelleschi, and is higher than that of St. Peter's at Rome. The exterior is covered with white, red, and green marble. Michael Angelo used to say of the cupola of Brunelleschi (who died 1444), "It is difficult to do so well, and impossible to do better." The interior is very grand, but rather bare. It contains the tomb of Brunelleschi, and a Pietà of Michael Angelo.

Near the Cathedral (same square) is the noted Baptistery (San Giovanni Battista), with its exquisite bronze gates that were said to deserve the name of Gates of Paradise (la Port del Paradiso) by Michael Angelo—the work of Andrea di Pisa and Ghiberti, and a perfect study in ancient history. Ghiberti devoted 20 years to complete the north gate. The interior has frescoes of Fra Jacopo, Gaddi, Lippi, &c.

Santa Croce, though exteriorly unsightly, is a vast, dark, solemn church, full of the monuments of Italy's great departed. Notice especially the tomb of Michael Angelo by Vasari; that of Alfieri by Canova; that of Macchiavelli (date 1787); a modern monument to Dante, besides various other works of art.

San Lorenzo (shut at 12.30 p.m., open 3 to 5) has 3 naves, and is another treasury of art; but its great glory is the chapel of the Medicis, with sepultures of the Medici, and the walls covered with marbles and rare stones, valued at 23 million florentine lire. The new Sacristy is the great attraction (open 9 to 12.30), being in fact a Michael Angelo chapel, ordered by Leo X., forming a sanctuary of Italian art. The great gems are Michael Angelo's statues of Day and Night, Dawn and Twilight.

Santa Annunziata is another grand church (13th century). In the atrium and interior numerous frescoes. In the interior, Perugino, and a Pietà in marble by Bandinelli. Santa Maria Novella, called by Michael Angelo, his bride (1270 to 1357), has in the Buccellai chapel a celebrated Madonna of Cimabue, a famous Crucifix of Brunelleschi, and a painting of Beato Angelico. San Spirito is a fine church on the left bank of the Arno (1471). Has good paintings of Lomo, Ghirlandaji, Lippi, &c. The Pitti palace on the same side of the river, built 1440 by a Florentine merchant, from a design of Brunelleschi. Length of façade, 201 metres (661 ft.), of immense blocks 8 metres (26 ft.) long. Cosmo de Medici united it to his palace by a gallery 487 metres long (1602 ft.), crossing the Arno and the town. Great sight in the palace; Picture gallery, open 9 to 3 p.m. We can only notice the principal treasures. Salle de Venus has works of Dürer, Guercino, Tintoretto, Titian, Reubens, &c. Salle of Apollo, a Holy Family of A. del Sarto, a Madonna of Murillo: Perugino, the Magdalen; portraits by Titian and Raphael; the Pietà (a grand work) of Tintoretto, &c. Salle of Mars: the Madonna della Seggiola, one of the masterpieces of Raphael, and his Madonna dell' Impannata: Moses of Guercino; Rebecca of Guido, &c. Salle of Jupiter: Michael Angelo's Fates (Parcæ) a noted painting; his

Wife, by A. del Sarto; works of Da Vinci, Paolo Veronese, &c. Salle of Saturn: Giorgione, a Nymph pursued; Charles I. of England, by Van Dyck. Perugino, Descent from the Cross (one of his finest paintings); Giulio Romano's Dance of the Muses (a nosed painting); Raphael's Vision of Ezekiel, a splendid work. Salle of the Iliad: many works of Giorgione, Titian, Da Vinci, Guercino, A. Caracci, and others. Salle of the Education of Jupiter: paintings of Del Sarto, Tintoretto, &c. Salle of Ulysses: the Caraccis, Salvator Rosa, and others. Salle of Prometheus: Fra Angelico, Fra Bartolomeo, &c. Many other salles have fine paintings too numerous to notice.

Behind the Pitti palace are the famous Boboli gardens (open Thursday and Sunday), with fine statuary, and a splendid view of Florence. The Museum of Natural History, near the Palazzo Pitti, has some good collections. The Academy of Fine Arts has a good picture gallery, and the town is full of monumental brasses, where its great men were born or resided. Thus you may see the houses of Galileo, Macchiavelli, Alfieri, Guicciardini, B. Cellini, &c.

EXCURSIONS.—The country near is delightful, and the excursions are numerous.

San Miniate al Monte, (30 min.) has fine architecture and paintings, and a grand view of Florence.

Vall Ombrosa.—Rail to Rignano, 28 kilom. (19 ml.) Thence on foot. Monastery founded 11th cent., mentioned in the *Paseroso* of Milton. At hand the little convent called Paradisino, on a rock, with a beautiful view of the Arno Vale.

Alvernia, the scene of many startling events in the life of St. Francis. Journey partly on foot, partly by carriage through Osteria della Consuma, (an inn,) 2 hrs. Bibbiena, (5 hrs.) Camaldoli, (3 hrs.) an ancient abbey founded (1000) in the midst of savage and picturesque scenery, still occupied by an austere order of Camaldolese monks. The neighbourhood presents magnificent points of view extending to the Adriatic on one side, and the Mediterranean on the other. At hand is the source of the Arno, and Dante has described this wild country, (14th Canto of his *Purgatorio*). You ascend from Camaldoli to Alvererda on mule, donkey, or foot. Mountain is riven by a deep chasm, is surrounded by superb forests, and has grand views. Convent founded 1218 has 120 monks. Close to Florence are the celebrated lounge and drive, known as Cascini Gardens, greatly crowded on fête days; they extend ¾ l. (2½ ml.) along the Arno, present fine views, and have a good Zoological Garden. Florence can be also approached direct from Paris through Marseilles, and by steamboat to Leghorn. (For Time and Fares, see Marseilles).

ROUTE 7.

Paris to Florence, via Marseilles and Leghorn.

Marseilles to Leghorn, 1st class, 72fr. Messageries Maritime Co's Boats, 8 a.m., Sunday and Wednesday. Paquebots Poste Francais, on Wednesday. See Route 4.

Leghorn (*Livorno.*)—Rowboats to land from steamer. From outer port, 1fr., or 1fr. 50c. with luggage; from inner port, 50c., 1fr. with baggage; children under 8 not charged. Facchini 1fr. 80c. for 1 box; 40c. for carpet bag. Hotels:—Victoria and Washington, Aquila Nera, both near the port. Table d'hôte, 3½fr.; rooms, 3 to 4fr.; Nord; Angleterre; Pension Suisse. Many Italian houses; Roma, Luna, Patria, Restaurants, Pergola, Fenice. Cabs—The course, in town, 85c; outside, 1fr. 70c.; the hour, 1fr. 70c.; to the station, 1fr. Consulates:—English, Macbean, via Borra, 17; French, Fleury, Sui Fossi; visa, 5fr.

Theatres:—Rossini, Goldoni, &c., 2fr. Protestant church, Piazza Cavour. Leghorn, founded by the Medicis, (16th cent.) has been a great refuge for the persecuted. 97,100 inhabitants, (20,000 Jews). Port very animated. Monuments few. Fine view of Elba, Capraja, &c., from Mole. Leghorn has handsome streets,—principal via Grande, or Vittorio Emanuele.

Excellent shops in Via Vittor Emanuele. (Mossica, Scagliolo.) Principal buildings in Piazza d'Arme—the Cathedral, the Palazzo Communalis, and Castello Reale.

Rail to Pisa (and thence to Florence) 25 min. 1 fr. 75 c; to Florence, 2½ hr. 7 fr. 60 c, or 6 fr. 20 c. The line cuts the Arno plain covered with scattered maritime pines.

Pisa.—Fiacres, 1 fr. If time be precious, drive round to see the monuments. Grand old town; desolate and half-peopled: 21,345 inh.; mild climate in winter. Hotels: Gran Bretagna, Lung' Arno, Vittoria, Peverada. Post, under Ponto di Mezzo. Apartments, Lung' Arno; two to three rooms, 100 to 130 fr. the month.

Ancient city of Etruria on the Arno, has had a celebrated school of art, and noted men of science in the University. Pisa, in the Middle Ages, was great as a commercial republic, and long the rival of Genoa. The town has 9 public squares and 3 bridges. The sights require at least 3 hours.

The great monuments are, the Duomo, the Baptistery, the Leaning Tower and the Campo Santo. Duomo, founded 1067, Norman-Tuscan style, 5 naves, 375 feet long; most of the 68 columns in the interior are ancient; a splendid perfect building, with an almost unrivalled façade, containing a great number of Greek and Roman capitals to its columns; 12 altars of the nave attributed to Michael Angelo; high altar gorgeous with lapis lazzuli; mosaic of the half cupola by Cimabue; many paintings in choir and transept by Andrea del Sarto. It is said that it was in observing the bronze lamp suspended in the principal nave, that Galileo was led to his theory of the pendulum.—Baptistery (1153), a circular building, with many pillars, most of them antique octagonal fonts, and hexagonal pulpit of exquisite workmanship.—Leaning Tower, begun 1174, by Bonanno; not known if its inclination is the effect of design or accident; height 47 metres (154 feet); it deviates 4 metres (13½ ft). View from platform over the sea, town, and mountains very fine; a

staircase of 294 steps leads to the top; the heaviest bell weighs 24,000 lb.—The Campo Santo (1188) 50 c., open all day, was formed of earth brought from the Holy Land by 53 ships. The building surrounding the cemetery is of Giovanni Pisano (1278). There are 43 arcades on 44 pillars. The vast gallery running round the Campo is pierced by 62 windows, and decorated with ancient paintings. The chapel in particular has many specimens of early Tuscan art. There is also a valuable collection of Etruscan, Roman, and mediæval sculptures. Paintings in Chapel: Last Judgment of Orgagna, many Old Testament subjects by Gozzoli and Spinello, &c.; among the sculpture, many of Pisano and one of Thorwaldsen.

Pisa has several other interesting churches—Santa Caterina, San Sisto, &c. The Sapienza, or University, is a grand edifice of 1493; has good collections of ornithology and geology, and one of the oldest botanical gardens in Italy. Many other interesting objects at Pisa and in its vicinity.

Rail from Pisa to Florence, 2 hrs., 5 fr., up the valley of the Arno by Empoli. From Leghorn you can reach Rome by rail through Civita Vecchia by the Maremma, open all through; from Civita Vecchia to Rome, 81 kilom. 3 hours 29 minutes, 10 fr. 95 c. Total distance, 336 kil. (224 miles.)

ROUTE 8.

Florence to Rome by Arezzo, Perugia, and Terni.

371 kil. (232 ml.), 12 h., express. Fares through 1st class, 44 l. 15 c.; 2nd class, 30 l. 65c., express.

(Florence to Rome by Empoli, Sienna, Orvieto, and Orte. 320 kil., 200 ml.).

The rail from Florence to Rome by Arezzo passes through interesting classical scenery.

Arezzo, 89 kil. (58 ml.) from Florence, Hotels Vittoria, Inghilterra, Croce d'Oro), 10,587 inh., is beautifully situated on an eminence, in a fine pure air. It is an old town full of interest from Etruscan times downwards, as it was one of the important cities of the Etruscan Republic. The Museo Publico is very rich in antiquities. It will add to the interest of this place to remember that Arretium was the birthplace of C. Cilnius Mæcenas, friend of Augustus, and protector of Horace and Virgil; also of Petrarch, Vasari, Aretino, Cesalpini the botanist, and others. Principal streets, Via Cavour and Corso Vittorio Emanuele. The church of Santa Maria della Piere has a singular façade with very old sculptures. Church is of the 9th century. The house in which Francesco Petrarca was born (July 20, 1304) is in Via dell' Orto. The cathedral is a fine church in the Italo-Gothic style. Guide to the Museum:—Salle 1. Etruscan, Roman, and Christian inscriptions; funerary urns in red clay, called Vasa Arretina. Salle 2. Majolica. Salle 3. Fossils of the Chiana valley, including whale and elephant bones, &c.

Next town of interest is

Cortona.—Hotels Europa; Casa Nuti, inferior. Small town in fine Chiana valley, made very fertile by drainage, works of Torricelli (the inventor of the barometer) and other disciples of Galileo. Cortona is an ancient Umbrian city, conquered by the Etruscans. L. Signorelli (born 1439) and Pietro de Cortona (1596).

In the Palazzo Pretoni is Museo of Etruscan antiquities, has a splendid lampadario of a circular form, with 16 jets, ornamented with satyrs, syrens, &c. Many interesting Etruscan bronzes and inscriptions. Fine MSS. of Dante in the Biblioteca Ponbani. The cathedral is a fine basilica, having in the choir a Greek sarcophagus. Jesuit's church has 3 paintings of Fiesole; also a Madonna of Fiesole in the church of San Domenico. Fine view from the ruined fortress.

Soon after, Lake Trasimene, passing near the scene of Hannibal's great victory over C. Flaminius, June 23, 217. The whole country corresponds exactly to Livy's description (B. 22, 4) and to that of Polybius (3, 83). Lake 10 l. (20 ml.) round; has 3 islets, and is full of fish. A little beyond is

Perugia, near the Tiber, 76 kil. (44 ml.) from Arezzo. Hotels Posta, Corona, France; 18,500 inh. Stands high, is of Etruscan origin, and the capital of Umbria. The Corso is a fine street, and the whole town has a venerable appearance; but it is especially interesting as the birthplace of Pietro Perugino, the master of Raphael. In the cathedral is the Chapel of the Holy King, formerly possessing Perugino's great work (now at Caen) of the Sposalizio, or Espousals of the Virgin. Perugia has 103 churches, crowded with specimens of the Umbrian school of painting. San Domenico is particularly rich in Peruginos. Il Cambio, or the Exchange, has frescoes of Perugino, and the town possesses an archæological museum, a university, an arch of Augustus, &c. A little way beyond Perugia you reach the ancient solemn city of

Assisi, 100 kil. (66 ml.) from Arezzo: 4500 inh. (Inn, Lepri); is curious and remarkable on account of its churches and its connection with the history of St. Francis, born and buried here (1182-1230). Assisi is a treasury of primitive Italian art. The church of San Francesco consists of 3, one above the other, with frescoes of Giotto, Memmi, Gaddi, Buffalmaceo, &c.

Proceeding, you reach FOLIGNO, 116 kil. (74 ml.) from Arezzo. Hotels.—Posta, Aquila d'Oro. 11,200 inh., with a Cathedral, and in the Nunziatella, a painting of Perugino. Passing Spoleto, with many Roman remains, temple, triumphal arch, &c., you come to TERNI, 54 kil. (36 ml.) from Foligno, 113 kil. (62 ml.) from Rome. Hotels.—Posta, Europa. 15,000 inh., with a Roman amphitheatre, temples, therme, &c., and at hand, one of the finest falls in Europe; distance to the cascade, or Cadute delle Marmore, 1¼ h., 1 horse carriage, 3 to 4 fr. Escort of beggars, charged 1 or 2 sous for a number of gateways. Highest fall is the middle one, of 150 to 180 metres, (492 to 592 ft). Total height of cascade, 250 to 280, or according to others, 200 metres, (658 ft). One of

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the finest views is obtained by passing through orange and citron groves of Villa Graziani to the rocks above the Velino. Passing Narni and Civita Castellana, full of Roman remains, you reach Borghetto, saluting Mount Soracte, sung by Horace, and catching sight with rapture of the Dome of St. Peters', you arrive with strange emotion at the Eternal City (Roma).

Rome, 371 kil. (232 ml). from Florence; 261 kil.(174 ml). from Naples. Hotels, the best are at Piazza di Spagna, and on the Corso.

Cabs, 2 horses by day, the course, 1 f. 50 c.; hour, 2 f. 50 c. See page 526. Omnibus, 20 c.

GUIDE.—Mr. S. R. Forbes. See page 527.

American Church, outside the Porta del Popolo Services morning and afternoon. English Church, outside Porta del Popolo. Scotch Presbyterian, next to Anglican Church.

Post Office, in the Piazza Colonna. Telegraph Office: Monte Citorio, 121: message (20 words) to London, 9 lire; other parts of Great Britain, 10 lire. To France, 4 lire. 15 words to any part of Italy, 1 fr.

Photographs—Monaldini, J. Phelps, Spithöver.

Cameos—J. Negri. 3, Piazza di Spagna.

Mosaics.—Roccheggiani, 14, Via Condotti; Gallandt, Piazza di Spagna.

English and American Bankers: Packenham, Macquay, and Hooker, 20, Piazza di Spagna. L. Piale's English and American Library, No. 1, Piazza di Spagna. See page 528.

Rome, the urbe dell' orbe, is built on 7 hills, the Palatine, Capitol, Quirinal, Celio, Aventine, Esquiline, Viminal, the Janiculum, now Montorio, Citorio, Testanio, Vaticano, and Pincio, were not included in the ancient city. Rome stands on both banks of the Tiber, united by 5 bridges; Sant Angelo, Sisto, Quattro Capi, S. Bartolommeo, and Rotti, and has 12 gates. The principal streets are the Corso, Babbuino, and Ripetta. Squares, Del Campidoglio, di S. Giovanni Laterano, di S. Pietro in Vaticano, Monte Cavallo, Spagna, Foro Romano, Foro Trajano, S. Maria Maggiore, Navona, Panteon. The most noticeable fountains are the Trevi, Paolina, Acetosa, and Termini.

Any attempt to give a detail of the wonders of this overpowering place would be impossible in our limits; all we can attempt is to give first a summary of the most remarkable monuments; secondly, to single out some of their salient features, dwelling on what cannot be passed over, even by the most flying visitor. Beginning chronologically with the earliest monuments we enumerate its antiquities. 1st. The Foro Romano, the Arch of Septimus Severus (3rd century), the Temples of Vespasian, Saturn, and Concord. the Curia Hostilia, the Basilica Giulia, the temple of Vesta, the Via Sacra, the temple of Antoninus and Faustina, the temple of Romulus and Remus, the Basilica of Constantine, the temple of Venus and Rome, the Arch of Titus, that of Constantine, the Meta Sudans, fountain, of the time of Seneca; the *Colosseum*, with a circumference of 1,641 feet (elevation 157), capable of containing 100,000 persons. House of Rhenzi, Temple of Fortuna Virilis, Temple of Minerva Medica, of Mars Ultos, of Venus, of Vesta, the Pantheon, the Mole of Adrian, &c. Among Mausoleums must be noticed those of Augustus and of Adrian, the latter now called the Castel Sant Angelo. The pyramid of Caius Cestius, the tomb of the Scipios, that of Cecilia Metella. The most remarkable Thermæ or baths, are those of Caracalla, Diocletian, and Titus. The largest theatres are those of Marcellus, capable of holding 50,000 spectators; and that of Pompey, which could contain 60,000.

The Basilica, or churches of Rome, are 364 in number, and are altogether superior to any religious edifices in the world. The principal of these Basilicas are St. Peter's, Santa Maria Maggiore, San Paolo (fuori della mura), San Giovanni Laterano, Santa Croce in Gerusalemme, San Lorenzo, Sant Agnese.

The principal churches are Sant Andrea, Sant Agostino, Ara Coeli, S. Clemente, SS. Cosmo e Damiano, Il Gesu, S. Trinita dei Monti, San Luigi di Francesi, Santa Maria degli Angeli, &c. The Art collections of Rome are unrivalled, and their name is legion; we enumerate the Vatican, a world of aesthetics in itself, the Capitol, the Palazzi, Barberini, Braschi, Chigi, Colonna, Doria, Pamphily, the Quirinal, Palazzo Torlonia, Biblioteca Angelica, del Collegio Romano, the Osservatorio Astronomico, &c. There are academies of all branches of art and science.

In the vicinity, the Catacombs, Aqueducts, and Via Appia, deserve the most attention.

It may be considered as an axiom that the most superficial acquaintance with only the principal monuments of Rome, requires, at least, 8 days, hard driving, and 15 days, steady work. Latitude of Rome 41° 5′ 54″ N., and its population is considered to have 4,661 priests; 4,847 nuns; 4,881 soldiers; and foreigners, on the average in the season, 30 to 35,000.

To dwell on its history would be out of place here; yet we may say that every stone almost has a world memory, and at every turn you tread on hero's dust. The criticisms of Niebuhr will never destroy those beautiful early legends of Numa, of Egeria, of the Horatii, of Coriolanus, and Camillus. Pace the Forum, and you still seem to catch the echoes of Cicero's grand eloquence chiding the avarice of Verres! Go to the Scipios tomb, and the shades of the great departed seem to rise before you in the majesty of Rome's early republican virtues! Ascend the Palatine, and the revelry and frantic luxury of Nero and Caligula flash before you! Pass to the Colosseum, and you seem to hear the roar of many voices shouting, "The Christians to the lions!" "Christians ad leones!' as the early martyrs were hurried to this glorious arena of their faith and courage. All is great and venerable at Rome; and though its streets are happily lighted by gas (through Anglo-Saxon enterprise), and you are whisked across the Campagna, over the Catacombs, and among the Aqueducts, by the shrieking steam-dragon, the power of Rome in great part eclipses here all other thoughts or feelings.

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n our brief survey of Rome we shall class the Monuments first, into two orders, of—Profane or Pagan, and Christian; 2nd, chronologically into periods.

PAGAN MONUMENTS. Times of the Kings.—The Cloaca Maxima, supposed to have been established under Tarquinius Priscus, is entitled to inspection, as evidence of the grand common sense works of this practical people. The Mammertine prison, where Cicero had the accomplices of Catiline strangled.

2. Republican Period (B.C. 509—530).—There are few remains of this period; consisting in traces of Pompey's theatre, the tomb of the Scipios, and perhaps the temple of Fortuna Virilis.

3. Period of the Empire (B.C. 30—A.D. 417.)—It is a saying, that Augustus found Rome of stone, and left it of marble. In fact, most of the monuments of ancient Rome still extant are of his reign, or subsequent to it, including

THE FORUM.—The spot itself is no doubt the same where the earlier, freer, and stormier assemblies of republican times used to meet, and where the great events of the history of the Gracchi, and other patriots, occurred. The present ground is twenty-six feet higher than the old level. The Arch of Septimius Severus was cleared by Pius VII. (1803); it is of the composite order. Three upright columns of the Corinthian order mark the Temple of Vespasian, close by are the eight columns of the Temple of Saturn. Three other handsome columns are remains of the Temple of Castor and Pollux. Other monuments of the Forum are three gigantic archways of the Basilica of Constantine, which is said to have poured molten gold into the Forum when burned at the great fire of Nero; the Arch of Titus, with bas-reliefs of his triumphs in Palestine; that of Constantine, with other bas-reliefs in decayed taste; ruins of Temple of Venus and Rome, &c.

THE COLOSSEUM is the impersonation of Rome—sublime, majestic, severe; cruel, terrible, in its beauty. Begun under Vespasian on his return from the Jewish war, it could hold 100,000 spectators. Its inauguration was signalized by the slaughter of 10,000 captives and 5000 animals. It was the grand arena of Christian martyrdom. Built of travertine, it presents four orders of architecture, has a circumference of 1683 Paris feet, and an elevation of 188 feet. Diameter, 591 feet at widest part.

THE PANTHEON, built by Agrippa to all the gods, is the most perfect work left us of ancient Rome. The portico has sixteen blocks of solid monolith granite. The capitals are in white marble, and perfect in beauty. Diameter in the interior, 43 metres. It has been converted into a church; the two belfries have been added by Bernini. This monument has the tombs of Raphael, Annibale Carracci and others.

THERMÆ.—The largest, and best preserved, are the Baths of Diocletian, which have been transformed into the church of Santa Maria degli Angeli, the work of Michael Angelo; 2nd, the Baths of Caracalla, which used to have 1600 marble seats. Many of the finest statues remaining from antiquity were found in Caracallas Thermæ, including the Toro Farnese, the Ercole Farnese, and the Callipyge Venus. Of aqueducts, many remain in and out of Rome, threading the Campania, and showing the practical genius of this *people roi*. The best preserved are the Antoniniano and Neroniano. Other vestiges of the grandeur of Rome from Vitruvius downwards, and even before are the Arch of Janues Quadrifons, and the Palace of the Cæsars on Mount Palatine. The Palatine was the site of the oldest foundations at Rome, and the abode of the Gracchi, Cicero, Marc Antiony and other noted Romans. The Palace of the Cæsars was celebrated for its splendour, and was even the residence of German Emperors in the middle ages. The Emperor Napoleon III caused extensive excavations to be carried on there, which brought to light the torso of a satyr attributed to Praxiteles, and other works of high art to be seen in the little museum of Chevalier Rosa. The Mausoleum of Adrian, now the Castel Sant Angelo, is a grand piles till used as a Citadel, close to the Tiber Bridge (St. Angelo), and interesting, historically, as the place where Pope Clement VII. was imprisoned at the time of the siege of Rome, by the troops of the Emperor Charles V., commanded by the Constable de Bourbon (A.D. 1527).

The site of the Circus Maximus is still pointed out, showing its vast area, which, at the time of Constantine, could hold 400,000 spectators. The Arches of the Theatre of Marcellus, at the Palazzo Orsini, are admired as masterpieces. The finest monumental columns are those of Trajan, and of Marcus Aurelius, the capitals of both being composed of vast blocks of marble which, in the shape of the former, are good bas-reliefs of Trajan's victories over the Daciana. The obelisks of Rome deserve attention, especially those on the Piazza del Popolo, of the Piazza Navona, of the Place of St. Peter's, and others. They are mostly of Egyptian origin.

Before we notice the catacombs we must complete our survey of Rome within the walls, by a glance at its modern monuments.

The history of Mediæval and Modern Rome is almost that of Christianity down till the Reformation, and forms the chief page in every treatise in art. If Paris has been called the guingette, and London the market of the world, Rome is its art treasury and atelier.

Modern Monuments:—Foremost stands St. Peter's, unrivalled among churches, the great Basilica of Christendom. Begun under Julius II. (1506), on the site of an older church and of previous attempts; it was planned by Bramante, carried on by Raphael and Michael Angelo, and completed 1626, under Urban VIII. Area 199,926 Paris feet (St. Paul's in London, 102,620). St. Peter's has 290 windows, 748 columns, 47 altars and 380 statues.

Curiosities:—The Confessional of St. Peter, where the body of this apostle and of St. Paul are said to be preserved. Fine statue of Pius VI. by Canova; 142 lamps always burning at this place. The Baldachino of gilt bronze, by Bernini, above the high altar, is a wonderful work supported by

4 composite columns, 27 metres high. Tribune and pulpit of St. Peter; the latter in gilt bronze is said to be of apostolic origin. Many monuments of Popes near it. There is a grand bas-relief of Attila on the altar of St. Leo the Great. In the Clementine chapel is a tomb of Pius VII. by Thorwaldsen; in that of the Presentation is the monument of James III. (Stuart) and his sons, by Canova. The chapel of the Pieta has a fine marble group by Michael Angelo when 24 years' old. In the chapels of Saint Sebastian and of the Holy Sacrament are many tombs of other popes. In the north transept is a splendid tomb of Clement XIII., by Canova.

The mosaic paintings in St. Peter's are well worth a careful inspection. The treasury in the Sacristy contains a number of valuables, including the dalmaticum worn by Charlemagne at his coronation, and miniatures of Giotto. In the subterranean church (Sagre Grotto, open 9 till 11; fee, 2 pauls) are a number of tombs of Popes, including the English pope, Nicholas Breakspeare, or Adrian IV., died 1159. Best time to ascend the cupola, Thursday mornings, from 8 to 10. View over the Campania to Soracte the hills of Tivoli and Tusculum, Rome, and the sea. Oldest and first metropolitan church at Rome, St. John Lateran's. Original church was founded by Constantine. The entrance is by 5 gateways, the interior has 5 naves. On a picture on a column to the right is a painting attributed to Giotto; the roof was planned by Michael Angelo, and in the treasury are many rare relics. At hand is the Museo Gregoriana, founded by Pope Gregory XVI., 1848, divided into Pagan and Christian churches, with many statues and remains recently found.

The Christian Museum has been arranged by Cavaliere Rossi, and contains very old Christian sarcophagi, and other interesting objects from the catacombs, illustrating early Christian art, and shewing bas reliefs of scripture subjects and early Christian inscriptions.

The Picture Gallery contains early Christian paintings from different catacombs, and illustrations of early art in Italy.

The Scala Santa is supposed to be formed of the staircase from the Palace of Pontius Pilate at Jerusalem.

The Basilica of Santa Maria Maggiore was founded A.D. 352. The spire is the highest in the town, and dates from 1376. The interior consists of 3 naves, has 44 ancient columns of the Ionic order; has a grand sepulchral monument intended for Pius IX. the reigning pontiff, and some splendid chapels, especially those of Sixtus and Borghese.

Santa Croce in Gerusalemme was founded by Helena, mother of Constantine, but was rebuilt 1743.

San Lorenzo, fuori le mura, contains columns, arcades, and other remains of antiquity.

St. Paul's, outside the walls, founded by Constantine, was burnt 1833, and a new Basilica erected on its site was inaugurated 1847. The interior has 80 Corinthian columns of granite, and many relics of the earlier Basilica, including mosaics of the fifth century, 6 yellow alabaster columns presented to Gregory XVI. by the Viceroy of Egypt, medallion portraits of all the Popes, old frescoes restored, and modern stained glass windows. The general architecture of the church is not satisfactory, but the interior has an imposing effect.

Other old Basilicas are, St. Sebastian's and St. Agnes.

The number of secondary churches in Rome is legion. We can only notice a few—1. The Gesu, a very rich church, built 1568 to 1575, has been adorned in all subsequent times by the splendour of Popes and princes, contains tomb of Cardinal Bellarmin, altar of St. Ignatius Loyola, with lapis lazuli pillars, under the altar a gilt bronze coffin containing bones of St. Ignatius, founder of the Jesuit order. The church of the Gesu presents a more splendid appearance during the "Quarant' Ore," the two last days of the carnival. First rate preachers can be heard here during Advent and Lent Sundays at 11 a.m.

San Pietro in Vincoli contains the noted statue of Moses by Michael Angelo.

Trinita dei Monti has a celebrated Descent from the Cross by Daniel di Volterra.

Santa Maria Sopra Minerva possesses a statue of Christ by Michael Angelo, and the tomb of Fra Angelico, the heavenly painter.

Sant Agustino has a façade said to have been built with stones from the Coliseum (1483). The interior has 3 naves, the church being built in the shape of a Latin cross. The Madonna and Child by Jacopo Tutti, near the entrance, is surrounded with exvotos, especially daggers, presented by persons who have escaped assassination. The image of the Madonna on the High Altar is attributed to St. Luke.

The interior of S. Andrea della Valle is handsome, but the chief interest centres in the paintings of the Evangelists and others, on the apse and ceiling, by Dominichino, representing St. John the Baptist, St. Andrew, and 6 allegorical figures. There are also fine frescoes of Calabrese.

St. Gregorio contains valuable paintings of Dominichino and Guido. The church of Ara Coeli, on the site of the Temple of Jupiter Capitolinus, has good frescoes of Pinturicchio. The church of the Cappuccini contains paintings of Guido and Dominichino. Sant Onisio, in the Janiculum, is a convent where they show the cell in which Tasso died. San Lorenzo in Lucina, contains the tomb of Poussin, and San Luigi de Francesi that of Claude. San Silvestro and S. Carlo di Catinari have many paintings of Dominichino. But we must pass to Galleries of Art; and 1st—

The Vatican, the largest palace in the world, with portions contributed by Bramante, Raphael, Bernini, Fontana, &c. It consists of 3 stories, and has 20 courts, 8 great staircases, and 200 escaliers de service. It has only been the residence of the Popes since their return from Avignon. The latest additions are the Museo Pio Clementino, by Clement XIV. and Pius VI., the Braccio Nuovo, by Pius VII., and the Etruscan and Egyptian Museum, added by Gregory XVI.

The chief points of the Vatican are: 1.—The Loggie of Raphael. These world-renowned gal-

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leries had the great Art Genius for architect, sculptor, and painter. The gallery of the second storey is that particularly associated with Raphael, who painted its walls with scenes from the Old and New Testament (1516–18.)

The stands of Raphael are 4 in number, containing various specimens of high Art of his school, including Perugino; Raphael's beautiful painting of the School of Athens, Heliodorus driven from the temple; St. Leo stopping Attila; the Miracle of Bolsenna; the Deliverance of Leo X. when prisoner at Ravenna, showing a wonderful contrast of lights, &c.

The Vatican Picture Gallery has many masterpieces, especially The Transfiguration and the Madonna di Foligno by Raphael; others sketched by him and finished by his pupils; The St. Jerome (chef d'œuvre of Dominichino), Pieces of Guido Guercino, Perugino, Paolo Veronese, Murillo, &c.

The tapestries of Raphael are along a gallery above the garden.

The Vatican Museum is divided into several departments. The most interesting are Museo Chiramonti, and the Museo Pio Clementino. The first has 700 marble sculptures, including a number of characters from Greek mythology. The second has the Apollo of Belvidere and the Laocoon, two of the finest statues in the world.

The Egyptian Museum and the Gregorian Etruscan Museum deserve inspection, especially the latter (in 12 rooms), and among them Salle X., with all sorts of curiosities, illustrating early Italian art, and Etruscan civilization. The chains, rings in gold prove that this people worked the metals with great skill.

The Library is noted for valuable archives and MSS., (24,000 of the latter, 17,400 Latin, 3450 Greek, 3000 Oriental.) Printed books, 50,000. The noted works are the New Testament, 5th cent.; Virgil, 4th cent.; Terence, 4th cent.; a palimpsest of the Republic of Cicero; valuable orthographs, &c.

The Museum of Christian antiquities contains many remains from the Catacombs, the Papyrus chamber, specimens from the 4th to 8th century.

The Studio Mosaico should also be visited, and the Sixtini Chapel, noted for the grand chant of the Miserere on Good Friday, and for the Sybils and Last Judgment (a fresco), by Michael Angelo.

THE QUIRINAL PALACE, built 1574, is remarkable for good painting.

THE CAPITOL has a Museum begun by Clement XII., in front of which is an equestrian bronze statue of Marcus Aurelius, the only one that has reached us from antiquity. That part of the Capitol called the Palace of the Conservation has the Pinacotheca and Museum, rich in the Dying Gladiator, immortalised by Byron.

Another interesting Academy is that of Saint Luca (especially for paintings—open 9 to 5), has fine good pictures of Titian, Raphael, Guido, Rubens, and Vandyck. Some of the palaces of Rome deserve a close inspection, especially the Palazzo Farnese, by San Gallo, 1546, containing the grand Gallery, forming the capital work of Annibale Carracci. The Farnesine palace has celebrated frescoes of Raphael and his disciples, particularly Psyche and Galatea. Palazzo Borghese has a rich picture gallery. Palazzo Rospigliosi possesses Guido's celebrated Aurora. Palazzo Doria Panfili has also a picture gallery.

Among the Colleges and learned bodies we must distinguish the Sapienza or Roman University, the Collegio Romano, containing a celebrated observatory, conducted by Father Secchi, and the Kircher Museum, with Pagan and Christian Antiquities, and the Propaganda. The principal walks at Rome are the Pincio and Borghese Gardens.

Rome is surrounded by interesting villas; those close at hand are villa Pamphily Doria, with beautiful ancient pine trees; villa Madama; villa Ludovisi, with an Aurora of Guercino, &c., and villa Borghese, with the park 4 miles round. Entrance, every day, except Monday. Fine Antiques. The Catacombs: the interest attaching to these early relics of the Age of Martyr has greatly increased of late, owing to the learned and able researches of Cavaliere Rossi. The latest view is that these subterranean passages were excavated expressly for the tufta stone in building ancient Rome, and afterwards used by the early Christians, as shelter and sepulture. They are of different ages, extending from the 2nd to the 5th cent., and are 26 in number, one of the oldest, being that of St. Priscilla, 2 miles from Porta Salara, including a Madonna and child, probably of the 2nd cent. The Catacombs of St. Agnes outside the Porta Pia, contain several valuable mural paintings, and in a chapel, an image of the Madonna, supposed to be of the second half of the 3rd cent.

The Catacombs of St. Sebastian were those first discovered, and are most easily visited. The Catacombs of Saint Nereus and Achilles, or of Domitilla, on the Ardeatine Via, are perhaps the oldest; but those of the Calixtus, Via Appia, are the richest, have tombs of several Popes (including Saint Sixtus II., died, A.D. 252), inscriptions, paintings in byzantine style, &c. Nothing can be more venerable or solemn and touching, than the sight of these early Christian sepulchres and bones, the monuments of the greatness of soul on which our faith is based

Before leaving Rome, it is right to add a list of the days and hours for visiting the chief lions:—

The Vatican, 8 to 11 and 2 to 4 p.m., except Sundays, and great fêtes; Capitol, 9 to 4 p.m.; Academy of San Luca, 9 to 5 p.m.; Borghese palace, Monday, Wednesday and Thursday, 9 to 2 p.m.; Doria Gallery, Thursday and Friday, 10 to 2 p.m., The Quirinal Palace, 9 to 2 p.m.; Lateran Collections, 9 to 4 p.m.; Excavations on the Palatine, Thursday and Sunday.

EXCURSIONS.—Albano, Rail, 19 ml., 41 min.; Fare, 1st class, 3 f. 90 c. Hotels, di Rupia, Posta, Parigi. Pop. 6000. Stands high in a pleasant healthy country, noted for wine in the time of Augustus. Sights: Lake of Albano, 5 ml. round, 550 ft. deep, on the site of an ancient crater, with remains of ancient works, and the Lake of Nemi, near Genzano, also 5 ml. round, having formerly a celebrated temple of Diana, near it. Frascati, 13 ml. time, 35 m.; Fare, 1st cl., 2 f. 45 c. Hotel, Londra. 4998 inh. Stands pleasantly near the ruins of

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Cicero's villa of Tusculum surrounded by villas, especially villa Aldobrandini. Tivoli, 19 ml., diligence, 7 and 6 pauls, there and back in a day. Pass Adrian's villa, noted for grand remains, and celebrated statuary found there. Tivoli, anciently Tiber, near the site of Horace's villa, and Blandusian Fount, and Subiaco, the first Benedictine Monastery, is a most interesting situation. Hotels at Tivoli: Sibilla, Regina. Sights: Cascatella or artificial cascades; Temple of the Sibyll; Villa of Mæcenas.

ROUTE 9.

Rome to Naples, Pompeii, Sorrento, &c.

Rail, distance 174 ml.; time 8 h. 10 m.; fare, 1st class, 31 fr. 65 c.; 2nd class 18 fr. 95 c.

Pass VELLETRI (28 ml.) Hotels: Parigi, Posta, 16,000 inh., where Augustus was born, and a celebrated Pallas has been found. CAPUA (30 ml. from Naples). Hotels: Festa, Belvedere, 16,000 inh., with many antiquities and a cathedral, and at hand (3½ ml.) Santa Maria di Capua, on the site of the ancient city so noted in the history of Hannibal, and presenting still many high interesting antiquities, including the Amphitheatre that held 100,000 persons. Caserta, 22 ml. from Naples. Hotels: Stella d'Italia, Villa Reale, with a vast palace (1752). The chapel has a profusion of marble and lapis lazzuli; the gardens are pretty and well adorned. We now reach **Naples**, the City of the Sirens, the Parthenope of classic pens, is verily "un Pezzo del Cielo caduto in Terra." Nature dances here in a perpetual holiday, the air, the sea, and all appear radiant in the brightest beams of beauty. Cabs, 2 horse, 1 fr., at night 1fr. 50 c.; the hour, 2 fr.; each succeeding hour, 1 fr. 50 c.; omnibuses through most thoroughfares, 20c.; boats, 1 hour, 1 fr. or 1fr. 50c. Strike your bargain first.

BANKERS—Rothschild, Strada S. Maria, in Portico 14; Iggulden & Son, Villa Reale.

CONSULS.—England, E. Walther Bonham, Chiatamone 23; France, Sonlange S. Bodin, Chiatamone 28.

Post and Telegraph, Palazzo Gravina Strada Montoliveto.

It may be interesting to add, that the Strada di Toledo was built by the Viceroy Don Pedro (under Spanish rule) 1532-33, and the Strada Chiaja in 1695 by the Duke de Medina Celi. The Strada di Toledo is 1¼ mi. long, and the town a length of 3 and, including the suburbs, a circumference of 16 mi. The favourite walk is the Villa Reale by the Chiaja. Principal squares: Largo del Castello, Largo del Palazzo, by the King's Palace, adorned with statues of Charles III. and Ferdinand I. The Largo del Mercato is the spot where Masaniello's conspiracy broke out. Naples has 258 churches, and is divided into 12 quarters, i.e., S. Ferdinando, Chiaja, Calvario, Exevocula, Stella, S. Carlo, Arena, Vicaria, S. Lorenzo S. Giuseppe, Porto, Pendino, and Mercato.

CHURCHES.—The Cathedral; Sant Angelo Maggiore, with fine sculpture; Santa Restituta, an old Basilica of the Greek rite, falsely attributed to Constantine, and possessing the chapel of Saint Januarius, richly adorned with paintings of Spagnoletto and Dominichino. The liquefaction of the Saint's blood takes place in this chapel every year, first Saturday in May, September 19th, and December 16th; Santa Chiara; San Domenico (Gothic); Santa Maria della Pieta, or the Cappella di San Severo; San Severino e Sosio; L' Incoronata.

*** For detailed description of the churches of Naples, see Bradshaw's Handbook to Italy.

The great sight at Naples is the Museo Borbonico, or the Studii, called now Museo Nazionale (open daily, except Monday, 8 to 3.) This Museum contains the following collections.—Paintings and mosaics (antiques, 1st Salle), mostly upon Pompeii and Herculaneum, 1,600 in number. Specialities: The 18 Dancing Girls of Pompeii (discovered 1749); 4 monochrome paintings on marble, representing Theseus and the Centaur, &c.; Briseis, taken from Achilles; the 12 funambuli paintings, representing all the habits and usages of the ancients (from the fullonica, &c.) at Pompeii. Ashes and remains of victims of the eruption at Pompeii. Mosaics: Choragium, &c. Marble statues and bas reliefs, 1500, in 3 large galleries. Many statues from Herculaneum, Gladiators, an Amazon, Ganymedes, a colossal Antinous, Bacchus, Trajan in cuirass, Aggrippina seated, a colossal seated Jupiter, an Egyptian Diana, in oriental alabaster, and an Apollo Musegetes, in green basalt.

In the Salle of the Muses is a beautiful Greek vase, with bas relief, by Salpion of Athens (found at Formiæ, near Gaeta.)

In the Adonis gallery is the celebrated Callipyge Venus (from Nero's golden palace.)

In the Flora Salle is the colossal *chef d' œuvre*, called Flora or Venus draped, and a great mosaic of the battle of Issus; also Eschines, a masterpiece of Greek art.

The Toro Farnese, in the Salle Jupiter, is another masterpiece of Greek art.

EGYPTIAN ANTIQUITIES.—Many collections under this name. Etruscan and Oscan bronzes of great interest. Epigraphic collection: 1600 inscriptions, Roman, Greek, Punic, Christian, &c. Here also is the great group of the *Farnese Bull*, by Apollonius; and the *Farnese Hercules*, by Glycon, of Athens. The Gallery of Bronzes is grouped in two divisions—Principal treasures: the Sleeping and the Dancing Fauns; Mercury in repose, an exquisite gem; Ptolemy Soter, &c.

The Glass collection, with ancient enamel, &c. is of high interest (4000 pieces). Terra Cotta, 5000 articles. Bronzes of all sizes and kinds (14,000), throwing light on ancient customs; arranged in 7 Salles. Salle II has lamps; Salle IV agricultural instruments; articles for the toilette; theatre tickets. Salle V, surgical and musical instruments; brass tables of Hercules (1732), 3rd cent. B.C. Italio-Greek vases, the first collection in the world of the kind.

3300 articles. Papyri: 3000 long rolls; method of deciphering them found out by P. Antonio Piaggi. The cabinet of gems, has 2000 articles (silver and gold), with cameos, utensils, &c. On the pavement, is the Pompeii inscription, "Cave canem." The Taxa Farnese, an oriental sardonix, is widely known; much silver and gold plate, ear-rings, colours, utensils, corn, fruit, wine, oil, and linen from Pompeii. The Secret Museum cannot be seen without a special permission. The Numismatic Museum has 50,000 medals, many of them from Magna Grecia, Sicily, &c. The Picture Gallery has 901 paintings—its greatest ornaments are: Titian's portrait of Pope Paul III., and Philip II. of Spain; Domenichino's Guardian Angel; Raphael's Madonna col' divino Amore; Annibale Carracci's Dead Christ, and Hercules; Ribora's St Jerome; Claude Lorraine's Paysage with the Nymph Egeria; Albert Dürer, The Nativity; Agostino Carracci, Rinaldo in the Garden of Armida &c.

The Biblioteca Nazionale, is open from 8 to 2 p.m; 200,000 vols., and 8000 MSS.

Naples has a University (1224), with 52 professors, and a noted collection of Mineralogy. The Palazzo Reale, built 1600, has some good paintings, by Raphael, Holbein and Rembrandt. The Royal Palace contains a library and a collection of natural philosophy. At hand is the celebrated Theatre of San Carlo, the largest in Europe, built 1737 (rebuilt 1816). The Military harbour has a mole and pharos (142 alipa, 1 f. to see it), with a very fine view of the town, Vesuvius, the bay, and the splendid neighbourhood.

Naples has many private palaces, including the Fondi and Miranda, with good collections of paintings, and the Saint angelo (13th cent), with splendid works of art; Italo-Greek vases and paintings, of best masters. The Albergo di Poveri is one of the most princely hospitals in Europe. Near that of San Gennaro de' Poveri, are the vast catacombs extending many miles; but presenting a painful spectacle in those parts still used for burial, called Campo Santo. The Palace of Capo di Monte has a good picture gallery, and a fine garden; near it is the Observatory. The two great castles at Naples are the Castel dell' Ovo, on an island, noticed by Pliny (Hist. Nat. III. 6), called Megaris: present structure, built 1154, by William I. The Castel Saint Elmo above the town (built 1343), commands a superb view, and is used as a prison. At the end of the Chiaja near the grotto of Posilippo, leading to Baiæ, is the supposed *Tomb of Virgil* (15 square feet, with 3 windows), having a glorious view, and an inscription, partly made up of the epitaph ascribed to himself, viz.:—

"Mantua me genuit; Calabri rapuere; tenet nunc
Parthenope: cecini pascua, rura, duces.'

"I was born at Mantua, snatched away in Calabria (at Brundusium), and Naples holds my dust. I sang of flocks, fields, and heroes."

EXCURSIONS.—The neighbourhood of Naples is the perfection of enchantment. For classical associations, Baiæ and Pompeii; for volcanic phenomena, Vesuvius and Avernus, with the Monte Nuovo; for Elysian scenery, Sorrento; for the treasures of the deep, Capri.

"Facilis descensus Averni" is known to every schoolboy; and also,

"Talibus ex adyto dictis Cumæ Sibylla
Horrendas canit ambages, antroque remugit."

The scholar will not forget Horace's line in praise of the hot springs—

"Seu liquidæ placuere Baiæ."—Lib. iii. 4.

Nor can the Christian traveller ever forget that it was at Puteoli that St Paul landed in bonds on his way to his martyrdom. Ovid's description takes in all the remarkable points—Capri, Sorrento, Herculaneum, Castellamare (Stabiæ), Naples (Parthenope), and Cumæ.

"Inde legit Capreas, promontoriumque Minervæ
Et Surrentino generosos palmite colles,
Herculeamque urbem, Stabiasque, et in otia natam
Parthenopen, et ab hac Cumæas templa Sibyllæ."—*Met.* xv.

The round of interesting objects on this excursion costs 5 fr. for a fiacre with 1 horse.

To reach Pozzuoli (Puteoli) you pass the Grotto of Posilippo, a tunnel of half a mile, cut through the tufi rock in ancient times, and noticed by Seneca in the reign of Nero. *Pozzuoli* is half an hour's drive (two hours on foot). Inns: Bella Italia, Del Ponte di Caligola. Objects to see: the Temple of Serapis, the Amphitheatre, the Solfatara, and the Lake of Agnano. The Cathedral of St. Proculus is built on the foundations of the Temple of Augustus, erected by L. Calpurnius. The *Amphitheatre* is noted in profane and sacred history under Nero and Diocletian. St. Januarius was decapitated at the Capuchin convent (commanding a splendid view of the gulf) in 305. The *Solfatara* is 15 minutes from the Amphitheatre, and consists in the crater of a half extinct volcano, from which issue many jets of smoke, while the neighbouring rivulets are charged with alum. Half an hour thence is the Lake of Agnano, having on its banks the celebrated *Grotto del Cane*. The cause of the fit that overtakes the unfortunate dogs who are thrust into the cave is well known to be a great quantity of carbonic acid gas rising to a certain height.

Passing the ruins of the villa of Cicero you reach in half an hour from Puteoli, Monte Nuovo, raised by volcanic action in 1538. Boat from Pozzuoli to Baiæ, 1 fr. (3 to 4 persons); time, 30 to 40 min.; 1 horse carriage from Pozzuoli to Cumæ and Baiæ, 5 to 6 fr. The road continues past Lake Lucrino, renowned in ancient times for oysters, and very near *Lake Avernus*, the supposed descent into Hades, having on its south side a tunnel called Sibyl's Grotto, and containing evidences of ancient workmanship. It is necessary to bargain about entrance fee; 1 fr. to enter, and 1 fr. for torches. Road continues past the Baths of Nero, anciently known by the name of Thermæ Neronianæ, with natural hot springs that boil eggs (1 fr.)

At *Baiæ*, the principal objects are what are popularly called the Temples of Minerva, Diana, and Venus, though evidently other structures for secu-

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lar purposes. Other objects at hand are the Piscina Mirabilis, a large reservoir, and Cape Misenum, with a glorious view. The district beyond, in the direction of Cumæ, containing the Mare Morto and Lake Fusaro, was given the name of Elysian Fields, by antiquaries, who wanted to assign a place for all Virgil's descriptions.

Cumæ, the seat of the great Oracle, consulted by Æneas before he descended to the shades at Avernus to see his father's spirit, has few remains to show, chiefly an amphitheatre and many tombs, besides a Grotto, thought to correspond with considerable exactness to the description of the Sibyl's abode in Virgil.—*Eneid*, vi. 41.

Procida and Ischia.—These charming islands are situated on the same side of Naples as Baiæ. To appreciate them properly takes 2 days. In June a daily steamer to the Baths of Casamicciola in the Island of Ischia; 1st class, 5fr.; 2nd class, 3fr. 50c.

There are good hotels at Procida, Ischia, and Casamicciola. At Procida on fête days, the women put on a Greek dress, (a red tunic fringed with gold).

Ischia,—Its principal point Mount Epomens, was noted for eruptions before Vesuvius, (B.C. 474.) The air of this island is delightfully fresh in the heats of summer. *Cassamí-ciola*, with boiling mineral springs is the principal spot that is visited. Hotels:—Bellevue, Gran Sentinella, Gran Bretagna; Pension Pisani, &c. Delightful walks all around. At Lacco with the convent of Santa Restituta, patroness of the Island, the inhabitants on her fête put on Greek costumes and dance the Tarantella. The ascent of *Mount Epomenee* is the most interesting excursion, (5 to 6 hrs., 3 to 4 fr., with an ass.) Chestnut woods, and the hermitage of St Nicholas on the top, (bread and wine supplied), commanding a perfectly admirable view, embracing Naples, its bay, Gaeta, Salerno, Capri, Vesuvius, &c. Everything is novel and captivating on this island. The architecture of the houses, the luxuriant vegetation, the population with a handsome type, and costume, and a special language, the manners and customs, all have a charm and classical elegance about them.

Vesuvius.—This is one of the most interesting excursions near Naples. Train to Resina at 5 40 a m. Guide and horse, with boy to keep charge of latter at foot of cone, 12fr ; time 7 hours.

Vesuvius is interesting from its position, its historical associations, and its natural phenomena. It destroyed Herculaneum and Pompeii, A.D. 79, when Pliny the Elder perished in its flames; and it has been the theatre of 45 eruptions since 1660. On its flanks grows the celebrated Lachryma Christi; at its feet lies the loveliest scenery on earth. Precautions are required, and accidents have happened to those seeking to be too familiar with the pitchy horrors of the crater.

Herculaneum, under the present town of Resina, has not very many remains, and is eclipsed by Pompeii. They are at an average depth of 28 metres (100 ft.) under the ground, and were first discovered in 1719. The theatre was built by L. Annius Mammianus Rufus, and contained 8,000 spectators. In 1837, there were brought to view the house of Argus and several parts of the ancient city, including a triclinium with a painting of Mercury, Argus, and Io. Taking the rail to Pompeii and passing Torre del Greco and Torre dell' Annunziata, the traveller reaches

Pompeii in 50 minutes; 1st class, 2 fr. 55 c.; 2nd class, 1 fr. 80 c. Five trains a day. A day devoted to this interesting city, gives a more perfect insight into the manners of the ancient civilized world than we could otherwise obtain.

After lying undiscovered for 17 centuries it was brought to light in 1748. In 63 (Nero's reign) it was partly, and in 79, finally ruined. Burnt wood, melted glass, and other evidences of the hailstorm of ashes, testify the terrible nature of the eruption. It appears that after the town was buried under a bed of stones and ashes, a number of torrents swept the light fragile objects clear of the houses before their fall, and thus preserved them. Many of the inhabitants had time to fly, and returning afterwards dug and recovered some of their valuables, and founded a new Pompeii near, which itself was buried in an eruption A.D. 472. New researches daily bring to light bronzes, statues, skeletons, and other curiosities. Principal street, Of the Tombs. In it the house of Diomed (17 bodies found in it). Tombs of Arcius, Scaurus, Tyche, Quietus, &c. Gate of Herculaneum, with 3 arcades (lava and brick). Houses near it, that of Sallust, one of the finest at Pompeii, of the Vestals, of the Surgeon, &c. The bakery and public oven are close by. The quarter of the Forum contains 3 triumphal arches in brick and lava, the temple of Venus (the largest at Pompeii), the basilica, the law courts, the civil forum, surrounded with porticoes, &c. In the street of the Thermæ is one of the handsomest houses, that of Pansa, the fullonica, rich in treasures, now at the Naples museum, the house of the Faun, in which the mosaic of the Battle of Issus was found, &c.

In the quarter of the Theatres is the temple of Neptune, the barracks, in which 63 skeletons, many gladiators' arms, and other objects were found, the great theatre, the temple of Isis, and the amphitheatre.

Castellamare is close to Pompeii, in a charming sheltered position on the bay. Hotels:—Reale, Europa, Gran Bretagna, Italia, Quisisana, Surrounded by high mountains covered with woods, offering shady walks. It has thermal waters. A fine carriage road leads hence to Sorrento, amidst scenery offering a Paradise of beauty.

The trip to Pompeii may be extended to Salerno, Pæstum, and Amalfi. Rail from Naples to Salerno, 80 kil. (54 ml.); 1st class, 8 fr. 80 c.; 2nd class, 6 fr. Time 3 h. 30 m. Train passes La Cava (Hotels Victoria and Londra), in a romantic country, near the convent of La Trinita.

Salerno, on the bay of that name (Hotels: Nuova, Vittoria, Inghilterra), has had one of the earliest and most noted law schools in Europe. Justinian's Pandects said to have been discovered there. Situation unhealthy.

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At hand is Amalfi, in a delightful situation on the gulf: it may be reached by carriage road. Vietri, near La Cava, or from Salerno by boat. Hotels at Amalfi: Stranieri, Luna, Cappuccini, Palombo. 2000 Inh. Curiosities: the cathedral, the Capuchin convent, in a grotto, with a ravishing view. Many noted maccaroni factories. Flavio Gioja is said to have invented the mariner's compass at Amalfi (about 1300). Enchanting walk over the mountains to Sorrento

Eboli, beyond Salerno, 80 kil. from Naples, can be reached by rail. Hotels: Locanda; Nobile.

Pæstum is 24 kil. (16 ml.) from Eboli, and can be reached by carriage. March and October are the proper seasons to visit the temples, and beware to stay a night in this malaria district.

Pæstum was a colony of Sybaris, in Magna Græcia, and its ruins (first noticed, 1745,) consist of 3 Doric temples, 2000 years old. The Posidonium, or *temple of Neptune* is one of the finest examples of Greek architecture, 60 metres by 25 (225 by 95 feet), having 6 columns on each face and 14 at the sides. The columns are 7½ feet in diameter, and 16½ feet in height, giving them a more massive look than those of the Parthenon, at Athens. The other temples are that of Ceres, and the structure incorrectly called the Basilica.

Sorrento is in a plain, covered with orange orchards gently sloping from the cliffs that border the bay, to the hills that form the watershed between the bay of Naples and that of Salerno. The whole country is full of delightful walks. Sorrento consists of three populous boroughs, Vico Piano and Sorrento proper, each with a Marina, where the fishing-boats land.

Hotels Tasso, Parigi, Risoli, Nardi, Cucumella, at Piano, &c. Sorrento is the birthplace of Tasso, and was known in Roman times. A temple of Neptune stands close to the waves, in an enchanting position, on the road to Massa.

From Sorrento a boat takes you easily to **Capri** (time, 2 hours; fare, 6 to 8 fr.), which should be visited for the beauty of its views, and for its marine azure grotto.

Hotels at Capri: Londra, Vittoria, Tiberio; 6,000 inhabitants; 3 ml. from Naples. Remains of the Villa di Tiberio (the seat of the Emperor's orgies) are pointed out; also the Salto, 230 m. (606·70 ft.) high, a precipice rising sheer out of the sea, into which the tyrant had his victims plunged. The *Grotta Azzurra* offers a magical spectacle. Length of cavern, 53 metres (174·37 ft.); width, 32 metres (105·28 ft.); height, 13 metres (42·77 ft.); depth of water, 8 fathom. A little boatman who takes you there, shows you the effect of the blue water by plunging into it for 2 or 3 fr. It is quite sufficient to put your own arm in.

Another green grotto was discovered by some hardy English swimmers, in 1848.

ROUTE 9a.—Trip to Palermo.

Distance, 311 kil. (207 ml.) By steamers of the Florio Company, starting Monday, Wednesday, and Saturday, 4 p.m., arriving at Palermo, Tuesday, Thursday, and Sunday, at 9.30 a.m.

Principal hotels at Palermo: La Trinacria, France, Londra, Sicilia, Universo, Fortuna. Cabs: (1-horse) the course, 50 c.; to the station, 75 c.; 2 horses, the course, 80 c.; to the station, 1 fr. 80 c.; the hour (1-horse), 1 fr. 70 c.; following hours, 1 fr. 50 c.; 2 horses, 2 fr. 10 c. and 1fr. 90c.

Population 219,400. The immediate vicinity is a bower of orange and lemon trees, backed by a grand frame-work of mountains, known as the Concha d'Oro. The town is built in the form of a square, with a circuit of 14 miles, and 15 gates.

Palermo has fine wide streets, intersecting at the central knot, known as the Piazza Vigliena, or Quattro Cantoni, encompassed by fine buildings, and full of fountains and statues, including Charles V. and Philip II. of Spain.

The Kassaro (El Kazar), Via Toledo, or Corso Vittor Emmanuele, is a mile long. There is a splendid drive along the sea, called the Marina, extending to the Flora public garden. The most interesting monument is the cathedral of St. Rosalia (built 1170), presenting a mixture of the Mooresque and Norman styles. Its western front presents a rich example of the ogival Sicilian architecture. The interior contains monuments of Frederic II., of Roger II., &c.; paintings by Velasquez and Morrealese, the greatest Italian painters, and sculptures of Gagini. San Giuseppe consists of paintings of the same artists, and Badia Nuova has frescoes of Morrealese. Other churches are Santa Zita, San Domenico, &c. *See "Bradshaw's Handbook to Italy."*

The Palazzo Reale is a vast edifice, presenting a curious assemblage of various styles, interesting as a monument of the 12th century. The University, founded 1805, is rich in collections. The principal Theatre is that of Carolino, with 5 tiers of boxes. Other theatres are Santa Cecilia and San Fernando.

ENVIRONS.—The Concha d'Oro presents the most delightful and diversified scenery; one of the most noted points, Monte Pellegrino, 2 kil. (1¼ ml.) from Palermo, containing the Grotto of St. Rosalie, the patron saint of the town, whose body was discovered in it. Her fête occurs on the 11th to the 15th of July. La Bagheria is a delightful part of Concha d'Oro, with many palaces presenting specimens of Saracen art, especially those of Maredolle, Zisa, Cuba, &c. The Capuchin Convent is remarkable for a vast cemetery (date of foundation 1621), with mummy corpses preserved chiefly by the purity of the air and dryness of the place, and all dressed as alive.

MONREALE, 6 kil. (4 miles) 15,000 inh., contains a Cathedral with splendid mosaics, and in the Palatial Convent a frescoe of Morrealese, representing Daniel in the Lion's Den.

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TOURS IN SWITZERLAND.

ROUTE 10.

A Fortnight's Tour through Switzerland for £12 Guineas.

1. Take the Tidal Train *via* Folkestone to Paris. If in time, leave Paris at 12.25 a.m., arriving in Strasburg at 5.3 the following afternoon. See the Cathedral, Church of St. Thomas, and Monument of Gutenburg; dine, and leave Strasburg at 7.3 for *Bâle* Sleep there.

HOTELS:—Trois Rois; Du Sauvage; Tete d'Or.

2. Basle to Olten, by Rail, a beautiful pass of the Jura, thence to *Berne*.

HOTELS:—Bernerhof; Falken; Maure: BELLE VUE.

See the view from the Cathedral Terrace—Aar rushing beneath; Snow Mountains in the distance.

Additional.—a.

Rail to *Lausanne*, steamer to Geneva. See Cathedral, Library, Meeting of the Rhone and Arve.

HOTELS:—De l'Ecu; Des Bergues; Couronne.

Steamer to Villeneuve. Walk to Vevey. Rail to Berne.

3. Berne to Thun and Scherzlingen, by rail; Steamer to Neuhaus; Omnibus to Interlaken. When on steamer, look out for Castles of Oberhofen and Spietz, and the Mountains, Stockhorn and Niesen, on the right, and for the Snow Mountains in front. Rest in *Interlaken*. Full of good Hotels and Pensions; 5 and 6 francs a day for board and lodging. Climb the Harder, or the Sheinige Platte; or, less arduous, the Abendberg. The Jungfrau looks down from its height of 13,000 feet, upon the beautiful valley. Sit under the shade of the largest and finest walnut-trees in the world. There is an English Church.

Additional.—b.

On Monday morning walk to Lauterbrunnen, 7 miles, by the banks of the Lutschine; go on to end of the Ober Valley, and see the magnificent fall of the Schmadribach, rushing down in an immense volume from the mountain side; or ascend to the village of *Mürren*, commanding one of the finest views in Switzerland. A splendid amphitheatre of high Alps, the Jungfrau, the Tehingelhorn, Schilthorn, &c. Return, and on the way, look out for the misty thread of the *Staubbach* falling 800 feet from the rock above. A good Inn—the Capricorn. Return to Interlaken.

4. Take Steamer to *Briens* at 6 a.m., stop at the Giessbach falls at 10 a.m. An easy climb—very beautiful. Breakfast *al fresco* opposite to the falls; take steamer again at 4.5 for Briens, diligence next day at 11 for the Brunig Pass, by the Lakes of Lungern and Sarnen to Alpnach—Steamer through some of the finest scenery in the world, to *Lucerne*.

HOTELS:—Les Balances D'Angleterre; Schweizerhof.

Additional.—c.

Walk to the top of Mont Pilate, if clear weather—or, take Steamer to Weggis, and from thence climb up to the top of the *Rigi*—sleep there, good Hotel. Return next morning to Weggis, take steamer to Fluelen, passing William Tell's Chapel, the field of Grütli, &c. &c.; or, instead of returning next morning to Weggis, vary the route by walking along the summit to the Rigi-Scheideck (excellent house), descend to lake at Gersau, and take steamer there for Fluelen This the more beautiful, but a little more time and fatigue. Return to Lucerne, beautiful walks in the environs.

5. Railway by the Lake of Zug to *Zurich*, about three hours' journey.

HOTELS:—Baur; Belle Vue.

Ascend the Huitliberg, about two hours' walk there and back.

6. Zurich to Schaffhausen, by Rail. See the wonderous *Rhine falls*. Back to Zurich in evening.

7. Zurich to Bale, by Rail.

8. Bale to Paris, by Malhouse, Vesoul, and Troyes. This varies the Route.

9. Paris to London.

All the journeys *numbered* above are included in the fares paid for the return tickets. The journeys marked with letters a., b., c., must be paid for in addition, if the tourists wish to take them.

PROBABLE COST OF THE ADDITIONAL JOURNEYS.

a. To Lausanne—Return Ticket, 10s.; Steamer on Lake to Geneva, 2s.; Geneva to Villeneuve, 3s.; walk to Vevey or Lausanne.

b. A boy guide up the Ober Valley. 1s.

c. Steamer to Weggis—and on to Fluelen and back to Lucerne, about 7s 6d.

COST OF HOTELS, &c.

Most of the second class hotels in Switzerland, and many of the first, will take travellers for one or two days—by the day *6fr.*—not quite 5s. per day. On the Road the early table d'hôte is generally *3fr.*, but if no table d'hôte, order a "déjeûner à la fourchette" for *2fr.* 50 *c.*, including vin ordinaire. It will consist of soup, vegetables, a mutton chop, a slice of roast meat, and sweets In towns the "petit diner" will cost *3fr.*; breakfast or tea generally *1fr.* 50 *c.* Cutlet with fried potatoes, *1fr.*; wine, à la carte.

[Twelve days at 6 francs, with extras and sundries, and cost of return tickets (nearly £7) bring up the total cost to the sum mentioned above.]

SPECIAL DIRECTIONS.

Buy *Bradshaw's Pedestrian Route Book to Switzerland* Take very little luggage—25 kilogrammes are allowed, but much less will do. The best kit for the tour will be two loose coats, one warm, the other light; one to go over the other, if needed; one pair of light tweed trousers on; one warm ditto in a black bag; two vests; one pair of strong shoes on; one pair light ditto in the bag; four

shirts—if flannel, three will do; four pairs of socks; six collars; six pocket-handkerchiefs; brushes, razors, &c. A good knapsack will be better than a bag; either can be carried in the hand from Rail to Steamer, from Steamer to Hotel, &c.

The Return Ticket, for Switzerland, ought to be taken at the Station of the "Chemin de Fer de l'Est," in Paris; ask for the "Billet pour le Voyage Circulaire en Suisse, Seconde Classe," it is available for a month. Take a good stout umbrella, which will answer for a walking-stick. A carpet, or black leather bag, may safely be left in the cloak-room, called "Consigne," while the tourist is absent seeing sights. Pay 10 centimes, and ask for a ticket for the bag.

ROUTE 11.

A Route through Switzerland.

We may premise that the *route* given underneath, applies to travellers entering Switzerland from Freiburg-in-Breisgau (in Baden), at Schaffhausen, and leaving it at Bâle. For further information, see *Bradshaw's Handbook to Switzerland.*

1. FREIBURG-IN-BREISGAU TO SCHAFFHAUSEN, BY THE HÖLLENTHAL.—Distance about 50, or perhaps 52, English miles, by diligence, performing the journey direct in about twelve hours. The *route* is through the charming valley of the Höllenthal, or Infernal Valley, which presents the appearance, at its opening, of a fertile plain, enclosed by sylvan hills. Nearing the ascent, at about 42 miles from Schaffhausen, it assumes a character of romantic grandeur. Its woods, rich in foliage, cover the steep sides of the ravine, from which project sharpened fragments of rock, rugged and naked, having running at their base the Dreisam, whose banks are verdant with turf, and studded with mills.

STEIG and HIRSCHSPRUNG are the spots most remarkable for the exhibition of this rugged grandeur. On the journey we pass BURG, remarkable from Moreau's retreat, in 1796. Ninety-four years previous to this Marshal Villars was deterred from attempting this pass, saying that he was not dare-devil enough. The first village is STEIG, a post station, where the traveller may obtain good accommodation, on reasonable terms. Here a steep slope of the road leads the tourist up the Höllensteig; and on leaving it, he parts with the finest scenery. At this juncture an extra horse is required for the ascent of the Höllensteig, for which 1fl. 12kr. must be paid. Opening in the distance is Himmelreich. Passing Lenzkirch, and Bondorf, nineteen miles from which is the Benedictine Abbey of St. Blaize,) we arrive at the top of the ascent, whence may be had a magnificent view of the Lake of Constance. Close by is the Castle of Hohenlupten; and a little further on, after passing Stuhlingen, we cross a stream, and, journeying on a distance of 11½ miles, we enter

SCHAFFHAUSEN.—For a description of the Falls, see page 504.

2. SCHAFFHAUSEN TO ZURICH, BY EGLISAU.—Distance, 28 miles; mode of conveyance, by rail; which crosses the Rhine just above the fall. After traversing a small portion of the Baden territory, we arrive at

EGLISAU.—Situated on the Rhine, about 13 miles from Schaffhausen, and containing about 1700 inhabitants. The scenery of the passage of the Rhine at this place is very romantic. The water flows between hills covered with trees, and is crossed by an embowered wooden bridge. We next meet, at a distance of about four miles, BULACH, a town of 1,500 inhabitants, having some good inns. From here a magnificent view of the Alps, with their tops crowned by eternal snows, may be had. The descent to Zurich is very picturesque and romantic, passing about two miles to the right is the hill of Weid, whence a rich view of the town and its lake may be enjoyed. After this, nothing worth special notice presents itself until our arrival at ZURICH.

3. ZURICH TO LUCERNE, ACROSS THE ALBIS, *via* HAUSEN.—Distance, 33 English miles.—The journey is made by diligence, occupying about 7 hours in the transit (also by rail, see page 243). A very fair zigzag carriage-road leads to Zug, and crosses the High Albis. All along the route a very beautiful view of the Alpine chain, can be enjoyed. After skirting the Lake for a short distance, it crosses the Sihl, and wends to the inn of the Albis, where the tourist can be well accommodated. Above the inn, about one mile, is a height commanding an excellent view of the entire Zürichsee. Situated at the foot is the picturesque vale of Sihl, remarkable as having been the favourite sanctum of the pastoral poet Gessner. On the south is seen the Lake of Turi; not far from which is the Church of Kappel, where Zwingli died. Farther off is the Lake of Zug, behind which rise aloft in sublime grandeur Mounts Pilatus and Rigi, the former on the right, the latter on the left. At this point the horizon, reflecting the snowy chain of the Alps from Sentis to the Jungfrau, presents a remarkably brilliant appearance. Attaining the summit, 2,500 feet above the sea and 1,000 feet above the lake, we descend, touching on the right the small Lake of Turi. After traversing the new road along the western slope of the Albis, we arrive at HAUSEN. Near this place is Albisbrunn—a Water-cure establishment—where general travellers can board and lodge for 6 or 7fr. a day. From here the Bernese Alps can be seen to advantage.

HAUSEN.—A village of 6,000 inhabitants, the scene of a religious conflict, in which Zwingli fell on the battle-field, 1531. A monument is now erected on the spot, bearing a Latin and German inscription. We next arrive at

RISPERSCHWYL.—Lucerne to Knonau, 10 English miles; Knonau to St. Wolfgang, 6¾ miles. A good road to Zug, the Righi, St. Wolfgang, Giesliker-brucke, Brucke, Dierikon, and Ebikon; whence passing the monument of the Swiss guards, we enter

LUCERNE—described at page 498.

—From Lucerne the tourist may proceed per steamer to FLUELEN, distances about twenty-four English miles; the voyage is made in about three hours; see list of steamers, page 350. The fare varies from 1 franc to 4 francs, and the boat generally touches at Weggis. The lake, very interesting

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in its natural proportions, is also singularly so by its historical recollections. Its shores witnessed the memorable events that guaranteed freedom to Switzerland.

Leaving Lucerne—starting place near to the Hof Brücke—we soon hail Meggenhorn, and sail along through undulating hills, rich in verdure, and studded with picturesque villas and cottages—a scene beautiful in itself, but shadowed into a dark grandeur by Mount Pilatus. Further up, near the Bay of Kussnacht, to the right, is the Castle of Neu Habsburg. At the other side of the bay appears the stupendous mass of the Rigi, whose sides are studded with forests, at the base of which lie fields, gardens, and cottages. Across the promontory of Tanzenburg the village of Weggis is seen; there tourists anxious to ascend the Righi disembark. To facilitate the tourist in his ascent, we here notice the

ASCENT TO THE RIGHI FROM WEGGIS.—The visit should be made in order; and for this purpose the traveller should set out early, as, if he do not, it will be impossible for him to reach the Staffel Haus or Kulm in time to witness the sun set—one of the most glorious scenes in nature. All the interesting objects can be visited in a day, and are particularised below for the convenience of the traveller. A mule-path leads up the ascent, commanding a constant view of the lake. It first passes the Heiliges Kreutz, after which we next come to the Cold Bath, where we find a wooden inn, a small Chapel of the Virgin, and the Spring of the Sisters' Fountain. The first crucifix on the Kussnacht side is met at Leeboden, and a walk or ride through a succession of rich pasturage, brings the tourist to the *Righi Staffel*, an elevated plain or platform chosen for viewing the effects of sunset. There the traveller finds a very good inn, where he can get comfortable accommodation. Half-an-hour's walk further on brings him to Kulm, the most celebrated summit, where is also a large and good Hotel. From the *Kulm* is the best view. Another path branches off from Leeboden towards the right, which leads the tourist to pass the following interesting objects. From the north side very good views are obtainable of the Lake of Zug and of the town of Arth. On the west Lucerne can be distinctly seen; whilst on the south the objects seen are the Lakes of Alpnach and Sarnen, the Stanzer and Buochserhorn mountains, behind which are the mountain ranges of Berne, Unterwalden, and Uri—an unbroken reef—with their glaciers, embracing the Engelberger, Rothstock, and the Bristenstock. On the east are the snowy peaks of Glarus and Appenzell.

Pedestrians require no guide, as they have only to follow the crowd that lands at Weggis. A boy, for 2 francs may be obtained to carry a knapsack or carpet-bag to the top. If a horse is taken, the man who leads the horse acts as guide.

Resuming our journey towards Fluelen, the steamer proceeds through the Nosses, immediately after passing which, we find ourselves shut out by high mountains. After running through the oval basin called the Gulf of Buochs, it touches at Beckenreid and at GERSAU, a very picturesque little village, and a delightful spot to stay for a while (en Pension Müller), and make a few excursions on the Lake, which is here very picturesque. The Rigi-Scheideck, a Pension kept by M Muller, can also be reached from here; ascent 2½ hours; tariff for horse 7 fr.; chaise à porteur 15 fr.; very easy, and a beautiful prospect, gradually widening from the Lake at the foot to the snowy Alps of the Bernese Oberland. The prospect from the Pension at the summit is quite as fine as from the Kulm; indeed by many it would be thought finer. The charge per day is 5 to 6 fr., including board, lodging, and attendance. English is spoken. There are 150 beds, baths, and other conveniences; and every thing is scrupulously neat and clean. Telegraph messages can be despatched to every part of Switzerland, 1 fr. for twenty words. We then reach Brunnen, opposite which we change our entire course and sail along the Bay of Uri for Gruth, a short mile or two from which is Tell's Chapel. At the head of the lake is

5. FLUELEN—described at page 493.—From Fluelen we proceed to visit Andermatt and the Grimsel, or PASS OF ST. GOTHARD, per Altorf; Bürglen, birth-place of William Tell; Amstäg, where there are good inns; and Wassen, a village of about 380 inhabitants, on the left bank of the Reuss.

THE DEVIL'S BRIDGE.—The stern and savage grandeur of this portion of the Pass far excels that of all the rest. Just above the bridge, the road passes through a tunnel cut through the rock, called Urnerloch, into the beautiful valley of Urseren. About one mile further brings us to

ANDERMATT.—A small village with about 700 inhabitants, and the chief place of the valley, 4,450 feet above the level of the sea. Honey, cheese, and splendid trout can be had here. Behind Andermatt a bridle-path leads over the Oberalp, and by its lake to Disentis, in the Grisons.

Taking a direct road from Andermatt, we arrive at Hospenthal. By sleeping here, an hour is gained in the morning. An early start is advisable, as an early arrival at the Grimsel ensures a bed—late comers are often obliged to sleep on the floor. After passing Realp, where there is a small but dear inn, we enter a monotonous valley, which terminates on the Furca. After a brief repose, we descend by a steep and rugged road, to the glacier of the Rhone. The road skirts the glacier to the lower extremity, where a dirty stream issues forth—this is the *source of the rapid Rhone*. A wooden bridge conducts the traveller to a small inn, the only habitation between the Furca and the Grimsel, where a few beds may be had. Ascending the road to Grimsel, look down on the glacier, which is here seen to more advantage than from below. On the top of the Mayenwand is the small gloomy Lake of the Dead. A line of poles marks the road to the Hospice of St. Gothard, situated lower down in the valley. Those who pass the Grimsel need not mount the St. Bernard, which is tame in comparison. On arriving at Grimsel, lose no time in securing a bed. There is a table d'Hôte in the evening. A splendid panoramic view of the Grim-

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sel, and of the adjacent peaks and glaciers, can be enjoyed from the summit of the Sidelhorn, on the right of the path to the Furca.

6. FROM GRIMSEL TO GRINDELWALD, *via* MEYRINGEN—Distance forty-one English miles.—Leave the Grimsel early in the morning, and if the weather be fine, the descent to Meyringen will afford a day of pleasure without fatigue. At first, not a plant or shrub is visible, gradually vegetation begins, and soon the road is bounded by sombre pine forests. At Handeck is a little wooden inn, close to the *falls of the Aar*, the noblest cataract in Switzerland. It is best seen from the bridge above. There are several fine points of view during the descent. One hour and a half beyond Handeck is Guttannen, and an hour beyond is Imhof, where there is a carriage road to Meyringen. From Meyringen to Grindelwald the distance is about 21 English miles; and the journey is accomplished in about eight hours.

From Grindelwald to the Wengern Alp is a journey of 3½ hours. On the summit of the Pass are several inns, (whose resources are, during the travelling season, generally taxed to the uttermost.) The houses are all wooden, and widely scattered over the banks of the torrent. It is 2450 feet above the level of the sea, and buried, as it were, among precipices. The *Staubbach* fall of water is less than a mile from the inn, and is one of the loftiest in Europe. Visitors should not leave here without exploring the upper valley of Lauterbrunnen, or ascending to Mürren, a village commanding one of the most glorious views of the Jungfrau, etc., in the *Bernese Alps*, finer than that from the Wengern Alp. The ascent may be accomplished on horseback. Pedestrians may proceed to the top of the Schilthorn, some way further; a still more magnificent prospect. There is a good inn (the Jungfrau) at Mürren, but it is easy to return to Lauterbrunnen in the day. Invalids may reach Mürren in a Chaise-à-porteur. Very little of interest is to be met with on the route to INTERLAKEN—described at page 496. At Zweylutschinen there is a very good little hotel.

8. INTERLAKEN TO THUN.—There is an excellent road to Thun *each* side of the lake. The journey by water is preferable. A diligence conveys the tourists to Neuhaus, where the steamer takes them up for Thun. On the voyage up the lake is the village of Merligen, at the rear of which is the Justis Thal. Nearly opposite the Nose is the Castle of Spietz, founded, it is said, by Attila. An Hotel has been recently built near the top of the Niesen commanding a superb view. The access is from Thun or Frütigen. As we get into Thun, on the south side, is the beautiful chateau of Schadau, the property of Col. Rougemont, in the midst of a charming garden.

9. THUN—described at page 506.—The distance from Thun to Berne is about 17 English miles, and the journey is made by railway down the Valley of the Aar. The road on a clear day commands a very fine view of the Alps, and passes Munsingen, where the oligarchical rule was overturned, in 1849, and a new constitution adopted. The Stockhorn and Niesen mountains on the left are also passed.

10. BERNE—described at page 491. The road leaves Berne by the Gate of Morat, and proceeds as far as Neueneck, where the stream separating the two cantons, Berne and Freiburg, is crossed. Before entering Freiburg, the view is impressive in the extreme. The city is one of the most picturesque in Europe. Close to the summit of the hill is the large old building once the Jesuits Pensionat; near it the Jesuits' College, the Tower, and Church of St. Nicholas, beyond which is seen the Suspension Bridge, over which the carriage road enters Freiburg. The rail now finished taking another line reaches

11. FREIBURG — described at page 494: and thence goes on to Lausanne and Vevey, past Romont; a branch is now open from Romont, to Bulle, the capital of the Gruyères. This Railway opens up a beautiful tract of country for tourists. Bulle lies at the foot of the Moleson, a mountain the view from which is said to equal if not excel the Rigi. By the Bulle-Romont Railway tourists can now go by a much shorter route from Lausanne and Geneva to Thun and Interlaken by the beautiful valley of the Simmenthal.

12. VEVEY—on the Lake of Geneva, described at page 506.—From Vevey to Martigny, by Montreux, Villeneuve, Aigle, and Bex. Leaving Vevey, the first object of interest met with is the Tour de Peilz—a fortified castle, about 1 mile from Vevey and 2½ from

CLARENS.—described by Rousseau in Nouvelle Heloise, and referred to in Childe Harold. From this place a splendid view of the Lake and valley of the Rhone, and of the opposite shore, can be had Here jutting rocks, towering ruggedly from the banks of the lake, succeed to the gorgeous scenery of hills and vine-clad undulations that adorn the banks of the lake all the way from Geneva.

At MONTREUX there are many good hotels and pensions, the largest, called Glion, in a fine situation. The climate, owing to the sheltered position of the place, is healthy and mild, rendering the village a delightful winter quarter for invalids unable to cross the Alps. Two miles beyond Montreux is the celebrated *Castle of Chillon*, open to visitors. It communicates with the road by a wooden bridge, stands solitary and alone, and is a building of the thirteenth century, which owes its origin to Amadeus IV. of Savoy. Byron has immortalized it in his "Prisoner of Chillon,"

Beyond is

VILLENEUVE—HOTEL BYRON—Built on the eastern extremity of the Lake of Geneva, and containing about 1500 inhabitants. Here the road leaves the borders of the lake, and enters the valley of the Rhone. The railway is continued by Roche, Aigle, and St. Triphon to

BEX.—On the road to the Simplon, containing 3550 inhabitants, and only remarkable for its salt mines and works; situated in the valley of La Gryonne, about three miles from Bex. *Pensions* here per day, 4fr. 50c.

At MONTHEY, on the Ligne d'Italie line from Bouveret to St Maurice; distance 15 miles. There you diverge to the delightful valley of Vièye, leading to Champery. Itinerary, Trois Torrents 1 hotel

Val d'Illiez (Hotel du Repos and pension, 4fr. 50c. per day); Champery 3 hours, hotel and pension of the Dent du Midi, with 92 rooms; pension 4 fr. 50c. per day; Croix Federale. Ascents from Champery: Dent de Bonacon (2824 metres), 6 hours, splendid view; Dent du Midi, 9 hours up (guide, 13 fr.); View of Northern and Southern Chains, Berne and Valais, and Lake of Geneva; the Val d'Illiez is a favourite and delightful resort, communicating with Sixt by several passes. Of these, one deserves to be especially noticed, *i e.*, that by the Col de Coux et de Golize, 8 hours, fine views; thence to Samoens, near Sixt.

BRIDGE OF ST. MAURICE.—This bridge connects the cantons of Vaud and Vallais. Immediately beyond it, on the left bank of the Rhone, is the old town itself, embedded among mountains.

ST. MAURICE contains about 1,100 inhabitants, and the traveller should make it a point to see the Abbey, a building of the fourth century. Its objects of attraction are the Museum of Ancient Art—a vase of Saracen execution, presented by Charlemagne—a golden crozier of a spirelike form, exquisitely carved—and a second one, presented by Bertha, Queen of Burgundy.

CHAMPERY, in the Val d'Illiez, near Bex, with excellent pensions, much frequented in summer, and charming excursions to Dent du Midi, Sixt, Chamouni, &c.—See MONTHEY above.

A little past St. Maurice, on the other side of the river, is the Bath-house of Lavey, over a sulphureous spring. Rising far above the road is the Hermitage of our Lady of the Rock. Seven miles further is the celebrated *waterfall* of the Sallenches, or Pissevache, the fall of which is about 120 feet. The road crosses the Trient, as it descends from the the Tête Noire.

13. MARTIGNY—described at page 500.—The distance from Martigny to Chamounix is about twenty-three or twenty-four miles, and may be accomplished in from nine to eleven hours by mule or on foot. The road commands a very good view of Mont Blanc. The path from Martigny leads over the Forclaz. The hamlet of Trient lies to the left, deep in the valley. After climbing up a fatiguing ascent, the traveller enters on the pasturages and farm-houses of Herbagères. From the top there is a most magnificent *view of Mont Blanc*, and the Aiguilles of La Tour, l'Argentière, Verte, de Dru, Charmoz, Midi, and Vosa. To the right are the Aiguilles Rouges, whilst beyond them, enclosing the valley, stretches the Brevent, to the rear of which is seen the Mortine, supporting the snow-capped summit of the Buët. The scene will remain impressed on the mind for ever.

On the descent the pastures of Charamillian are crossed to the village of La Tour, a little below which the path meets the road to Chamounix by the Tête Noire. To reach Chamounix by the *Tête Noire Pass*, one of the most strikingly beautiful in Switzerland, the preceding route is left at the village of Trient. At the distance of one league is the mountain inn, de la Tête Noire, on the angle of a precipice 1200 feet above the meeting of the waters Trient and Eau Noir. On the opposite side of the ravine is Finshaun, watered by five or six cataracts, which in the distance look like silver cords. Beyond the hotel is a short tunnel, and after passing it, the deep gorge of the Eau Noir. A few miles further is the La Porte Chaeltard—all that now remains of the ancient fortress, built to defend this frontier pass. Soon after is the cascade de la Barberine, 200 feet high, from Mont Tannevergues; near the cascade is another excellent mountain inn. Beyond it is the village of Valorsine, the Aiguille de l'Orient and Mont Buët. The route joins that of the Col de Balme at the village of Argentierres.

14. CHAMOUNIX—described at page 492.—The distance from here to Geneva is about 52 English miles, and the journey is performed by mule or voiture to St. Martin, thence by diligence to Geneva, and the time occupied is nine or ten hours.

SALLENCHES—A small town about 36 or 37 miles from Geneva, containing 2100 inhabitants. From the bridge is one of the best Alpine views of Mount Blanc. On coming within a short distance of Maglan, the road nears Nant d'Arpenaz, one of the highest waterfalls in Savoy. The next village is

CLUSES—containing about 2000 inhabitants, and famous for its watchmaking trade. It was burned down in 1843, but has since been rebuilt.

From Annemasse, we obtain a distant view of Mont Blanc. It is six miles thence to

15. GENEVA.—See page 494.—The journey from Geneva to Lausanne can be made by diligence or steamer daily, as well as by railway. Beyond Versoix, an inconsiderable village, is

COPPET.—A small town containing about 700 inhabitants, and possessing a château, once the residence of Madame de Staël.

MORGES.—A small town, with 3000 inhabitants. Adjoining its Port is the venerable old Castle of Wufflens, said to have been built by Queen Bertha.

Before entering Lausanne, the view of the town is very beautiful indeed. At the entrance of the suburbs is the village of Ouchy, with an inn, in which Lord Byron wrote the "Prisoner of Chillon," in June 1816, when he was detained by severe weather.

16. LAUSANNE.—See page 497.—LAUSANNE to BASLE, by YVERDUN, NEUFCHATEL, and BIENNE; or by FRIBURG and BERNE. Both journeys are made by railway.

17. YVERDUN.—See page 507.—From here there is both rail and steamer to Neuchatêl, passing Grandson, a small town on the lake, three miles from Yverdun.

18. NEUFCHATEL—described at p. 501.—Thence by railway or steamer, on to

19. BIENNE.—See page 491.

20. To BASLE.—Conveyance by railway; also by diligence, through the valley by the left bank of the Suze.

ROUTE 12.

Martigny to Milan, by Sion, Brieg and the Passage of the Simplon. Domo d'Ossola.

(Distance 179 English miles.)

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(An International Railway is projected over the Simplon, towards which 10,000,000 francs are already raised. 17,000,000 more being required The scheme is under the patronage of the French Minister, M. De la Valette).

CONVEYANCES.—Diligences run daily to Milan, in 58 or 60 hours, making Brieg a sleeping-place. Sierre may be reached by rail. See page 247.

After quitting Martigny, the road lies between sterile rocks and mountains, which, on passing Riddes, change to luxuriant pasturages, rich vineyards, picturesque villages with churches, and the ruins of ancient castles.

SION—celebrated for an excellent wine made here, called Malvoisie, is the chief town of Valais, with a population of 4200 souls. It stands on the declivities of three hills, and possesses extensive castles on each declivity, one of which is the archbishop's residence; the second is Valerie: the third called Tourbillon, contained portraits of the bishops of Sion from the year 300; it is now in ruins. Here are several Roman antiquities, one of which is a half-effaced inscription to the memory of Augustus, near the door of the cathedral.

Leaving Sion, the route lies through a beautiful country, irrigated by the Rhone.

SIERRE.—A pretty little village, terminus of the Ligne d'Italie.

At Pfyn is the boundary between the French and German languages.

LEUK, nine miles above which up the gorge of the Dala are the *Baths of Leuk* or Loeche. Travellers in carriages usually turn off here to visit the Baths, and ascend the lofty and sterile Mount Gemmi.

TOURTEMAGNE.—Behind the fine cascade is a view of the entire Alpine chain, connecting the Simplon and St. Gothard.

VISP.—Is seated at the junction of the Rhone and the Visp—a river as large as the Rhone. It was once the residence of many noble families, whose palaces are now in ruins; and is now a miserable village, having been fearfully shattered by the earthquake in 1855. From Visp to Zermatt, 30 miles, mule path, to the right; 7 miles beyond is Glys, and a mile further Brieg, where the ascent of the Simplon begins.

VIESCH is on the upper valley of the Rhone, beyond Brieg on the route to the Grimsel. The ascent of the Æggishorn is made from Viesch in 3½ hours, and from whence there is one of the grandest panoramas in the Alps. There is a good Inn at Viesch, and another on the Æggishorn.

From BRIEG to the left is the road to the Rhone Glacier with the footpath to the Hospital on the St. Gothard-road, and to Meyringen, by the Grimsel pass.

BRIEG.—Is a small town (pop. 800) and the usual resting-place for travellers crossing the Simplon. The only buildings worth notice are the Château of Baron Stockalper and the Jesuits' College. At this town the Simplon road leaves the valley of the Rhone. The distance from Brieg to Domo d'Ossola is about fourteen leagues or forty-two English miles. It takes seven hours to reach the Simplon, and three or four to Domo d'Ossola. Ascent of the Simplon, see page 555.

DOMO D'OSSOLA.—It is nine miles from hence to VOGOGNA.—A small village, with the valley of Anzasca, leading up to Monte Rosa, opening up before it; a scene worthy of special notice.

ORNAVASSO.—Near this are the white marble quarries, from which stone for the Milan Cathedral was procured. At Gravellona the road crosses a large bridge, and following the road leading up its left bank, arrives in one hour, at Omegna on the *Lake of Orta*, one of the most beautiful on the Italian border. Lago Maggiore, and Isola Madre—the most northern of the Borromean Islands—here burst on the vision. Not far beyond this place will be found the rose granite quarries; the colour produced, it is said, by the felspar in it, which mineral abounds here in elegant flesh-coloured crystals.

BAVENO.—Close to Lago Maggiore, and immediately in front of the Borromean Islands. Diligences from here to Arona in 2 hours; rail to Milan.

Boats.—Parties wishing to visit the Borromean Islands, will here find boats at the following rate:—For two hours, with two rowers, 4 fr., and 1 fr. per hour after; an hour once commenced is counted as full; the boatmen expect *buonamano* 50 cts. each.

Asses may also be hired here at 4 frs. each, to ascend the Motterone, towering in the rear of the village, and commanding a magnificent panoramic view of the Alps. The top is 4,350 feet above the level of the sea. The descent may be made by the opposite side to Orta. In three hours, and from thence to Omegna in about two hours' walk. Steamers call for passengers off Isola Bella, on their upward and downward courses daily.

PALLANZA.—The steamer calls here for passengers every morning at about half past 8 o'clock, and a boat plies between here and Baveno.

LAGO MAGGIORE.—This lake, on which these islands are situated, was anciently called *Lacus Verbanus*. It is computed to be 56 Italian miles long and 6 to 9 broad, and in its deepest part is 2465 feet deep. It presents an enchanting picture. (For further description, see page 558.) The Palace or Isola Bella is worth seeing, and contains many very excellent paintings. There is also a very good Inn on the island. Isola Madre will be found worth a visit.

Below Baveno is Stresa, where there is an excellent hotel and *pension*. From Baveno and Stresa paths lead across Monte Motterone to Orta. View from Monte Motterone, extensive and beautiful, something like Righi. One mile before reaching Arona is the great bronze statue of St. Charles Borromeo, by Zonelli, and measuring, with pedestal, 106 ft. in height. It stands on a hill overlooking

ARONA—A small old town, containing about 4,500 inhabitants, built on the margin of the lake, and having the Simplon road running through a part of it, and a railway communicating with that to Turin and Milan from the junction at Novara. At the lower end of the lake a splendid view of the snowy Monte Rosa is enjoyed; and a ferry-boat carries passengers over the Ticino to.

SESTO CALENDE.—The town is built on the left bank of the Ticino, shortly below the place it leaves the lake, and contains only one structure worthy of notice, the church of St. Donato, a building of the middle ages. Near Sesto Calende are interesting remains of ancient pile habitations. The route thence to Milan lies through the great Lombardo plain, a level route made between gardens and fruit trees. For Railway, see page 253. Passing

GALLERATE, whence there is a railroad to Varese. The Simplon road enters Milan through the

ARCO DEL SEMPIONE—A structure begun by Napoleon, and finished in 1839 by the Austrians.

MILAN.—Described at page 520.

ROUTE 13.

From the Eggischhorn and Viesch, by the Tosa Falls and Val Formazza, to Lago Maggiore; and to Airolo on the St. Gothard Pass.

Ascent from Viesch easy at first. Proceed either direct thence, or follow Rhine valley to Munster and Ulrichen; good quarters at Ulrichen. Hence you ascend the Eginenthal, and from it you go up a tremendous steep slope to the Gries glacier, which you cross—a spot haunted by the lammergeier, and where chamois are often seen. Horses often cross the glacier, and ladies have passed over; but it is prudent to dismount. Scene at top very wild and solitary. Geological formation of district interesting; much true granite.

Descent brings you to first village, Andermatten. Upper part of valley inhabited by a vigorous, industrious German race. Inn at Andermatten—Albergo del Caval Bianco. Next place, small chapel of San Lorenzo, just above *Falls of Tosa* or Toccis, whose waters fall over a succession of cataracts of 500 feet, forming in some respects (combined height and volume) the most remarkable waterfall in the Alps.

Val Formazza, below the Falls, is exquisitely beautiful all the way to Domo d'Ossola. At Fopiano you meet the first Italian-speaking village. By the Falls you can strike off, and rise by the chapel of San Giacomo, near the Nufenen Pass; summit covered with rhododendrons, and commanding a splendid view of Finsteraarhorn. Reaching All'Acqua, 4380 feet above the sea (dirty inn), passing under a beautiful azure-coloured glacier, you come to the beautiful Val Vedretto, and Airolo on the St. Gothard Pass, 3609 feet above the sea, with an inn. This Pass is easily passed by horses.

The road down from the Tosa Falls to Crevola and Domo d'Ossola, is through scenes of perfect beauty, passing the defile of Foplano, with chestnuts, vines, &c., and garnets in the schist, to Premia (Hotel de l'Ange). The lower part of the valley of the Tosa is called Val Antigoria, filled with smiling villages, Cravegna, Crodo, &c., picturesque in campaniles, glancing streams, and emerald meadows.—*See* "Pedestrian Route-Book to Switzerland." Distance from Obergesteien to Premia, 10½ leagues (31½ miles). From Tosa falls to Premia, 4½ leagues (13½ miles.) From Tosa falls to Pommat, 1½ league (4½ miles); to Andermatten, 1½ league.

ROUTE 13—cont.

The passage over the Gries, down Val Formazza, brings the traveller to Domo d'Ossola; and, continuing down the Tosa valley, towards Baveno and Lago Maggiore, he reaches Vogogna, at the entrance of Val Anzasca, leading up to the finest scenery in the Alps. Vogogna, 2½ leagues or nearly 9 miles from Domo d'Ossola, has an inn, the Corona, and a posting station.

Scenery up Val Anzasca to Macugnaga is perfectly lovely, with Monte Rosa towering above luxuriant southern vegetation, and azure transparent trout streams. Distance to Macugnaga, 8½ leagues (25½ miles). Best points—Ponte Grande, 1½ leagues (4½ miles), with a fair inn, and Ceppo Morelli, 2 leagues (6 miles), farther up. Macugnaga, a centre of splendid excursions. Hotels du Monte Rosa and of Monte Moro. Various passes lead from Macugnaga to the other favoured Italian valleys south of Monte Rosa.

Three routes have been classified into High Passes, Intermediate Passes, and Lower Passes.

1. Beginning with the Lower Passes, Macugnaga communicates with Orta by two delightful routes, both of which strike off from Ponte Grande. 1. By Val Strona. Footpaths lead from Ponte Grande by Col de Campello (2000 metres), 5 hours. Campello village has a poor inn. Val Strona presents some of the most charming sylvan scenery in North Italy. The botany and geology of the whole district are full of interest. Cataracts of emerald streams, fern-clad rocks, and every scenic beauty, topped by the snows of Rosa, complete the attractions of this lovely valley. At Omegna, where there is a poor and dear inn, you reach the *Lake of Orta*, a paradise of beauty. It is the best plan to proceed to Orta by boat, 2 hours 10 minutes; excellent quarters at Orta.

2. Another route from Ponte Grande to Orta is by Val Mastalone, 55 to 60 kiloms. (36½ miles). Almost too much for one day; best plan to sleep at Varallo. From Ponte Grande you proceed, by Val d Oloccia, through magnificent ancient woods of chestnuts and other timber, to Col Barranca (1752 metres), over swelling pasture ground, to Fobello (fair inn), in a charming, striking situation. The female peasantry are noted for physical beauty, and their graceful costume. Descending to Rimello, where there is a small inn, with a church having curious frescoes, in the midst of a delightful panorama of rocks, woods, and mountains, you arrive at a defile defying description, and combining all the elements of grandeur. Pont della Gula particularly striking. At length you reach VARALLO, from which Orta is reached by the Colma (6 hours), the road passing through vast forests and among immense granite blocks. View from Colma very grand over Pennine chain. Varallo has three inns—Albergo d'Italia Falconi, Nero, and La Posta.

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Varallo is in the Val Sesia, from which a succession of Lower passes lead to Aosta. From Orta there is a delightful path over Monte Motterone, with one of the finest panoramic views in the Alps, to Baveno and Stresa, each with a good hotel on Lago Maggiore. See p. 558.

At Varallo the traveller should visit the celebrated Sacro Monte, or Nuova Jerusalem, nel Sacro Monte di Varallo, presenting excellent representations of the principal events of our Lord's passion, in 46 oratories. View from top very fine. From Varallo a route leads by the Val Sesia to Alagna, 42 kilom. (34 miles), 7 to 8 hours' carriage road to Piode. Car route on to Mollia, and mule path thence to Alagna. (Hotel Monte Rosa; clean, but dear). Excursions to Pile Alpe, Cima delle Pisse, &c. From Alagna a lower pass leads by Col d'Olen, and to that delightful centre of the Italian valleys, Gressonay, La Trinita, and St. Jean. Excellent inn. (Col d'Olien, 8956 feet; distance, 6 to 7 hours' walk.)

Gressonay, near beautiful Lys glacier: remarkable handsome German peasantry, of primitive virtues, and with picturesque costumes. From Gressonay, Col de Renzola, to Brussone in Val Challant. Fine view of Mont Blanc from Col. Homely inn. Proceed on, over Col de Jon to Chatillon, in Val d'Aosta. Five hours' mule path from Gressonay to Brussone; Col de Jon presents fine bark scenery. Four and a half hours Brussone to Chatillon.

2. Intermediate Passes.—1. Turlo (8526 feet), from Macugnaga to Alagna. This is the nearest way, but fatiguing and stony, and with fewer fine views than most of these passes. 2. Alagna to Col d'Olien, to Gressonay, and thence by Betta Furka (8106 feet) to St Jacques d'Ayas, in Val Challant. Thence by Col de Furtola, 2436 metres high, to Val Tournanche, one day's walk; or from Brussone to Chatillon by Col de Joux, 4 to 4½ hours. Mule path. Fine forests and pastures. View of Monte Rosa and Cervin.

Other intermediate passes from Gressonay, which is an excellent centre of excursions, lead to Riva by the Col de Valdobbia, 6 to 7 hours (2548 metres). Fine view of Monte Rosa. Inn at Riva bad; but you can proceed, to sleep at Mollia.

2 Riva to Rimasco by Col de Moud, 7 hours (2270 metres). Splendid rhododendrons and fir forests.

3. Riva and Rimasco also communicate by two other passes (the Vals Sesia and Sormenza) 8 hrs. Carriage roads. Waters of Sermenza are beautifully ultramarine; and this is a capital district for trout-fishing, and affords the choicest scenery in the Alps.

3 The following are the higher passes of the Italian valleys:—

1. From Macugnaga to Pile Alpe, by the Col delle Loccie; 1 day. 14 or 15 hours. Hard day's work. Guides wanted (3647 metres). Crevasses, bergschrunds, &c., on the way. Pile Alpe, or Chalets de Bours, by Col delle Piscie (3162 metres)

3. Gressonay St Jean to Breuil, by Betta Furka (2633 metres), and Cimes Blanches (3021 metres), 10 hours. Guide wanted. There is a series of still higher passes, only attempted by Alpine club-men and chamois-hunters. Among them we may notice the new Weisthor (passed by ladies), Macugnaga to Zermatt.

2. Sesia Joch, Alagna and Zermatt.

3. Lys Joch, Gressonay to Zermatt, the highest pass in the Alps.

ROUTE 14.

A Fortnight's Tour in the Autumn, through South Germany.

[BY H. C.]

LONDON TO PARIS, *via* FOLKESTONE AND BOULOGNE in 10¾ hours.

PARIS.—The attention of visitors should be directed to the Chapelle St. Ferdinand erected on the spot where the Duke of Orleans died in 1842, and to the Chapelle Expiatoire, on the spot where the remains of Louis XVI. and Marie Antoinette were interred after being guillotined.

PARIS TO STRASSBURG by Railway, in 10 to 16 hours.

The beautiful monument erected in memory of Marshal Saxe, in the Protestant Church of St. Thomas, at Strassburg, should be seen by every one, though the cathedral is by far the finest object in Strassburg.—See *Bradshaw's Handbook to Germany.*

STRASSBURG TO FREIBURG IN BREISGAU, by Railway in 3½ hours.

At Freiburg, travellers should ascend the Schlossberg, a little hill about a quarter of an hour's walk from the Neustadt, and which commands a beautiful view of the valley of the Treisam, having the hills of the Black Forest in the distance.

The very beautiful Cathedral, with its magnificent modern wood carving, is especially worthy of notice.

FREIBURG to SCHAFFHAUSEN, through the HOLLENTHAL and BLACK FOREST (51 miles). Eilwagen in 11 hours.

Though the distance is only fifty-one miles, yet the road is so hilly that eleven hours are required. The Höllenthal, a magnificent defile, through which the waters of the Dreisam force their way to join the Rhine, ought to be visited by every lover of picturesque scenery. An omnibus leaves Freiburg every morning, in the season, for Steig, at the extremity of the Pass, returning in the afternoon or evening. The road to Schaffhausen, after climbing out of the Höllenthal by a very long and steep hill, passes through the *Black Forest*, by Lenzkirch, Bondorf, and Stuhlingen; it is a picturesque route, though inferior in scenery to the Höllenthal. Shortly after leaving Stuhlingen the road crosses the Wulach, a small stream which separates Baden from Switzerland.

SCHAFFHAUSEN.—Described at page 504.

Steamers daily to Constance up the Rhine—a beautiful sail in 6 hours. Railway, pp. 132 134, Eilwagen daily, along the south side of the river, in 4½ hrs.

The road to Constance is carried along the Swiss, *i.e.*, south side of the Rhine, and presents many beautiful views of the river, whose banks are here and there richly wooded; also of the Unter See, or Lower Lake of Constance. Steckborn is the only considerable place on the route. At Constance Baden is re-entered.

CONSTANCE.—An ancient city, at the point where the Rhine flows out of the Lake. It is chiefly noted for the Council of 1414–1418, by which John Huss and Jerome of Prague were condemned to death as heretics, and burnt, in violation of the safe-conduct given to them by the Emperor Sigismund. The Hall where the council was held is shown; Huss's bible, and other relics of him; also, in the Cathedral, the flag upon which he stood to receive sentence of excommunication. The place of martyrdom is in the suburb of Bruhl, a little distance outside the city. The Rhine is crossed at Constance by a curious, long, covered wooden bridge.

Lake Constance is navigated by seven or eight steamers, which keep up a communication two or three times a day with the principal places upon its banks. The traffic upon Lake Constance has received a considerable impetus from the formation of a port at *Friedrichshafen*, the southern terminus of the Wurtemberg railway, and by the completion of the Bavarian railway to Lindau. The northern banks of the lake are flat, but the southern side has the mountains of Appenzell and St. Gall, in the back-ground.

CONSTANCE to LINDAU, by Steamer on the Lake, in 3½ hours.

LINDAU.—This Bavarian frontier town is built on an island in the north-eastern corner of the lake, and connected with the mainland by a long wooden bridge. It is a place of great antiquity, having formerly been a Roman station. A fragment still exists of a wall, called the "Heidenmauer," attributed to that people. This town suffered greatly during the Thirty Years' war, having, in common with many other parts of the territories of the Elector of Bavaria—their most formidable opponent—been devastated by the Swedes. At present, Lindau has a population of upwards of 3000, the majority of whom are Protestants.

A pleasant excursion of 6½ miles may be made from here to Bregenz. The road lies along the shores of the lake, and at Loschau crosses the Austrian frontier. Bregenz is a good starting-point for an excursion into the Tyrol, as Innsbruck can be reached from here in about 2½ days' posting, or by a daily diligence through Feldkirch and Landeck. Travellers should not omit to ascend the "Gebhardsberg"—a hill behind Bregenz—the summit of which may be reached in about twenty minutes, and commands a magnificent view, embracing the whole expanse of Lake Constance, the snow-capped mountains of Appenzell, together with the lofty peaks of the Rhenane and Tyrolese Alps.

LINDAU to AUGSBURG. By railway, past the old imperial cities of Kempten and Kaufbeuern.

AUGSBURG.—The Hotel "Drei Mohren," was formerly the mansion of the Fuggers, the merchant princes of Augsburg; and the apartment is still preserved and shown, in which Count Anthony Fugger entertained the Emperor Charles V. on his return from the campaign against Tunis; on which occasion he destroyed in a fire of cinnamon, the Emperor's bond for a large amount, which he held as security for the funds supplied by him to enable Charles to undertake the campaign. Augsburg has been the seat of many important diets of the empire. The Allgemeine Zeitung, the leading German newspaper, is published here by Baron Cotta. See further, page 433.

AUGSBURG to MUNICH, Railway (39 miles) in 2 hours.

The Bavarian railways having only one line of rails, and the trains having to wait at certain stations for others to pass, considerable delays frequently occur. The country is flat, and only enlivened by occasional distant glimpses of the Bavarian Highlands. Shortly before reaching Munich, the royal palace of Nymphenburg is passed.

MUNICH AND ITS ART COLLECTIONS— See page 414. The colossal Statue of Bavaria, by Schwanthaler, a female figure in bronze, 61½ ft. high, of most beautiful proportions, advantageously placed on a slope is the finest work of art in Europe.

The English Garden on the northern side of the city, a plot of land four miles long, and through which the waters of the Isar are conveyed, is beautifully laid out, and forms a delightful promenade.

Return to Augsburg.

AUGSBURG to ULM. By railway.

The country is undulating, and in some parts richly wooded. From Gunzburg, the road is carried nearly parallel with, though not in sight of, the Danube, to Ulm, where it crosses that river, which here forms the boundary between Bavaria and Wurtemberg.

ULM is now strongly fortified to defend the valley of the Danube. Pop. 26,290. It was formerly an imperial city, and enjoyed an extensive commerce. Large quantities of *snails* are fattened in this neighbourhood, and exported to Austria, where they are considered a great delicacy, and much consumed during Lent. The emperor Maximilian I., in order to refute the accusation brought against him by the citizens of Ulm, that he had drank too much wine to be able to attend to public business, climbed to the top of the tower of the cathedral, (316 English feet high,) and there balanced himself on one foot, swinging the other round in the air, which foolhardy feat is recorded by an inscription. Ulm was surrendered to the French without resistance, by the Austrian General, Mack, in 1805, when 30,000 of his troops were made prisoners of war.

ULM to STUTTGART. Railway, in 4 hours.

Passing through a picturesque country, under the Swabian Alps, and affording many beautiful views of the valleys of the Fils and Neckar; one of the most striking of which is at Geislingen, at the mouth of a deep defile, one side of which is richly clothed with foliage, while the other presents a series of gigantic rocks. The curves in the line of railway afford many different views of the gorges. Before reaching Goppingen, a town of 5000 inhabitants, on the Fils, the *Hohenstaufenberg*, a conical hill about two miles to the right of the line, should be noticed; on it stood the castle of the noble family of Hohenstaufen, which for upwards of a century (1140 to 1250) furnished emperors to Germany. The railway then passes Plochingen, at the junction of the Fils and Neckar; follows the valley of the latter by Esslingen (described at page 479) to *Cannstadt*, an ancient Roman station, and now

much frequented by the inhabitants of Stuttgart on account of its mineral waters; and thence to Stuttgart.

The Russian, or rather Greek, chapel, is erected on the spot where formerly stood the feudal castle of Wurtemberg, the cradle or Stammschloss of the ancestors of the present reigning family.

STUTTGART.—A pleasant, clean city. See p. 448. The railway station is in the Schloss Gasse, close to the Palace, and quite in the centre of the town. The Palace gardens, which extend upwards of two miles along the valley of the Nesen to the elegant Grecian villa of Rosenstein, are open to the public, and form a very pleasant promenade. The orange trees are remarkably fine.

STUTTGART to HEILBRONN. Railway, in 2 hours.

Chiefly along the banks of the Neckar and Eus, past Ludwigsburg, a city with 7000 inhabitants, once intended for the capital of Wirtemberg; then winding round the base of Hohenasperg, an isolated hill with a fortress on its summit, now used as a prison, the line reaches Bietigheim station, from which a railway joins the Baden line at Bruchsal Crossing the Eus by a curious lattice bridge, it reaches the valley of the Neckar, the course of which it follows very closely to Heilbronn.

HEILBRONN contains upwards of 18,960 inhabitants, almost entirely Protestants. There is a covered wooden bridge across the Neckar, similar to those seen in Switzerland. Its chief architectural ornament is the church of St. Killian, whose tower, upwards of 220 feet high, is very beautiful. The holy spring, "der Hellige Brunnen," from which the city derives its name, is near the church. About three miles east of Heilbronn are the ruins of *Weibersberg*, called "Weibers Treue," woman's fidelity, to commemorate an occurrence in the wars between the Guelphs and Ghibelines, when Conrad III., having taken the castle, and intending to put all the garrison to the sword, permitted the women to leave the place in safety, along with whatever they could carry; the women accordingly marched out of the castle, each bearing her husband or her lover on her shoulders.

HEILBRONN to HEIDELBERG. Steamer, in 6 hrs. —The *descent of the Neckar* can be made in 6 hours, but the return requires nearly 12, the current being strong. Steamers ply twice a-day in summer. Refreshments can be had on board; but the cuisine is indifferent. The scenery is almost everywhere lovely; and many parts will bear comparison with the finest parts of the Rhine, though on a smaller scale.

The most remarkable places are the following:—Right bank—Juxtfield, visited on account of its brine baths, and with Ealensen salt-works in the neighbourhood. Left bank—Wimpfen, beautifully situated on the top of the steep and richly wooded bank of the river; a very ancient town, with a beautiful Gothic church, whose three spires form very prominent objects. Left—Heinsheim, a village of Baden, prettily situated at the foot of the ruined castle of Ehrenberg, one of the most beautiful on the Neckar. Right—Gundelsheim, with the Castle of Hornseck, formerly a stronghold of the Teutonic knights. Right—Ruins of Hornberg, picturesquely situated, and overgrown with ivy. Left—Obrigheim, where the river is crossed by a bridge of boats. Left—Melmeburg, an ancient castle in ruins, believed to have been destroyed during the Thirty Years' War. Right—Zwingenberg, formerly an extensive feudal fortress, defended by eight towers, five of which still remain: it belongs to the Margrave of Baden, who resides here a portion of every year. Right—Eberbuch, a very ancient village, and in the neighbourhood the Katzenbuckel, the highest mountain in the Odenwald. Right—Hirschhorn, with its walls and towers in ruins. Right—Neckarsteinach, the most charming of all the scenes on the banks of this picturesque stream—the *four castles* of Vorderberg, Mittelberg, Hinterberg, and Schadeck, rising one above another, in close proximity, forming a *tout ensemble* not soon to be forgotten. They were formerly inhabited by the family of Landschaden. The highest of them, called by the peasantry the "Swallow's Nest," is situated on the verge of a steep and inaccessible precipice, and presents a good specimen of a fastness of the robber knight of the middle ages. Left—Neckargemund, at the mouth of the Elsenz. Left—the Wolfsbrunnen, about two miles above Heidelberg, from which it is a pleasant walk along the banks of the river. In returning, a road, carried on the top of the high land, conducts to the castle of Heidelberg. Wolfsbrunnen is famous for its trout, which are preserved in reservoirs, and attain an enormous size. It is a favourite resort of the students from the university. Left—Heidelberg, see page 441.

HEIDELBERG to FRANKFORT, by Railway, in 3 hrs.

FRANKFORT to COLOGNE, by Railway and Rhine Steamer, in 9½ hours.

COLOGNE to BRUSSELS, by Railway, in 7 hours.

BRUSSELS to LONDON, *via* CALAIS, in 10¼ hours.

ROUTE 15.

Berne to Thun and Vevey, by the Simmenthal, Saanen, Chateau d'Oex and Gruyeres, and Pass of the Dent de Jaman.

(Distance, 81 English miles.)

BERNE to Thun, see Route 11.—From Thun, a splendid road leads through the Simmenthal and a diligence runs in summer. The journey is rendered delightful by the beautiful and charming scenery with which it abounds. The entrance to the Simmenthal lies between the Stockhorn on the right and the Niesen on the left. It is approached from Thun by the road extending along the margin of the lake and by the banks of the Kander, to the spot where it meets the Simmen, a short distance from the castle of Wimmis, passed on the left.

ERLENBACH is a couple of miles further on, with the Stockhorn rising immediately behind it.

WEISSENBERG.—The Baths of Weissenberg are distant 2½ miles, winding along a romantic and picturesque defile. The Bath-house is constructed of wood; expense of baths and living, 9 or 10 fr. a day.

BOLTINGEN.—A small village built to the south of the castle of Simmeneck, 2600 feet above the level of the sea. Above are the ruins of the castle of Lanbeck.

ZWEISIMMEN—A village of picturesque Bernese wooden houses, containing about 1200 inhabitants, built where the great and lesser Simmen join. Here the road to Bulle and Vevey, verging towards the S.W., leaves the Simmenthal; and crossing the Saanen Moser, leads into

SAANEN.—The principal village of the Valley of the Upper Sarine or Saane, all in pasture, and famous for the manufacture of cheese. From here is made the ascent of the SANETSCH PASS. The road, on leaving, is rugged and steep, and will take the traveller, in about 11 hours, to Sion, in the Valais. The Canton of Vaud is entered about a mile below Saanen.

ROUGEMONT.—A small village of no note.

CHATEAU D'OEX.—A small village of 600 inhabitants, 3030 feet above the sea, rebuilt after a terrible conflagration. Crossing the Saanen we traverse the narrow pass of La Tine, amid mountains, rocks, and pines. The road, though rather narrow, is accessible to carriages; and 10½ hours will suffice to accomplish the journey from here to Vevey, with a carriage and pair of stout horses.

MONTBOVON.—A small but pretty village situated in the Canton of Freiburg. A horse-path over the *Pass of Dent de Jaman*, brings the traveller to Vevey in 6 hours. The views and scenery are perfect. The carriage road leading from Montbovon to Vevey, keeps to the valley of the Saanen. After making a long détour, it passes round the base of the Moleson, (6181 feet), and, winding under the hills, passes by

GRUYERES.—A quaint little town or village containing about 400 inhabitants. Its position is very picturesque, being built on the face of a hill, crowned with a castle, which is very remarkable, and an object worthy a visit. The district in which the town is situated is renowned for its cheeses. The old chapel of St. Theodule is also worth a visit. Within it is a monument and effigy of a Count of Gruyères, remarkable for their antiquity. Bulle to Vevey, see Route 11.

Several paths strike out from the Simmenthal, leading across the intervening molasse ridge to the head of the Lake of Geneva, and presenting some of the finest scenery in the Alps. Thus, if the traveller wish to proceed to Bex or Aigle, in the Canton de Vaud, on the railway from Vevey to Sion, he starts from Saanen. The road passes Gestad on the Sarine, a village 1052 metres above the sea; then, crossing the Laubach, you cross the Sarine, and, passing the charming valley of Arnen, with its lovely mountain lake, surrounded by fir forests and pastures, you can reach the Col of Arnen and the *Hotel of Diablerets*, the centre of many excursions, and a good pension. This way, however, is steep and difficult.

The usual route proceeds from the foot of the Arnenthal to GSTEIG (Hotel, the Bear), 2½ hours from Saanen, situated in a deep ravine, under a great precipice that blocks out the sun for six weeks consecutively in winter. Passing a waterfall and crossing marshy ground, you reach the Col du Pillon, 1 hour 15 min. from Gsteig (1502 metres) in the midst of many cascades that swell the Dard, whose banks you follow to Ormonds Dessus, covered with pastures and chalets. Descending you cross the Grande Eau and reach the hamlet of Les Iles, in a delightful pastoral situation (1 hr. 10 min.), and ascending again you reach in 1 hour the Col de la Croix (1793 metres), with a fine view of the Ormont and Illiez valleys and of Dent de Midi.

Two paths descend from the Col to Bex, one 3½ hours, by Taveyannaz; the other 3 hours, by the Grionne valley. To reach Aigle you descend from the Col du Pillon (1½ hour) to the Hotel du Diablerets and passing Vers l'Eglise, with the hamlet of the Cerf (pension 3 fr. 50 c.) you come, in 2½ hrs. by Combellas, to Sepey. From Sepey, which has many mountain pensions, you reach Aigle in 2½ hours, by a good road. Other paths cross this delightful ridge from Chateau d'Oex to Villeneuve, with charming lake views.

Lastly, from Montbovon you reach Vevey in 7 hours, and Montreux in 6, by the Col de Jaman, commanding views over the Lake of Geneva, beautiful as a dream.

ROUTE 16.

Martigny to Aosta, by the Pass of St. Bernard.

The distance from Martigny to the Hospice is about 27 miles, which can be traversed in a walk of about eight or ten hours, and thence to Aosta in about seven or eight.

Chars take the travellers from Martigny (see Route 11,) to the Cantine, about two hours below the top, whence the ascent to the Hospice is accomplished on mules. The road passes through the Bourg Martigny, and crosses to the left bank of the Drance. From this point it follows the course of the river as far as the villages of Valette and Bouvernier. The road again crossing and recrossing the river, along the Valley of the Drance, proceeds to Sembranchier—a miserable village situated at the foot of Mount Catogne—where the two branches of the Drance unite. A little above this place, very beautiful views in the Val d'Entremont may be enjoyed.

ORSIERES.—A path from here through the Val de Ferret. Nothing remarkable is passed on the way to

LIDDES.—A *char* to Martigny costs 12 frs.; and mules to the Hospice, 6 frs.

ST. PIERRE.—A small and wretched village, venerable by its antiquity. Not far from here is a magnificent cascade, in the Val Orsey. Beyond St. Pierre the path passes through a larch forest, far below which, in the distance, can be seen the course of the Drance. Four miles beyond is the Cantine, a rough inn, where the carriage road stops. Above this plain is the Glacier of Menou, topped by the lofty peak of Mont Velan—the highest part of the Great St. Bernard. Shortly after, the Hôpital is reached, 8000 feet above the

level of the sea at the point of separation between the waters that flow into the Adriatic and those that flow to the Mediterranean.

The *Hospice of St. Bernard* has acquired a world-wide fame for the hospitality of its inmates. It is a stone building, massive and strong, built on the loftiest point of the Pass, exposed in its north-east and south-west sides to every storm, but sheltered on the north-west by Mont Chenelletaz and Mont Mort. The chief building has seventy or eighty beds for the use of travellers, and is capable of affording shelter to over 300. Some days 600 or 700 receive aid and succour. Independent of this building, there is on the other side of the way a house of refuge, called the Hotel de St. Louis, a building erected in case of fire, the Hospice having been once burned down (in 1552). On the ground floor are the stabling, store-rooms, &c. Above these are the sleeping-rooms, the church, and refectory. A flight of steps between the two corridors leads to the drawing room, where visitors are received by the brethren. The reception-room is chastely furnished, and ornamented with paintings, &c., presented by visitors in token of their gratitude to the brethren. The Library is interesting and attractive; it contains a number of the plants, insects, and minerals indigenous to the Alps. It also contains a great many relics of the Temple of Jupiter, which once stood on the Pass, not far from the Hospice (about ¼ mile off, beyond the lake, on the Plain of Jupiter). The figures of bronze, arms, metals, and coins, will interest the antiquarian. Among the bronze relics is an extraordinary uplifted hand, carrying a snake and several toads—a horrible object, perhaps a counter-charm—there are said to be only three such in Europe.

The chapel is a very handsome one, and contains the grave, and a monument erected by Napoleon to the memory of General Dessaix, slain at Marengo.

This monastery was founded in the tenth century by St. Bernard—a member of the noble family of Menthon, in Savoy—who was a canon and archdeacon of Aosta. He governed the convent for forty years, and died in 1008. All the documents, &c., likely to throw light on the circumstances of its foundation, were destroyed by the terrible conflagration of 1552. The monks of the community are regular canons of St. Augustine. Ten or twelve usually live at the convent. Their duty is to assist travellers in the dangers to which they are here continually exposed from the storm and the avalanche, in the discharge of which duty these devoted men often lose their lives. Scarcely a traveller ever passes without paying a visit to the *Morgue*—in which are deposited the bodies of the unclaimed dead who perish on the mountains.

The visitor can scarcely leave without seeing the *Dogs* of the Hospice. They are a noble breed, said to be a cross between the Newfoundland and the Pyrenean. They are powerful, of great muscular strength, and remarkable intelligence. Very many of them have perished with the guides. One of them, called "Barry," is reported to have saved fourteen persons. His skin is stuffed, and may be seen at the Museum of Berne.

A quarter of a mile beyond the Hospice, the descent to the Val d'Aosta commences. A very fine view may be had on looking out from the gorge on Mont Mort, towards the Vacherie. Five miles from the Hospice is the hamlet of St. Remy. From here to St Oyen we pass no picturesque scenery. At this pla e the passports are rigidly examined; and unless perfectly correct, the traveller is not permitted to pass. The baggage is closely examined at Etroubles, where also is crossed the branch of the Buttier. From here the road goes down to the village of Gignod. Beautiful indeed, and rich in all the glories of picturesque grandeur, is the scenery of the country we now pass through. The Val d'Aosta, with its trellised vine and luxuriant vegetation and a back ground, filled with the beautiful forms reflected by the snowy tops of the mountains above the Val de Cogne, is interesting and delightful.

AOSTA.—Pop. 7000.—A city built at the confluence of the Buttier and the Doire, in a rich and beautiful valley; remarkable for its antiquities and historical recollections, and for the beautiful scenery surrounding it on every side. It fills a large space in the page of antiquity. Its foundation is set down as being 406 years earlier than that of Rome by Romulus, and as having occurred 1158 B.C. Twenty years before Christ, its inhabitants were reduced to captivity by the Emperor Augustus. He gave his own name to it, Civitas Augusti, on its being rebuilt, and established there a large number of the Prætorian cohorts. The Prætorian Gate, with a Roman Arch, and other remains exist. It gave one archbishop to England—Anselm, the Archbishop of Canterbury in the eleventh century, who was born there. The Cathedral deserves a visit. From Aosta there is regular communication with the railway station at Ivrea, thence rail to Turin, &c.

ROUTE 17.

Thun to Zermatt, Saas, and the Italian Valleys.

N.B.—A league is 3 miles.

From Thun to Kanderstег, by diligence, or on foot. Thence over the Gemmi. Route 12, to Leukerbad and Leuk. From Leuk on to Visp, p. 593. At Visp diverge from main road to Simplon, and follow up the valley by mule path to Stalden, where it forks. Distance from Visp 2 leagues.

(a)—Take right hand valley, that of the Görner Visp. Traces of earthquake of 1855. At Stalden a good inn, Zur Traube. 4 hours from Visp reach *St. Nicholas*. Hotels, Sun, Star, and Golden Cross Fine view of Bernese Alps from near here. On through Mattsand to Randa, at foot of the Bies Glacier of the Weisshorn to the left, 13,900 feet, first ascended by Tyndal, and the Dom to the right 14,935 feet, the highest Swiss mountain, as Monte Rosa is the highest Italian. Hotels at *Randa*, Dom, Good Guide, Broentchen. Täschhorn and Dom can be ascended from Randa; former 16 hours, latter 11. On through Täsch and Wilde to Zermatt, 6½ leagues from Visp).

Itinerary from Visp: to Stalden, 2 leagues; Stalden to St. Nicholas, 2½ leagues; St. Nicholas to Randa, 2½ leagues: Randa to Täsch, ½ league; Täsch to Zermatt 1½ league. Fares: a horse to Stalden 5 fr., to St. Nicholas 10 fr., to Zermatt, 22 fr. Hotels at *Zermatt*—Mont Rosa, by Seiler Brothers, and Mont Cervin, by Seiber. Excursions from Zermatt. Riffelberg, with hotel, 2½ hours from Zermatt. Centre for ascents of Monte Rosa, Cima de Jazzi, &c., and visits to Görner Grat, Görner Glacier, &c.

Continue journey from Zermatt to Col St. Theodule, Breuil, and Val Tournanche, in Piedmont. Journey takes 12 to 13 hours to San Giacomo d'Ayas. Itinerary: to the Col (10,900 ft.) 5½ hrs., 3½ hrs., to the hotel of Giomen 7 hrs., Val Tournanche 9 hrs., Chatillon 12 to 13 hrs. Hotel du Mont Rosa at *Val Tournanche* This road, takes you five leagues over the ice and snow. From Breuil (Hotel du Mont Cervin) you can strike off by the Cimes Blanches and Val Ghallant to San Giacomo d'Ayas, 2½ leagues, and thence to the Italian Valleys, Lakes Orta and Maggiore, and by rail to Milan.

(b)—From Stalden take left hand fork, following Saaser Visp Valley. *Saas*, 3 leagues from Stalden. Hotels, Monte Rosa and Monte Moro. Excursions: Village and Glacier of Fee, half an hour; Anclin Glacier, one of the finest in the Alps. Adler Col to Zermatt 13 or 14 hours. Splendid views.

Pass over Monte Moro to Macugnaga and the Italian Valleys. This is a shorter and easier Pass than Col St. Theodul.

Saas to Mattmarksee, a mountain hotel with tarn. Thence to Macugnaga, 7 leagues. Height of Monte Moro, 8368 feet. Descent over snow fields, and near precipices, with a fine view, to *Macugnaga*. Hotel du Monte Rosa, Hotel du Monte Moro. The most lovely spot in the Alps. Centre of excursions. Thence down Val Anzasca, ½ league, to Borgo, ½ league, to Pestarena, 1 league, to Preguarters, ½ league; to Ceppo Morelli, 1½ league; to Borgone, ½ league; to San Carlo, 1 league; to Ponte Grande, with splendid view, and branch paths to Vals Mastalone and Strona (superb sylvan scenery), ½ league, to Pic di Mulera, 1 league, to Vogogna (Crown inn) on high Simplon road to Baveno and Lake Maggiore.

From *Aosta* (p. 511) a charming excursion may be made to the unfrequentin district of the Grivola, where the bouquetin or steinbock, extinct in other parts of the Alps, is still to be met with.

Leaving Aosta you follow the left bank of the Dora, and after some miles strike off up a wild ravine, down which a torrent thunders along as it bears its waters to the larger stream.

Following the ravine by a mule path you reach a few houses called Vielle, where quarters may be found for the night. This village, as well as Silvenoiro, or black forest, are in the romantic Vale of Cogne. A little further is Cretaz and at length the village of Cogne, a collection of wretched houses, charmingly situated. Inn, dungeon like, with dirty rooms. Dr. Argentier, an intelligent explorer of the district, lived here for some years. Best guides, the Royal Chasseurs of the pioneers of the king of Italy.

To ascend the *Pic of the Grivola*, or Corne de Cogné, which rise grandly above the valley, follow the latter a little way from the inn: then strike to the left up a ravine; then leave the ravine by a foot path to the right. Ascent is here rapid and near precipices. On through fir forests to unoccupied chalets, and up a steep incline strewed with masses of debris. You can go thus far with mules. Three-quarters of an hour higher up is the Col of the Grivola, with splendid view of Grivola Pic beyond. It is not desirable for any but professed climbers to attempt the Pic. The summit has been several times attained, especially by M. Glavey and a man named Jeantet. View indescribably grand. Height 3964 metres, or 13,982 ft.

Another easier ascent can be made up Becca di Nona, opposite Aosta. Obtain Chanoin Carrel of Aosta's panorama of the view from Becca di Nona.

ROUTE 18.

Lyons to Pont de Beauvoisin, by Les Echelles, Chambery, and the Pass of Mont Cenis, to Turin.

(Distance, about 180 English miles.)

LYONS TO PONT DE BEAUVOISIN.

CONVEYANCE by diligence or courier every day.

PONT BEAUVOISIN.—Situated on the banks of the Guiers Vif, which is crossed by a bridge. The road from this place is at first flat, but becomes an ascent after a couple of miles are passed. At the height of the ascent, splendid views open up. Soon after we enter the magnificent gorge of La Chaille. The road is constructed of solid masonry, extending along the edge of the precipice. Rugged cliffs, many hundred feet high, line the other side; whilst in the depths below rushes the impetuous torrent.

LES ECHELLES.—A village situated on the Guiers, being the starting point of a road leading to the Grande Chartreuse. We next enter a valley, and pass through the great tunnel cut in the face of the mountain, 25 feet high and 1000 feet long. We follow our route through a rocky ravine.

ST. THEBAUD DE COUX.—A waterfall not far from here has been written of by Rousseau as "La plus belle que le vis de ma vie."

CHAMBERY—described at page 362. From here some very pleasant excursions can be made, particularly those to the baths of Aix and the Lac de Bourget.

Railway to Aix and St. Innocent, also to St Michel. See page 54.

THE DENT DE NIVOLET AND LES CHARMETTES.—Our road proceeds through the valleys of the Arc and Isère. On the right we see Mont Granier, 5700 feet high. The Château Bayard stands on the left bank of the river, a few miles below.

MONTMELLIAN.—Situated on the left bank of the Isère, where the four roads, of Mont Cenis, the Tarentaise, Little St. Bernard and Grenoble, meet. Several handsome country seats, forming a hand-

some suburb, are around here. At this point the valley of the Isère divides itself into two large plains. Crossing the river, we ascend a hill, and enjoy a magnificent view of the Arc and Isère. The hamlet of Maltaverne is the next place, commanding a very good view of the lofty mountain Cerin, at the opposite side of the Isère. The rivers Arque and Isère join between Maltaverne and

AIGUEBELLE, situated at the foot of Mont Cenis. The country about is very unhealthy, the rivers forming marshes, which generate malaria, &c. Issuing from Aiguebelle, we pass under a triumphal arch, and reach

LA GRANDE MAISON.—A short distance beyond La Chambre, on the east, a large valley, called La Madeleine, opens a road to Mousten, the chief place in the valley of the Tarantaise, situated on the high way from the Little St. Bernard to Italy. Crossing the bridge of the Hermillon, and following the base of the mountain of Rocheray, we reach

ST JEAN DE MAURIENNE.—It is the chief place in the valley, among the vineyards of St. Julien, which produce some good wines. Beyond the town we cross the ARVAN, and a little further on, the Arc, after which we arrive at

ST. MICHEL.—HOTEL DE LA SAMARITAINE, kept by M. Berigandat, opposite the Railway Station.

A very picturesque little town, surrounded by orchards and meadows.

Here the Summit Railway, over Mont Cenis, began, and ran close to the road, past Modane, Lanslebourg, &c. Part of it, over the summit of the Pass, is superseded by the *Tunnel* (mentioned below). See page 248.

MODANE, a town among hemp grounds, at the termination of Sterne's "Sentimental Journey." In this part of the valley the bed of the Arc is much confined, and has to flow through a narrow gorge. The road here has been cut for about a league through the mountain. Beyond is Fort Lasseilon, closing the gorge of the Arc. The Pont du Diable is a very striking object

SUSA.—A small town with about 3189 inhabitants situated at the point where the roads over St. Genèvre and Mont Cenis meet. Outside the town is a triumphal Arch, erected in honour of Augustus, 8 B, C. Passing Bruzzolo, St. Ambrogio, and Rivoli, we arrive at

TURIN—described at page 531. For Railway, see page 280.

For the *Tunnel* now completed under Mont Cenis see p. 558.

ROUTE 19.

A Three Weeks Tour in Switzerland.

BY J. K., JUNR.

BASLE.—HOTELS &c., see page 488.

BASLE TO ZURICH.—By railway. But, for a party of three or four, in fine weather, it is much more pleasant to take a carriage from Basle to Baden: starting from one and a half to two hours sooner. In attaining the summit of the eminence, before descending to Brugg, on the Aar, the traveller gets a first view of the Alps of the Oberland.

ZURICH.—HOTELS, &c., see page 508.

ZURICH TO THE RIGHI AND LUCERNE.—The steamer leaves Zurich early in the morning for Horgen, on the south shore of the lake. Passengers can book on board the steamer for the whole route, as far as Arth; fare, 5 frs. Omnibuses wait the arrival of the steamer at Horgen, to convey the passengers to Zug. A good table d'hôte is always ready at the hotel at Zug for the passengers. The steamer then conveys them across the beautifully green lake of Zug to Arth, where the ascent of the Righi commences. The ascent from this side, and descent to Weggis, is recommended in preference to the opposite route. At Arth, horses may be procured for the ascent—or at Goldau, three miles further on. If is well, if the weather be fine, with a probability of much company, to telegraph for your beds before you leave Zurich. There are few finer scenes in Switzerland than the *ascent of the Righi* from Arth or Goldau. The horse path up from Arth is the best way up. The place whence the great fall occurred that destroyed the former village of Goldau, is plainly seen.

The ascent of the Righi from Arth occupies about 3½ hours. After being roused by the Alpine horn, to see the sunrise, if so fortunate as to have it fine, you descend in 2½ hours to Weggis, on Lake Lucerne (or this may be varied by walking on by the Rigi-Scheideck to Gersau, and taking the steamer there.) This descent is extremely fine, over looking the view of the lake, at an immense depth below you, with Mount Pilatus beyond, and the mountains of the Oberland in the distance. From Weggis to Lucerne by steamer, or row-boat if preferred.

LUCERNE.—HOTELS, &c., see page 498.

Steamer several times a-day in summer from Lucerne to Flueln and back, calling at Weggis, Beckenreid, &c., p. 330, and passing the Field of Grütli and Tell's Chapel, in the Bay of Uri. Travellers going by Altorf and the St. Gothard Pass, leave the steamer at Flueln. Lucerne may be reached from Basle by rail direct.

Tourists who intend passing the Sunday in Lucerne must bear in mind that in the season it is difficult to obtain a bed on Saturday, owing to the great rush of excursionists from the mountains. It is well to secure one on Friday by telegraph.

At Lucerne the curious covered Bridges, and the monument to the Swiss Guards, by Thorwaldsen, are well worthy of inspection.

THE BRUNIG PASS.—To Beckenried by first boat in the morning, thence by diligence at about 10.30 a.m., or by a hired vehicle to Lungern; or by a row-boat to Alpnach; if there is a party, this mode is not only pleasanter, but cheaper. The charge is 1½ franc for the boat, 2 francs each to three rowers, and a trifle for *trinkgelt*. From Alpnach to Lungern by hired vehicles, passing through the vale of Sarnen and past the lake of that name, and the Lake of Lungern. Or, one may take a ticket at Lucerne by the postal Brünig route to Brienz, or Interlaken; leaving by 6.45 or 9.15 a.m. boat to Alpnach. Fares to Brienz; banquette, 11fr 50c; to Interlaken, 15fr.; there is only one seat in the

banquette, the conductor sits on the other; but for an extra charge of 2fr. they will give the second seat. 20 kilos. (44 lbs.) luggage, free, allowed by this route. There are printed tariffs of charges for vehicles, &c., in most parts of the Oberland.

There is an Inn at *Lungern*. Here the *Pass of the Brunig* commences, and can be done in carriages, during the summer, when diligences run from Alpnach to both Brienz, and Meyringen, and *vice versa*, in connection with the steamers on the Lakes of Brienz and Lucerne. But horses can be hired at Lungern. If fine, it is a delightful walk, turning off the road by the footpath to the left, close above Lungern—the scenery grand, yet beautiful—the forests fine, and vegetation most luxuriant. On the top of the Pass the road diverges into the Vale of Meyringen. The right hand leads to Brienz and Interlaken, the left to Meyringen, either of which can be reached the same day easily. The view, on entering the valley, is extremely grand. Opposite to you rises the Faulhorn; to the left are seen the cascades of the Reichenbach; and looking up the valley of the Schiedeck, at the bottom of the Pass, may be seen the Wetterhorn and the Glacier of Rosenlaui. A good carriage road turns off to the left through the covered bridge to Meyringen.

MEYRINGEN.—HOTELS, &c., see page 500.

From the hills behind Meyringen there are some cascades well worthy the traveller's attention. One called the Alpbach, is frequently of immense volume, endangering the existence of the village.

THE PASS OF THE SCHIEDECK.—To be done on foot or horseback. An early start is desirable. This is one of the grandest excursions in the Oberland. The first part is a very steep ascent of about 2300 feet, passing close to the splendid cascades of the Reichenbach; afterwards along the upper valley, between most wild and magnificent crags, over one of which, on the right, falls the noted Seilbach, or Rope-fall, clothed at the base with splendid pine-forests; the lower parts of the valley are filled with most luxuriant vegetation. Before you is the Wetterhorn and the Glacier of Rosenlaui. After proceeding a few miles, you can (close to the Rosenlaui hotel), diverge from the path to the left, and by a sharp half-hour's climb reach the foot of the Glacier. After climbing a little way on to it, you may then pass into a cave inside, with semi-transparent ice for the roof.

Leaving the Glacier, the path is soon regained; and then, passing among the Alpine rhododendron and many other rare and beautiful plants, growing in great profusion, you pursue the main valley until you attain the *châlet* at the summit of the Pass, from which the view on both sides is very magnificent. Here a footpath to the left along the ridge leading off at once to the Faulhorn, is by far the best and easiest way of ascent of about three hours from the Schiedeck summit.

While the horses are taking their rest here, the traveller may be also gratified by an avalanche from the Wetterhorn, which is towering immediately above.

The descent to Grindelwald is steep and tiresome. A visit paid to the Upper Glacier of Grindelwald in passing, will well repay trouble.

GRINDELWALD.—See page 496.

The view of the Lower Glacier of Grindelwald from the hotel is very fine. On the left of it stands the Mettenberg; on the right the Great Eigher, the Monch, and the Jungfrau. Behind you, to the north, is the Faulhorn; and to your right the carriage-road to Interlaken, through the Lütschenen Thal, one of the four lovely valleys of the Oberland.

THE WENGERN ALP.—This is another splendid excursion, but only to be done on foot or horseback, or by chaise-à-porteur. There is now an hotel on the very top of the pass.

Crossing the stream that flows from the Glacier, the traveller ascends the opposite side of the valley, leaving the road to Interlaken to his right; and traversing the precipitous base of the Great Eigher, and passing both it and the Monch, arrives at the summit. Every point of the ascent is very fine. The constantly changing views of the magnificent range of mountains are a source of excitement, that almost make the traveller forget the fatigue; and at the summit, the Jungfrau, in all its majesty, is suddenly brought before him. There are inns on the road, and a *châlet* inn on the top where good refreshment may be obtained. The fall of avalanches from the Jungfrau into the Trümeleren Thal, which is about two miles across, may give some correct idea of their size, from the noise caused by them, as it is echoed and re-echoed among the mountain peaks. The descent thence is pretty good, till arriving at the edge of the precipice above the Lanterbrunnen, when it becomes exceedingly steep. After viewing the Staubbach Falls, Interlaken may be reached the same evening.

INTERLAKEN.—HOTELS, &c., see page 496.

This is a good point for a few days' rest, after rough mountain-climbing. Pleasant excursions can be made, viz., to Grindelwald and back, to the Scheidegk, to the top of the Faulhorn, up the vale of Lauterbrunnen, and to the Staubbach, to the village Mürren, to the Falls of Schmadribach, &c. &c.—all so well remembered by the admirers of Longfellow,—over the Wengern Alp, or along the Lake of Brienz, to the Giesbach Falls, and on up the valley of Meyringen and the Grimsel. For the last excursion, a steamer leaves Interlachen. beautiful wood-carving is to be purchased in great variety.

INTERLAKEN TO LEUKERBAD.—THE GEMMI PASS.—This may be done in one day; but is rather too hard work, unless the days be long, as daylight is absolutely needful for the last six hours.

A vehicle may be hired to Frutigen, or Kandersteg, and the horses there taken out, and ridden the rest of the journey. Travellers should start not later than 5 a.m. Or by steamer to Thun, and thence by vehicle to Frutigen. There is a diligence daily at from Thun.

FRUTIGEN.

The Hotels at Frutigen are good; but it is better to rest all night at Kandersteg, near the commencement of the Pass. From it to Leukerbad 6 to 7 hours. A vehicle may be hired from Frutigen to proceed to Kandersteg, or your own retain over night. At Kandersteg the carriage-road en

the rest has to be done on foot or horseback, or chaise-à-porteur. The best plan is to engage your horses at Frutigen. On leaving Kandersteg, the steep ascent commences almost immediately; and after two and a half to three hours' climbing, you reach the small *châlet*, where refreshment is to be had. This *Gemmi Pass* is noted for its extreme wildness. For miles along the top, the track is through a district almost destitute of vegetation, over the lowest point of the range of the Blumlis Alp. The grandest part, however, is the descent down the face of precipitous cliffs, along which a horse-path has been ingeniously constructed.

The view, immediately prior to this steep descent, is very grand. At your feet lies the village of Leukerbad, at a depth of some 3000 feet, and yet so near that it would seem that you could throw a stone on to it. Looking down the valley of the Dala, and across the valley of the Rhone, the chain of mountains, of which Monte Rosa is the chief, stands before you in all its magnificence. Monte Rosa itself is not however visible, but the Matterhorn is very conspicuous.

LEUKERBAD.—See p. 498.

This romantic spot is shut in on all sides but the south by mountains of the grandest kind, whose perpendicular sides appear to defy all attempts to climb them. It is a favourite resort for invalids, who come to take in the hot Baths. These are supplied by springs of water considerably above one hundred degrees of Fahrenheit. The mode of taking the baths is striking. In a long room are four large tanks, fifteen or twenty feet square, filled with people in thick woollen gowns—men, women, and children, of all ages, mixed together in the same bath, sitting on floating seats up to their necks in the water, and amusing themselves with chess, draughts, books, work, &c., on floating tables, or with coffee, fruit, &c., before them. The usual allowance is a month's course, beginning gradually, but when the cure is in full operation, the allowance is four hours in the morning, and four hours in the afternoon. A visit to these baths should by no means be missed.

LEUKERBAD TO MARTIGNY.—By diligence daily from l'Hotel des Alpes, at 8 a.m., Sion at 3 p.m., and at Martigny at 7 p.m. The charge for a two-horse vehicle, with relays of horses, at Sierre, Sion, Riddes, and containing four persons including the driver, on the excellent road from Leukerbad to Leuk, is 60 francs—viz., to Sierre 22 francs; guide 3 francs, to Sion 10 francs, guide 2 francs; to Riddes 10 francs, guide 1½ franc; to Martigny 10 francs, guide 1½ franc—for one horse to Sierre, and two horses the rest: total, 84 francs: if one horse all through, 44 francs. From Leukerbad to Susten, on the Simplon road, a carriage with two horses costs 20 francs.

Martigny may also be reached from Sion by railway, and there is a railway from Martigny to Bouveret on the Lake of Geneva; whence there are steamers twice daily to Vevey, Lausanne, and Geneva.

In ascending from Martigny to Leukerbad, it is considered best to take a mule at Sierre for the rest of the way, and so ascend the right bank of the Dala, passing along some wonderful terraces cut in the rock. The whole Pass up the Dala is one of extreme wildness and beauty. In descending the valley to Martigny, it is better to keep the regular road, from which the grandeur of the valley will be as well appreciated.

MARTIGNY.—HOTELS:—Various. See page 500.

At the foot of the valley of the Rhone, which here turns suddenly to the right, to join the Lake of Geneva.

MARTIGNY TO CHAMOUNI—by the Tête Noire, or Col du Balme.

Mules may be had for either route: each mule, 12 francs; each guide, 12 francs: mules cannot be had without a guide or attendant; but one guide will do for any number of mules. A chaise-à-porteur and six men, cost 72 francs—with eight men, 96 francs.

The ascent commences within one mile of the town, where four branches off to the right from the St. Bernard road, and is one continued steep unbroken ascent, till you attain the summit of the Forclaz. The paths for the Col de Balme diverge to the left, that to the Tête Noire to the right at the bottom of the descent, in the Val de Trient. The attraction to the Col de Balme consists in the splendid view, if fine, of the whole of the *Mont Blanc range*, the moment you attain that spot, after crossing the valley of Trient; but to any one going for the first time, especially if any doubt exist as to the clearness of Mont Blanc from clouds, we recommend the Tête Noire. You descend, in this case, down the vale of Trient, till you join the Val d'Orsine.

Be sure not to allow the mule-driver to stop to dine at the village in the vale of Trient, but to go on to the hotel at the Tête Noire, where, instead of passing an hour in a very tame hollow, you spend it in the most beautiful spot in Switzerland, and not half an hour's ride from the former place. This Pass is constructed round the face of the mountain, forming the angle between the two valleys, but at an immense precipitous height above the streams. Having come down the Trient valley, you now ascend the Val d'Orsine, along this splendid gallery; continuing on, you arrive at a point where the path is again on a level, from which it gradually ascends to the highest part of the road, called the Montets. Before reaching this spot, if fine, the Col de Balme is seen towering before you, and then Mont Blanc itself, and the different Aiguilles forming the Mont Blanc range. The descent is through Argentières, passing the glaciers of Tour, Argentières, and de Bois, and so on into the valley of Chamouni.

CHAMOUNI.—Several good Hotels.—See page 492.

FROM CHAMOUNIX TO GENEVA.—From Chamouni to Sallenches, along the new road, finished in 1869. The views of Mont Blanc are magnificent. (See Route 20.) From Sallenche to Geneva by diligence.

GENEVA.—HOTELS, &c., see page 494.

Railway to Lyons, Chambéry, Macon, and Paris.

Steamers on the Lake to Lausanne, Chillon, &c.

By Rail from Lausanne to Basle.

ROUTE 20.

Geneva to Chamounix, and Excursions thence.

GENEVA—See page 494.—(Distance, 80 English miles.) The journey is performed as far as St. Martin by diligence in eight or nine hours, and by light carriage in four-and-a-half hours; thence to Chamounix.

Charges for carriages uncertain—*do not depend upon the voiturier*, but ascertain the point from a respectable landlord, (*experto crede*) so also as to back fare, bonnemains, &c.

A light carriage for four can be had to go from Geneva to Sallenches or St. Martin; from whence a lighter carriage can be had to carry two or three persons to Chamounix; the former for about 30 frs. and 3 frs. to the driver, the latter 15 frs. and 2 frs. to the driver.

Leave Geneva by the Grande Place, and pass, for some miles of the journey, through a picturesque country studded with neat villas, &c., to

CHESNE—A large village situated on the Seime. At this point the eye rests upon some magnificent views—the Voirons on the left, Mount Salève and the range of the Jura on the right. Departing hence, cross the stream which separates the Genevese Canton from the acquired territory of France, and arrive at

ANEMASSE. Beyond this place the road leads up the valley of the Arve; the Monog is crossed by a pretty and lofty bridge. The next station is

NANGY—close to which village, on the right, are some ruins of the Chateau of Faucigny, on a cliff to the left of the road. The road proceeds on close by the Mole, a fine hill surmounted by an obelisk. Passing through some beautiful scenery and an avenue of trees, the road enters

BONNEVILLE.—Inn: Couronne.

The chief place of the province of Faucigny, with 1306 inhabitants. It is an excellent mid-day halt. A column, ninety-five feet high, erected to honour the memory of Carlo Felice, at the end of the stone bridge, is surmounted by a statue of the king. After crossing this bridge, the road passes between the bases of the Mole and Mont Brezon, which on the right bounds the valley of the Arve. A new line of road extending from Bonneville to Chamounix was undertaken by express command of Napoleon III., on his visit to Mont Blanc. The road continues immediately under the Brezon until it crosses the Arve on a stone bridge, and enters

CLUSES.—Inns: Parfaite Union and Balances.

A very old town, nearly consumed in 1843, but now nearly rebuilt, near the mouth of the gorge. It has a population of 1800; a large number of these are celebrated as watch-makers, in which capacity very many of the inhabitants of this place have founded establishments in Strassburg, Lyons, Augsburg, &c.

Departing from Cluses, our road is carried through the defile and beneath grand Alpine precipices. In some places they seem to overhang the traveller. A very agreeable visit may be made to the Grotto of Balme, 800 feet above the valley, shortly before arriving at Maglan; at La Balme are mules for the ascent. The depth of the grotto is more than 1800 feet. The peaks of Mont Douron are seen on the other side of the valley.

MAGLAN.—On the right of the Arve, situated beneath lofty mountains, lies this straggling village of about 1800 inhabitants, who bear much the same migratory character as the people of Cluses, and are just as remarkable for their foreign establishments. Proceeding beyond this place the valley widens; and our road touches on the Nant d'Arpenaz, one of the highest waterfalls in Savoy The stream is like a zig-zag cascade, and crossing the road beneath a bridge, falls into the Arve. Travellers *en route* from Geneva will be pestered with idle vagrants offering them minerals for sale, guides, &c., vending echoes by firing pistols, &c., whom they should discountenance.

The valley now loses much of its former narrowness; and from Sallenches up to the base of the Douron, lie before us rich and verdant fields. Direct above rise, 8000 feet above the sea, the peaks of the Varens, as we enter ST. MARTIN, and soon after find ourselves in the yard of the Hotel de Mont Blanc. Crossing the bridge, situated about 100 yards from the inn, our road leads on to Sallenches. From the bridge there is a delightful and magnificent view of Mont Blanc—so gratifying, that it is worth the entire journey from England. Forclaz, in its pine-clad armour and green helmet, is seen; and, towering above, are the Aiguille de Goûté, the Dome de Goûté, and the summit of the highest mountain in Western Europe, 12 miles distant, supported by the ridges of Aiguilles, the intersecting spaces being studded with glaciers.

SALLENCHES.—Inns: Hotel Chalet Suisse; Bellevue and Leman. A small town with a population of 2000; rebuilt on the ruins of the former town, entirely consumed on Good Friday in 1840. Here chars, mules, and guides can be hired for Chamounix: char, 12 francs; with two horses, 18 francs; and postilion, 2 francs.

The Journey occupies about five hours; the roads are steep and rough, and only accessible for light chars.

Persons who desire to visit Chamounix, and return by Geneva on foot, had better proceed from St. Martin to Chêde, Servoz, and Chamounix, by the right bank of the Arve, returning by the Col de Forclaz, and the Baths of St. Gervais, to Chêde.

An agreeable drive may be taken from Sallenches to the Baths, about two miles off, in the gorge of the Bon Nant—a small stream descending from the Bon-homme. The baths are situated at the extremity of the glen, which cannot be left unless by returning to the entrance, where two roads branch off—one up a steep ascent to St. Gervais, a sweet village in the Val Montjole, passing the hamlets of Bionnay and Tresse, as it leads to Contamines and the pass of the Bonhomme. The road leads to Chêde across the valley of the Arve by Passy.

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Above St. Martin and Sallenches the valley of the Arve spreads itself out before us; and all along to Servoz, magnificent views greet the eye.

Close by Chêde there is a beautiful cascade on the left; and after attaining a considerable height, on the left the Lac du Chêde, now filled with mud and stones. Our road here makes a deep curve along the bed of a wild torrent, from which there is a path to

SERVOZ, where refreshments can be had for man and horse, and guides hired for the *Buet*, one of the panorama-commanding ascents, from which a splendid view of Mont Blanc may be enjoyed. From its summit, 10,500 feet above the level of the sea, a vast extent of horizon stretches out bounded by the mountains of St. Gothard on the east, and by the ranges extending into Dauphiné on the west. The Buet can be ascended from the Servoz side; but no traveller should attempt its ascent without a good guide. See further details, page 17, Bradshaw's "Handbook to Switzerland and Bradshaw's "Pedestrian Route-book to Switzerland," p. 168.

On leaving Servoz our road crosses the torrent of the Dioza, and follows close to the base of the Breven. Near the Pont de Pelissier, which the road crosses, are the ruins of the castle of St. Michel.

Les Montets, a steep and stony ascent, next interposes itself in our way, and we find ourselves on the upper storey, as it were, of the valley of the Arve. In close proximity to the mountain monarch, though we cannot see his head, which is concealed by the stupendous Dome de Goûté.

We now proceed through some beautiful meadows to Les Ouches, the first village met with in the valley. Two miles above this place we meet the first of the white lines of glaciers, which begin to be seen from Les Montets, extending themselves into the valley. It is called Taconey, but is a mere nothing compared to those around it. As we proceed numerous torrents are passed, and the hamlet of Bossons is reached, near the glacier of the same name. The brilliancy of its ice, pinnacle, sixty or seventy feet high, renders it a beautiful object.

The Arve is crossed a short distance above the Glacier of Bossons, and our road follows its right bank. The Glacier du Bois is at the head of the valley, a league beyond

CHAMOUNIX.—See page 492.

EXCURSIONS FROM CHAMOUNIX.

ASCENT OF MONT BLANC.—Who that has ever visited Chamounix has not felt the excitement and delight of foreign travel? He looks from his hotel window, and sees the bustle consequent on numerous arrivals and departures. Guides in one corner, and tourists speculating on their plans for the morrow in another, keep up a continual interest; and then above him are the vast walls and pinnacles of the Alps, the "Palaces of Nature."

The tour of Mont Blanc can be made with the greatest advantage from Chamounix over the Col de Bon Homme to Cormayeur in the Val d'Aosta, where Mont Blanc is seen in grander proportions and mightier lineaments than from the north side; and from thence by the Col de Ferret, or Great St. Bernard to Martigny, returning by the Tête Noire pass to Chamounix. The guide taken at Chamounix is not allowed to proceed further than Martigny, where a local guide must be engaged for the remainder of the journey. Should the journey be ended at Martigny, the guide returning to Chamounix can only demand one day's pay.

MONTANVERT.—A pleasant excursion can be made to this place. (Inn Pavilion.) The excursion is generally undertaken for the purpose of making a visit to the Mer de Glace; the stupendous series of glaciers ending in Glacier du Bois, and the source of the Arveyron, in the valley of Chamounix. The ascent is accomplished by a mule path in 2½ hours, and the descent in 2 hours.

We first cross the Meadows and the Arve by a path traversing the valley to the foot of the Montanvert. Here the path leads up a beautiful forest of pines, meeting at intervals very steep ascents. Large masses of rock, and uprooted trees, mark the direction of the avalanches that have fallen at different periods. About a league further on is a ravine, formed by avalanches. Mounting towards the top, we see, looking above the pine-tops, the Aiguille de Dru, a gigantic obelisk of granite. On the summit, at the MONTANVERT, we find an Inn, called the Pavilion, and good accommmodation.

A short but steep descent leads to the *Mer de Glace*, or Icy Sea, so called from its resemblance to the waves of the sea after a storm. The path passes by the Rocher des Anglais, and several mountains environ the wonderful Mer de Glace Across it are some of the most majestic of those mountains that form such a striking peculiarity in the scenery of Chamounix. On the north-east is the Aiguille de Dru, the nearest; on the south-west is the Aiguille de Charmoz; and on the left of the former is the Aiguille de Boehard—a forest of pinnacles, appearing to hold up the giant of them all—called the Aiguille Verte.

Parties not proposing to cross the Mer de Glace should descend upon it and walk for 100 yards, as it is only by so doing they can clearly recognise its brilliancy of hue and deep pure colour of blue.

The JARDIN.—A visit from the Mer de Glace to the Jardin, in the remote recesses of Mont Blanc, forms one of the finest excursions in the entire range of the Alps. Persons wishing to enjoy it thoroughly should make the Pavilion their resting place for the night, where they will find comfortable sleeping accommodation. No one should attempt the passage without a guide, who can carry provisions. Bread, cold meat, and wine, are the best to be taken.

We follow the south-west side of the Mer de Glace and after ascending either of the two passages called Les Ponts, we descend to the edge of the glacier, and continue for some time along its moraine. Here is a very pure fountain, issuing through a natural arch in the rock. The path at length reaches the point where the Glaciers de

Tacul and de Lechaud unite. Near the latter, are four parallel and protracted heaps of rubbish on the Mer de Glace. After traversing the latter for two hours, we arrive at the foot of the Talefre. The view of the Glacier de Talefre is here very sublime and awful. To attain the summit, we must ascend the rock called the Couvercle, which shoots up into the inaccessible Aiguille de Talefre. The necessity for here scrambling with both hands and feet, has gained for the passage the name of Egralets, or Petits Dégrès. It is, however, more difficult than dangerous. The plain of the Aiguille de Talefre affords an agreeable resting-place. Amid the labyrinth of granite blocks at the foot of this glacier is a rock, called the Pierre de Bérenger, which affords shelter to those surprised by bad weather. In the midst of the ice and snow is a flat rock, which, at the close of August, is covered with a layer of greensward, diversified with a variety of beautiful Alpine plants. This is the *Jardin* of this palace of nature, and its beauty can only be exceeded by the splendid sublimity of the surrounding objects. The journey from Montanvert to the Jardin can be performed in twelve hours, including two or three hours to rest.

Beyond the Jardin, is a place called Les Courtes, very difficult and dangerous of access, where minerals, &c., are collected.

In descending, we can avoid the Egralets by taking a direction across the glacier, a long and steep descent, which leads to the Glacier de Lechaud, abruptly terminated by the Aiguille de Lechaud and the Grand and Petit Jorasse. It requires nearly five hours to walk from Montanvert to the Jardin, and six hours to return thence to Chamounix.

The Flegère will also prove a delightful excursion, and enable one to enjoy an admirable view of the great monarch of mountains.

Ladies will find this an exceedingly agreeable spot to view Mont Blanc in. The ascent can be accomplished by mules all the way up, and it is one of the best in the valley.

In case the traveller has not much time to devote to the excursions about Chamounix, the two most worthy of visits are the Montanvert and Flegère.

The Breven also forms a favourite excursion, and, though many ladies perform the ascent, yet it is fatiguing. Returning from it to Chamounix, the journey can be varied by taking the west side of the Breven, above the valley of Dioza, close by the lake, and then descending by the Chalets of Calaveiran, towards the village of Chapeau, whence a path leads down to Les Ouches, in the valley of Chamounix.

Source of the Arveyron.—*If we would avoid a separate excursion, we should immediately descend from the summit of Montanvert to the source of the Arveyron, which issues from the Glacier des Bois. The descent is along a hollow, wrought on avalanches, and called La Filia. It is very steep, but not dangerous, and may be undertaken on foot*

The Ascent of Mont Blanc.—*Of late years the feat of ascending this mighty mountain has become quite as common and fashionable as it was before rare and exceptional. The adventure—a daring one enough in its way—requires the aid of half a dozen guides.*

Mont Blanc, every schoolboy knows, is the highest mountain in Europe (14780ft.) except the Elbarz and Kasbek peaks in the Caucasus. It is situated between the valleys of Chamouny and Entrèves. It has three principal summits; the most westerly, called the Dome du Gouté, that in the middle the Bosse du Dromadaire, and the most easterly the Tacul. It requires two days for the excursion from Chamouny to the top of Mont Blanc—the first from the former place to that called Les Grands Mulets, where the shelter of a rock can be obtained; the second from this spot to the summit and back. Those who make the attempt from the mountain of La Côte, proceed from the Prieuré to the village of Bossons, turn aside on the right near the foot of the glacier, and proceed to the hamlet Du Mont. A little further begins the ascent, which follows the bank of the torrent that issues from the Glacier de Taconay. Mules can proceed to the distance of two miles from the Prieuré; but the remainder must be performed on foot.

Though it may be very gratifying to make this ascent, yet it is dangerous, and should not be hastily attempted, as it must be considered as hardly justifiable to endanger, not only one's own life, but the lives of the guides.

ROUTE 21.

From Geneva to Sixt.

64 Kilometres (42¾ miles). Diligence, carriage road.

The valley of Sixt is one of the most charming in the Alps; and from it a series of splendid passes lead to Chamouni and to Champery, at the foot of Dent du Midi, Canton de Valais, (see Route 20) As far as Nangi you follow the high-road from Geneva to Chamouni, 15 kilometres (10 miles.) Two kiloms. from Nangi you turn off to St. Jevire (Hotel, the Crown), 28 kiloms. (19¼ miles), on through Tanninges (Hotels, Balances & Lion d'Or).

Next important place Samoens (Hotels, Poste, Croix d'Or). Good guides, Gallet, Gurnie. On the banks of the Giffre, fine cascade (630 feet). Nant d'Au, 56 kiloms. (38 miles) from Geneva. Advancing, pass a fine defile of the Giffre, near la Balme, to the abbey of Sixt (Hotel and Pension, des Cascades). 1 hour, 20 mins. from Samoens. Luxurious growth of timber-trees, and centre of excursions. At ten minutes, cascade of the Dard, 1200 feet descent. The Fer à Cheval, surrounded by peaks and cascades. Beyond, the Vallée de Combes, with many cascades, 2 hours 30 minutes, to the Lac de Gers, to Vaudru 2672 metres, with a view of Mont Blanc, Dauphiné, Lake of Geneva, &c. Mont Buet, 6 hrs, 30 mins. to 7 hrs. up. Road by forests and cascades, Rouget, and Joux Bas. You can descend from the Buet to Chamouni, 6 hours, by the Pierre à Berard. Passes from Sixt to Champery, see Route

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ROUTE 22.

Down the Rhine, from Bingen and Mayence to Bonn,

(INCLUDING ITS FINEST SCENERY).

For the ascent, see p. 421.

Kreuznach to Bingen (Bingerbrücke June.) 1 German miles, 4¾ English; fare, 1st cl. 13 sgr.; 2nd cl. 9 sgr.; time, 18 minutes.

At Bingerbrücke is the great Junction for the Rhine railway down to Coblentz and up to Mayence, and for the Wiesbaden and Frankfort line.

From Bingerbrücke you can proceed along the Rhine by rail or steamboat, but the latter method is preferable, if the object be to view the scenery.

Bingen.—(Hotels: Englischer Hof, Bellevue, Victoria)—Is an ancient town, in a picturesque position where the Nahe joins the Rhine, close to the finest Rhine scenery, and opposite some of the most noted vineyards of the Rhine district, Rudesheim and Assmannshausen. Pop. 7000. Bingerbrücke Junction is the great central knot of railroads—west to Paris, south to Mayence, Heidelberg, Strassburg, and Bâle; east to Wiesbaden, Frankfort, Homburg, and the Brunnen of Nassau; north to Coblentz, Cologne, and Belgium.

By Rail to

Mayence is 4 2-10th German miles (18 Eng.) from Bingerbrücke. Pop. of Mainz or Mayence, 54,920. Garrison now entirely Prussian; very strong town. Birthplace of Gutenberg, inventor of printing (invention 1442). Cathedral has a painting of Schwanthaler; there is a statue of Gutenberg by Thorwaldsen on the Theaterplatz; and the Drusus thurm is of Roman times. Distance to Frankfort 4 6-10th German miles (18 Eng.) up the Main.

Frankfort (Prussia.)—Hotels: see page 4 7. Restaurants: Bohm, Weil, Jouy. Cafés: Milani, Pazzol. Telegraph: Paula-platz and Borse. Post-office, Zeil 52. Cathedral partly burnt down 1867. The Roemer, or Hotel de Ville, has some fine salles, portraits of many German emperors. Ariadneum has the celebrated group of Ariadne, in marble, by Dannecker. Monument of Gutenberg; Statue of Goethe (born at Frankfort), by Schwanthaler, and of Schiller. Many walks.

Baths near Frankfort. 1. Wiesbaden (Prussia).—Distance, 5 6-10ths German miles (22¾ Eng. miles). Time, 1 hour 5 mins. Fare, 1st class, 2 fl. 15 kr. Hotels: see page 466.—Adler, Nassauer Hof, Grunerwald. Pop. 35,564. Waters, 37°5 to 68°75 Cent., chloraric and sodic, frequented by 30,000 bathers a year. Most copious spring, the Kochbrunnen. The Kursaal is a vast edifice, with a ballroom 150 feet long. Gaming tables, cafés, &c. A theatre with good representation all the year.

2. **Homburg.**—Distance, 2¾ German ml. (12 ml.) Rail time 30 m. Fare, 1st cl. 1 fl. Hotels:—In Hesse Homburg: see page 441. These baths, now very frequented, are chloraric, sodic, iron, and gaseous. The Kurhaus is the finest in Germany, with ball room, concert room, gaming tables cafés, and beautiful walks near it.

From Wiesbaden you reach Schlangenbad 2 German miles by rail, and 1 hr. in diligence.

At SCHLANGENBAD, in Prussia, see page 465. Hotels: Victoria, Nassauer Hof. Picturesque position among large oak woods. Two bathing establishments; chloraric sodic waters. Pretty walks near. In 1 hour the diligence takes you on from Schlangenbad to SCHWALBACH. See page 465. Annual number of bathers, 3000. Carbonate, calcareous, and iron waters. Walks near, very pretty.

To return to Bingen, see page 429.

Bingerbrücke to Coblentz by steamer or rail, the former preferable to see the scenery. 4 h. 45 m. descent; ascent 7 h. Fares, 1 thaler 6 silver groschen. Descending you pass the most remarkable

Points on the Rhine:—viz., Mausethurm in the river with a legend; castles of Rheinstein, Sonneck, Wisperthal, Bacharach, Strahleck, the Pfalz, another picturesque castle in the river, Caub, Oberwesel, St. Goar, the Rheinfels, the Lurley Rocks, the Cat and Mouse towers, Boppard, Liebeneck, Lahnstein, and Stolzenfels, palace of the King of Prussia.

Coblentz, in Prussia. See p. 427. Several old churches. A Roman bridge on the Moselle House of the sacristan of St. Florin is one of the oldest in Europe.

Fortress of *Ehrenbreitstein*, opposite is the Prussian Gibraltar, 123 metres above the Rhine. Has magazines with supplies for ten years. Since 1866 has cost Prussia 100,000 000 fr. View of Rhine and Moselle superb; fee, 5 sil. groschen.

COBLENTZ to EMS, 2 8-10ths German ml. (10 English), up the Lahn. Hotels at EMS: See page 456. Many furnished lodgings. Best on the left bank of the Lahn. Cabs and asses, with a tariff. Noted waters, carbonate and calcareous (22° to 59° Cent.). Old and new Kurhaus—the latter the best. Balls and concerts. Fine walk in the woods.

Descent of the Rhine from Coblentz to Cologne by Bonn. To Bonn 7 7-10ths German ml. (33 Eng. ml.); rail or boat. Time by boat 4 h. 30 m.; going up 7 h. 30 m. Fare 1 thaler 6 silver groschen.

Pass Andernach, a very ancient town, Rolandseck, Drachenfels, the noted Sieben Gebirge hills, and come to

Bonn.—HOTELS: see page 427.

Excellent university. Library of 140,000 vols. Museum of Rhenish and other antiquities. Aula, with frescoes by Cornelius. Hofgarten. Kreuzberg pilgrimage. Godesberg.

Monuments of Niebuhr, Schlegel, &c. Statue of Beethoven—born here

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TOURS IN FRANCE.

In the descriptive portion of this *Guide* we give the leading *routes* through Belgium, whilst we have provided for the traveller through Switzerland in the preceding pages of this Special Edition. And now in order that the tourist in France should be equally well catered for, we subjoin some valuable *routes* through that country.

ROUTE 23.

London to Paris, via Dover & Calais.

For description of route from London to Dover, and thence to Calais, passport information, management of baggage, &c. see page 34).

Calais.—See p. 360 —Quitting this station, the railway almost makes the circuit of the town, and passes through a low and flat country.

Ardres.—A small fortified place, memorable as being close to the spot where in 1520, the famous meeting took place between Henry VIII. of England and Francis I. of France, called the Field of the Cloth of Gold, situated to the west, midway between this station and Guisnes. The next stations arrived at are places of no importance.

St. Omer.—See page 388.

Departing hence, we pass Eblinghem station, and reach

Hazebrouck, whence there is a branch line to Dunkirk, see page 366. Our journey is continued *via* **Bethune,** unmarked by any particularity of character.

Arras—See page 353.

Nothing of interest occurs in passing Bolleux, Achiet, Albert, and Corbie stations, till we arrive at

Amiens—See page 357. Trains run from here to Abbeville and Boulogne. Refreshments can be had; the time allowed is about twenty minutes: coffee, tea, bread and butter, 1 fr.; chop, a glass of wine, and bread, 1 fr.

Conveyance to Beauvais through Noiremont: 10 English miles. Pass the stations of Boves, where remains of a castle upon a hill are in sight from the rail, Ailly, and Breteuil, whence diligences go to Beauvais and St. Quentin, St. Just, and Clermont, and arrive at

Clermont-sur-Oise.—Inn: Croissant.

A small town on the slope of a hill, whose summit is crowned by a Castle, now used for a female penitentiary. It was the birth-place of the astronomer Cassini.

Diligences from here to Beauvais.

Liancourt Station is next met with, before arriving at

Creil.—The railway, which previously traversed the chalky high lands of Picardy, now descends into the valley of the Oise, winds amid agreeable scenery to the stations of St. Leu, (whence there are diligences to Senlis), Boran, Beaumont-Sur-Oise, (a small town hemmed in by a round tower and old Castle, with a population of 2100), Ile-Adam and Auvers, and reaches

Chantilly—See page 363.

St. Denis.—See page 388.

Paris—See page 377.

Since the opening of the Railway from Calais to Boulogne direct, the mails are carried *via* Calais, Boulogne, and Amiens. See page 18 for Special Tidal and Mail Trains and Steamers.

ROUTE 24.

London to Paris, via Boulogne.

This route is an agreeable one. The journey from London to Folkestone is performed through a beautiful country; the sea passage across is expeditious, and the steamboats are excellent.

A steam-boat communication exists between London and Boulogne *direct*.

For information as to the course to be pursued on landing, in reference to luggage, &c., see p. xlii.

The Railway station is opposite the harbour; and the passenger receives two tickets, one for his *fare* (which he should always have ready to show), the other for his luggage. At the sound of the bell he should leave the waiting-room and proceed to the carriage. The distance from Boulogne to Paris is 157½ English miles.

From Boulogne the railway turns a little to the west of the post road, and makes a lengthened *detour*, going close to the river Liane, the high grounds overhanging which form a very pretty prospect, until its arrival at Pont-de-Briques, close to a village of the same name which we do not see. To the right we see the De Cloche ville château, in which Napoleon once lodged. The next station is Neuchâtel, 6½ m. from Boulogne, after passing through the forest of Hardelot. Close by Condette, famous for game and for its large rabbit burrow. Hence for 8½ miles to

Etaples.—17 English miles—An old town, now almost in ruins, with a population of 2700, situated on the left of the mouth of the Canche. Adjoining the station is the cemetery.

The road proceeds by a viaduct 900 feet long, and takes in a good view of the sea and sand banks, as it approaches Montreuil-Verton, 24 miles from Boulogne, situated on a hill, and remarkable for a lofty flamboyant Church, with a magnificent west door under the towers. From the line we see Ilerdin, amid gardens, meadow-land, and water ponds, and shortly after arrive at

Rue—34 miles from Boulogne—A small but deeply interesting town. Its chief object of interest is the church of the Holy Spirit, or Saint Esprit, which will well repay a visit. Not far from here is *Crecy*, on the field of which Edward III. fought his battle in 1346, and hence called "the battle of Crécy" Agincourt, where Henry gained the victory of 1415, is 16 miles from Crécy. Passing the station of Noyelle, we arrive at

Abbeville—See page 3 0—49½ English miles from Boulogne. The railway from here to Amiens directs its course up the left bank of the Somme. The first station from Abbeville is

Pont Remy—54 English miles—A small village on the right bank of the Somme, remarkable for its old castle. Six miles further on is Longpré, surrounded by very pretty and picturesque suburbs. The road then passes through deep cuttings, completely hemming in the view. Before reaching Hangest, we see at a distance the Camp l'Etoile, an old Roman fort, oval-shaped.

Hangest—64 English miles from Boulogne; whence we pass on to

Picquigny—4 miles from Hangest—A village of 600 inhabitants, famous in history as the place where Louis XI. and Edward IV. met to sign the Treaty called after that place. The distrust of both monarchs was so great, that a barrier of strong wooden palisades was placed between them, and room enough only left them to shake hands. Close to the church is the ruined Castle, celebrated in her letters by Madame de Sévigné. Departing hence, we pass Ailly and reach

Amiens—76 English miles from Boulogne, and 91½ from Paris.

For description of route from here to Paris, see preceding route 23.

ROUTE 25.

London to Paris, by Southampton and Havre.

Havre.—See page 368.—The Railway departing from Havre terminus, situated close to the Cours Napoleon, passes through a street of gardens, villas, and guinguettes, as far as Graville, to the right, a little above the road, and interesting because of its Norman Church, and dating from the eleventh century. From here the railway proceeds along the side of a sloping hill, and takes in at intervals a view of the Seine, whose embouchure is seen now and again between the trees and houses, until our arrival at

Harfleur—A small town of no importance. Its church, a building of the fifteenth century, is surmounted by a tower and spire, and ornamented by a fringed portal. From the Chateau of Orcher, on the heights above the town, a splendid view of the river can be enjoyed.

St. Romain and **Beuzeville** are next arrived at. At the latter the railway ascends, and near Fiurville it passes, over a viaduct of 48 brick arches, the highest 106 feet above the ground, and requires an extra engine.

Bolbec and **Nointot**—Bolbec is a manufacturing town, on the right bank of the river Bolbec, in one of the little valleys intersecting the Pays de Caux. It has a large number of cotton mills and printworks, bleaching-grounds, &c. *Lillebonne*, a venerable old town, five miles from here, deserves a visit, to enable the tourist to view its Roman theatre. Five miles from the last station we come to Alvimare, whence the railroad proceeds through the centre of the Pays de Caux, a high, fertile table land, intersected by watercourses, and arrive at

Yvetot—An industrious town, nearly composed of timber houses, and carrying on some manufacture in cotton, otherwise noticeable for the "Roi d'Yvetot" mentioned in Béranger's song. Its population is 9,100. Motteville and Pavilly are next passed. The railway then descends from the table land of the Pays de Caux into the basin in which Rouen is situated, and arrives at

Barentin—A small town with 2,600 inhabitants, and the seat of some cotton mills. Coming to this station, the road is carried over a curved viaduct of twenty-seven arches, each sixty feet span. From here the railway crosses the valley of Barentin, is carried over the high grounds, and passes through the heights of Picoy Poville by a tunnel one mile and three furlongs long, sweeps over an embankment and viaduct of eight arches, and arrives at Malaunay (here is the junction line to Dieppe). Thence it passes on to Maromme, and proceeds through a country full of mills and factories to Rouen, before reaching which station, in the Rue Verte. It has to pass through three tunnels and over a viaduct. It penetrates beneath the suburbs of Cauaine, Beauvoisine, and St. Hilaire, near which it passes a second tunnel 1,530 yards long, takes a sweep and enters the third tunnel, 1,133 yards long, under the hill of St. Catherine, describing a radius of nearly half a mile.

Rouen Station (described at page 387) lies in a hole, and is shut in by escarpments of stone, excluding all view of the town. There is also a station on the left bank. Steamers run during the summer months to Havre, and throughout the year as far as Bouille; see alphabetical list of sailings.

Leaving the Rouen Station, the railway passes along the right bank of the Seine, through St. Etienne de Rouvray and Sotteville, to

Oisel Junction, or **Tourville**—Where passengers get out for Elbeuf.

[ELBEUF.—An exclusively manufacturing town, the Leeds of France—having a population of 25,700, and about 20,000 weavers in the adjoining communes.] From Tourville, the road passes by a short tunnel through the hill of Tourville, to

Pont de l'Arche—A small town with a gothic church, containing some curiously painted glass. A bridge of 22 arches crosses the Seine here. The railway leaves by the left bank of the Seine, and again crosses the river, before arriving at

St. Pierre de Vauvray:—[Five miles west is Louviers —a manufacturing town, with thirty cloth manufactories and a number of spinning mills.] The road is carried through two tunnels, near Le Grand Villiers, before reaching

Gaillon—Whence omnibuses go to Auteuil and Andelys. Here is a large penitentiary; and in the distance, five miles north of the road, rises the Château Gaillard—a magnificent ruin, a lofty rock, at whose base the Seine flows. This was the favourite castle of Richard Cœur de Lion.

Vernon.—Inn:—Grand Cerf.

An old town giving a name to an English family, beautifully situated, and having a population of 7,400. Its houses are generally timber-framed, and its streets narrow, which renders its *tout ensemble* rather picturesque. Its church and tower are objects of interest. Leaving Vernon, the railway runs close by the river at the base of the high ground, to Bonnieres, at a short distance from which it goes through a tunnel 2,480 yards long, driven through a hard, chalky and flinty bed, and skirts Rosny Forest—felled at one time by Sully of its timber, to the value of 100,000 francs, in order to pay his royal master's debts. *Ivry*, where Henry defeated the League, 1590, is 22 miles from Rosny.

Mantes — Inns: — Rocher de Cancale, and Grand Cerf.

A very handsome town, on the left bank of the Seine. Its chief objects of interest are the Cathedral of Nôtre Dame, an elegant gothic building, built for Blanche of Castile and her son St. Louis; and the Tower of St. Madou. It was here that William the Conqueror received the injury which terminated in his death a few days afterwards, at Rouen. The railway now enters a cutting, and proceeds through a beautiful country to Epone, where we see a fine church of the twelfth century. Meulan and Triel are next passed—the former, a town on the right bank of the Seine, containing several manufactories and corn mills; and the latter, a place famous for its plaster quarries.

Poissy is a small town, situated at one of the extreme points of the forest of St. Germains, on the left bank of the Seine. A cattle market is held here every Thursday, for the supply of meat to Paris. It was the birthplace of St. Louis, who was baptized in the parish church, in a font yet preserved there, and shown to visitors. Here the conference was held in 1561, for the purpose of adjusting the differences between the Calvinistic and Romish churches. Its first meeting was attended by Catherine de Medicis, and her son Charles IX. Beza, with several doctors, represented the one church; and Cardinal Ippoloto d'Este, as Papal legate, the other.

From here the railway follows the left bank of the Seine, cutting through the forest of St. Germains, and arriving at

Maisons.—Inns:—Hotel Chasse Imperiale Soleil d'Or.

It is situated in a neighbourhood bristling with villas, &c.; and it was here that Voltaire wrote "Zaire"

The railway crosses the Seine at Bezons by a timber bridge of nine arches, each 100 feet, resting on stone piers. Immediately after, on our left, we come to the junction of the St. Germains line: and at Asnières the Versailles line branches off to the right. The Seine is again crossed by a bridge of five arches, and the village of Clichy passed on the left; after which the railway enters Paris by Les Batignolles, passing through two tunnels under the Place de l'Europe, and crossing under the Rue de Stockholm, it arrives at the Paris terminus, Rue d'Amsterdam.

Paris.—See page 377.

ROUTE 26.

Paris to Strasbourg.

The railway from Paris to Strasbourg is about 319 miles in length, besides having several important branches. It traverses provinces differing in their produce, manners, and the character of their inhabitants, and the last section of the line is now German territory. Between the rising and the setting of the sun, a traveller may quit the banks of the Seine and reach the banks of the Rhine; he may contemplate the towers of Nôtre Dame in the morning, and admire the spire of the Cathedral of Strassburg in the afternoon. The railway, on quitting the large terminus at the Rue Neuve de Chabrol, takes a northern direction between the Faubourgs St. Denis and St. Martin, passes by Bondy, Villemonble, and Gagny, joins the valley of the Marne at Chelles, touches Lagny on the right bank of the Marne, crosses that river twice at Chalifert and at Isle, proceeds between Villeney and the Marne to skirt the Faubourg St. Remy at Meaux.

Meaux—Inns: Sirene, Trois Rois.—A pretty town, situated in a plain on the river Marne. Population 10 800. Its chief object of attraction is its Cathedral, a magnificent Gothic edifice of the 12th century, with a vaulted roof 100 feet high. Among several episcopal mausoleums is the monument of the eloquent *Bossuet*, who for a long period filled the see, and was called the Eagle of Meaux. The only other objects worth notice are a magnificent Hôpital Général, and the restored church of St. Nicholas. Meaux carries on a good trade in corn, and is famous for its cheese. See page 373.

The railway joins Armentières after having crossed the canal of the Ourcq and the Marne above Trilport. On quitting the tunnel it proceeds by the side of the Marne to the south-west of the village, touches at Ussy, to the north of La Ferté-sous-Jouarre, a very pretty town with a large number of promenades surrounding it, passes the river a second time at Saussay, a third time at the south of Courcelles, traverses Nanteuil with a tunnel, crosses the Marne a fourth time, following the left bank, touches at Nogent l'Artaud and Chezy l'Abbaye, and cuts through a corner with a tunnel. The beauty of the Marne will strike the traveller

Chateau-Thierry—Inns: Sirène, d'Angleterre—A sweet little town, beautifully situated on the Marne, in the department of Aisne, with a population of 5930, and remarkable as being the natal place of La Fontaine.

Diligences to Soissons, Mery, and Varennes.

Dormans—Inn: Lion d'or—A small town in the department of Marne, with a population of 2250. Magnificent park. The line crosses the Marne an eighth time between Chateau-Thierry and Vitry-le-Français; follows the left bank constantly, touches at Dormans, Port-à-Binson, Damery, and arrives at

Epernay (Junction for Reims), see page 367. Population 10,600. On the left bank of the Marne and famous for its champagne wines.

Chalons-sur-Marne—See page 362.—Leaving here, the road passes Vitry-la-Ville, Loisy, and arrives at

Vitry-le-Francois—Inn: La Cloche—A modern town, built on the Marne, with 7620 inhabitants. It has a very pretty Gothic church.

The railway leaves Vitry by the south-east, turns off to the left into the valley of the Saulx, passing Blesmes, Pargny, Sermaize and Revigny stations, following the course of the river, and then skirts the valley of the Ornain to gain

Bar-le-Duc—A good-sized town with 15,000 souls, and chief town of the department of La Meuse. In St. Pierre's church, which is in the upper town, there is a monument to the memory of René de Chalons, Prince of Orange.—It consists of a skeleton of white marble on a black altar-tomb. The river Ornain produces excellent fish. Diligences to Verdun. See page 392. The railway continues through the valley of the Ornain to Loxeville, and Lérouville stations. It passes

Commercy, then crosses the valley of the Meuse at Ville-Yssey, over a bridge of ninety yards; then passes near Pagny-sur-Meuse, under a fort, by a tunnel 570 yards long, and reaches Toul by the valley of the l'Ingressin, which it enters by a tunnel 1120 yards long.

Toul, see page 390. From here the railway runs along the left bank of the Moselle, while approaching the canal of the Marne, to the Rhine. It follows the valley of the Moselle on the right bank, crosses that river at Fontenoy over a bridge of seven arches, of 16 yards span each, turns the picturesque fort of Liverdun, and crosses the Moselle twice, on bridges raised sufficiently high to allow vessels to pass underneath. These bridges are formed of five arches, of 24 yards diameter. The traveller should look out for the Cathedral, which may be finely seen from the rail near the station, although at some distance. The road then proceeds to Frouard, its point of junction with the branch to Metz, which is distant thirty miles. From Frouard the road runs to Nancy, by the village of Champigneulle. It crosses the canal there by a bridge; it reaches Nancy, to the south of which the terminus, situated between the Faubourgs Stanislas and St. Jean, have been constructed on a lake, where it is recorded that Charles the Rash was killed.

Nancy—See page 374.

After having passed Nancy, the railway joins the canal from the Marne to the Rhine, alongside of which it runs as far as Varangeville. A single bridge, that of St. Plin, 19 yards wide, serves both for the railway and the canal to cross the Meurthe. The line follows the valley of the Meurthe as far as Luneville. There it passes the various arms of the river over bridges of a peculiar construction, thence from *Lunéville*—a town where was signed the treaty between France and Austria in 1801, ceding the Rhine as the French boundary on that side—the railway turns to the valley of the Verruse, near Marrainvillers. It ascends the stream of the Amiscuts, the hill which separates the waters of the Savon from the Sarre, above Richecourt, crosses the new German frontier, and arrives at

Sarreburg, and proceeds towards Hommarting. It was at this point that it became necessary to cross the chain of the Vosges. From Hommarting to Strasburg the line is 63 kilometres and 987 metres. The section between Hommarting and the limits of the department of the Bas-Rhin comprises the difficult labour of the passage of the Vosges, which is accomplished by a tunnel of 2678 yards in length. On the side of Lorraine this tunnel is placed at the left of, and on the same level as, the tunnel of the canal of the Marne to the Rhine; but, in place of remaining on that level, it descends into the mountain, becoming thus excavated under the canal, so that it reappears on the side of Alsace on the right of the canal, and 39 feet below it. Beyond that great tunnel five others of less dimensions are met—respectively, 245, 432, 395, 500, and 308 yards in length. The last, the entrance of which presents the appearance of a feudal fortress, is immediately followed by a great viaduct which crosses the canal and the Zorne, and terminates in a cutting almost perpendicularly in the rock, and of which the form resembles that of a fort. Nothing can be more picturesque than the country in which these works of art are to be found. The ruins of the Castle of Lutzlebourg are also to be seen above the tunnel of 450 yards, and the two Castles of Haut-Barr and Geroldseck show themselves on the mountains at this side of Saverne. The railway, on quitting Saverne, continues in the valley of the Zorne as far as Brumath. After passing Vendenheim station we arrive at Strassburg. The Paris railway joins that of Basle on the glacis of Strassburg, and it proceeds into the town by four lines of rails.

Strassburg—Now the German capital of Alsace or Elsass. See page 447.

ROUTE 27.

Paris to Marseilles, by Lyons and Avignon.

The railway, after leaving Paris, in Terminus Boulevard Mazas, on the right bank of the Seine, close to the Bridge of Austerlitz, follows the bank

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of that river, passing Villeneuve St. George's, Montgeron, and several other unimportant stations, before its arrival at **Melun.**

Bois-le-Roi—There is a fine viaduct of thirty arches, upwards of 70 feet high.

Fontainebleau—See page 367.

Moret St. Mammes—A venerable and picturesque old town, surrounded by walls, and having an old church and castle.

Montereau—An industrious town, at the junction of the Sonne and Yonne, with a population of 6220. The train stops a few minutes, and passengers can get some refreshment. A branch railway to Troyes diverges at this point. There are two porcelain manufactories here. Steamers ply between this and Paris.

Pont-sur-Yonne—Is beautifully situated surrounded by verdant banks and sheltered by lofty poplars. Châteaux of noblesse are crowded together in large numbers.

Sens—See page 389. A pretty town with little *bects* of water running through the streets. Its Cathredal has the mitre, alb, girdle, stole, and maniple worn by Thomas à Becket when he fled in 1164 from the wrath of his royal master, Henry II. of England. Departing, the railway passes Villeneuve le Roi, or Sur Yonne (in this neighbourhood and town the lover of sketching will find ample food for study), and St. Julien du Sault stations, to

Joigny—Inn: Duc de Bourgogne,

A town of 6000 inhabitants, beautifully situated on the Yonne, which is promenaded from one side to the other by a fine quay. There are three Gothic churches worth a visit. Coaches daily to Auserre, Verncauton, Chemuiz, and Nevers.

La Roche—From here the branch line separates for Auxerre.

Brienon is next arrived at, a small town carrying on an extensive trade in linen, coals, and corn.

St. Florentin—A neat town, having a Gothic church, museum, baths, and theatre, and manufactories of cotton, silk, and velvet. Coaches to Auxerre, Vermanton, Vezelay, Clamas, La Charite and Nevers.

About fourteen miles off is the Abbey of Pontigny, the retreat of Thomas à Becket.

Flogny—The railway is carried through the valley of the Armançon, and follows the course of the Canal de Bourgogne.

Tonnerre—Inns: Lion d'Or, Des Couriers, De Geneve. Pop. 5,000.

An old town, built on the slope of a hill, and having some implement works. On the summit is the church of St. Pierre, commanding a magnificent view. In it is a marble effigy of Marguerite of Bourgogne, Queen of Sicily and wife of Charles I. of Anjou. She founded the richly endowed hospital in the town. The Trains stop here for refreshment.

Tanlay—128 miles.—Here is one of the finest châteaux in Burgundy, built by Admiral Coligny, the leader of the protestants, and first victim of the massacre of St. Bartholomew.

Ancy-le-Franc—136¾ English miles.—Another magnificent château, surrounded by very pretty grounds.

Nuits-Sous-Ravier—140¾ miles.—A small town in the midst of the vineyards Romana Richelbourg La Tache, &c. Passing the station at Ausy, we proceed through a famous vineyard country, entering the department of Côte d'Or.

Montbard—151¾ miles.—Inn:—l'Ecu.

A small town, remarkable as the birthplace of the celebrated naturalist Buffon, who lived in the Château now occupied by the widow of his son, who was one of the first victims of the great Revolution. The railway here passes through cuttings and embankments, winding round hills and mountains.

Coaches to Autun, Semuer, Sanlieu, Chatillon, and Langres.

Les Laumes and **Verray** are passed before we arrive at Blaisy station, at the tunnel which cost more than £90,000, and is 2¼ miles long.

Dijon—See page 365. From hence the railroad takes us on by Gevrey and Vougeot stations, through vineyards famous for their wines and the richness of the land. There is a branch Railway to Dole, and Besançon.

Nuits, and thence by Corgoloin to

Beaune—See page 356.

A prosperous town, in department Côte-d'Or, and the chief seat of the wine trade in Burgundy.

Twelve miles S. W., at *Caesy la Colonne*, is a Roman monument in the shape of a pillar, bearing bas-reliefs, and said to have been erected to commemorate a victory of Julius Cæsar over the Helvetians. Its access is very inconvenient, from the cross-roads met with at every turn of the journey.

Coaches daily to Autun. From here the railway proceeds through a beautiful wine country, and arrives by Meursault station, at

Chagny—A town full of objects worthy the sketcher's notice. The tower of the church is striking. Here terminates the range of the Côte-d'Or.

Chalons-sur-Saone—See page 362.

DESCENT OF THE SAONE—CHALONS TO LYONS.—From Chalons the tourist can proceed on to Lyons by railway, (page 48), by steamer or by the diligence, travelling by the post road, which is good, and interestingly picturesque. From here to Lyons, by steamer, in about 6 hours, returning in about 8 hours. The voyage is preferable to the land journey, though it follows the classical Sonona, a stream still as in Cæsar's time "incredibili lenitate."

Leaving Chalons, the banks at first rather uninteresting, brighten up as we approach Lyons. Passing opposite the mouth of the Canal du Centre, we sail into a canal which saves the boat a long round, and see, on the right

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Tournus—Inns:—De la Gare, Sauvage, and De l'Europe.

A town of 5600 inhabitants. It has a church Greux, the painter, who died at Paris in 1805, was born here. At *Pleurville*, on the left, there is a bridge over the Saône under which the boat passes, and gets into a larger expanse of water. To the left we see St. Albin, with its early pointed Gothic church. Here the scenery is delightful; the slopes are all covered with vineyards—22½ miles from Chalons.

Right—**Macon**—38 miles from Chalons. See page 372.

Remarkable as the birthplace of the living poet, philosopher, and statesman, Alphonse de Lamartine. Here a bridge of 13 arches spans the river, and from it a magnificent *view of Mont Blanc* may be enjoyed, but still better from the little esplanade planted with trees behind it. In the neighbourhood also are fine views of the hills of the Bourbonnois and Charolois.

Railway to Amberieu and Geneva, see page 54.

Below Macon the banks of the river become more elevated and picturesque, taking in on the east a view of the Jura Mountains To the west is Château de Corielles, flanked by four round towers.

Right—At **St. Romain** (36½ miles from Chalons) is a suspension bridge, of considerable lightness and beauty; to the left is *Toissey*, an old town shaded by poplars and willows. We see another bridge to the right at Belleville. The next places seen are Montmerle to the left, and Villefranche to to the right, whose port is Ause.

Left—**Trevoux** (68½ miles from Chalons) an old town, beautifully situated on the slope of a hill, under an old castle. It has a population of 3,000; and was the place where the Jesuits compiled and printed the learned works called the "Journal de Trévoux," and "Dictionnaire de Trévoux." The river becomes contracted and passes on the right, by Belle Ile, and under the richly wooded heights of Mont d'Or, 1000 feet above the river. Neuville is seen on the left, near many flotillas drawn by horses. To the right is Couson, opposite

La Roche Taillee, on the left, so designated from a cutting caused to be made by Agrippa through it, to effect a passage for one of the great Roman highways. Further down we see L'Ile Barbe—an island on the river nearly surrounded by escarped rocks, and linked to each bank by a suspension bridge. It was, we are told, a favourite retreat for Charlemagne, and has a chapel of the twelfth century, and many curious fragments of Roman antiquities. As we enter Lyons under the heights which here border the river, called Croix Rousse, we are forcibly reminded of the Avon at Bristol, under the slopes of Durdham and Kingsdown, and the rocks of Clifton.

Lyons—86½ miles from Chalons—See page 371.

Railway from Lyons, only steamer.

The boats are anything but clean, and are generally overloaded with merchandise. They start from the right bank. Leaving Lyons, we pass on our right the junction of the Saône with the Rhone, and sail by the wire suspension bridge of La Mulatiere, close to the railway to St. Etienne. The scenery is picturesque in the extreme, being enlivened by a series of landscapes.

Givors, on the right—an important place, because of its position on the railway, and of the trade which it carries on in glass. It is situated at the mouth of a canal, and has a population of about 9350. Railway between Givors and Vienne.

Vienne—On the left bank, has a population of 20,000, and is faced by a handsome quay, situated at the base of precipitous rocks. It is one of the most ancient towns in France. See page 393. This place is also interesting as the cradle of christianity in the west. On the right is St. Colombe, connected with Vienne by a suspension bridge. There is a square tower, almost in ruins, called the Tour de Mauconseil, in consequence of a tradition, that Pontius Pilate who was banished here, threw himself off it. On our right we see Mont Pilas, 4516 feet above the sea, and Ampius —a small village—on the same side. Railway to Grenoble, Lyons, Marseilles, Paris, Givors, &c.

Condrieux—a town celebrated for its wines has a population of 2500. At Serrieres is a suspension bridge and good road leading to Annonay. On the right the St. Etienne and Marseilles road descends through an opening near Annonay, and crosses the Rhone by the suspension bridge of

St. Vallier—Inns.—L'Ecu.

Standing on a terrace above the Rhône. Population, 3140. In the neighbourhood are some picturesque ruins, and St. Roche Taillée. Sailing from here we see to the left the Château de Ponsas, a splendid object, with frowning towers and battlements. Here, tradition says, Pontius Pilate ended his days. The valley of the Rhone is near; and as we approach, passing a lofty, round-topped hill on our left, called Table du Roi, on the south side of which is the celebrated vineyard l'Hermitage, we see *Tain*, a small town of 2400 inhabitants, connected by a suspension bridge of wire with

Tournon on the right, one of the chief towns of the department of De la Rouche, with about 5200 inhabitants. Above the bridge are the picturesque towers of a castle. Below is the College Royal, founded by the Cardinal de Tournon, in 1542. The valley of the river Isère now opens up into a wide and monotonous plain; the vista through the valley being terminated by the snowy mass of Mont Blanc rising behind the Alps of Dauphiné, a splendid sight, though 110 or 112 miles distant. From here we sail in view of hills covered with vineyards; and the bare lime-stone precipices rising above the village of St. Peray, and surmounted by the picturesque castle of Crussol Diligences to Romans on the Isere, on the road to Grenoble.

Valence.—Hotels:—De France; Du Louvre. Pop. 18,710. An ancient walled town, on the east side of the Rhone, here crossed by a suspension bridge. It has a cathedral, containing the heart of Pope Pius VI., who died here a prisoner.

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1799; and an artillery school, in which Napoleon I. studied, 1785; also river docks, and some factories. For Railway, see Time Tables, page 50.

The slopes of the hills all about are covered with vineyards which produce excellent wines.

On the right there is an ugly line of limestone cliffs bounding the right side of the Rhone valley, and further down on the same side, on the summit of the same escarpment, stands the ruins of Soyons castle. On the left the Roche Courbe, which, when first seen, appears a cleft with precipitous sides, but a little further down, a series of peaks.

L'Etoile, a sweet little village; near to La-voutte, a small town with a castle on the top of a hill over it.

Poussin—A small town, with a suspension bridge. At Cruas is a singular abbey on a hill.

Montelimar.—*Stat.*—Inns:—Post, Palais Royal, Lion d'Or.

An old town, of 12,050 inhabitants, surrounded by ramparts. Its chief source of industry is the manufacture of Morocco leather and soap. Opposite here is Theil, where the suspension bridge across the Rhone was swept away by the flood in 1840. At this point the scenery is brilliant.

Viviers—A small town of 2800 inhabitants. Its chief buildings are the college and cathedral. On the left we see the magnificent top of *Mont Ventoux*, the extreme point of the French Alps, seen on our route up to Avignon from here. Below Viviers the river widens up, and is intersected by numerous islands. A new bridge has been erected in place of the one destroyed in 1840. It crosses at Bourg St. Andéol—a town of 464 souls, built on the rock. Here persons leave the steamer for Orange. Opposite here, but 1½ miles distant, is Pierrelatte, named from the colossal mass of rock rising from out the plain in its rear. To the right the Ardèche discharges its waters into the Rhone. About two miles lower down, we reach Pont Esprit, and passing the mouth of the Drome, we reach Anconne, where the river makes a great bend. From here we proceed to

Pont St. Esprit.—A small town, having a population of 5125, with a strong citadel, and one of the longest bridges in the world, 2718 feet long, built in 1310. It occupied forty-five years in building, and has nineteen arches, besides four small land arches. At St. Esprit the river becomes a rapid current; and after passing by the Aigues, a glimpse can be attained of a colossal structure on a hill. The next important town met with is

Orange.—*Stat.*—Inns: Hotel des Princes, and De la Poste.—Pop. 10,000. See page 377.

An ancient town which gave William III. his title of Prince of Orange. Below Orange the Rhone traverses a wide plain. Roquemaure is seen on the right, and on the left Châteauneuf, shortly after leaving which, we see the spires and towers of Valson, fifteen miles N. E. of Orange, which has some curious ancient remains.

Avignon.—See page 354.

Avignon to Marseilles.—Distance, 74½ English miles—Quitting the Avignon Terminus, the railway runs in a direct course on the left bank of the Rhone, crossing the foaming stream of the Durance by a viaduct 646 yards long, three miles south of Avignon. The route proceeds from here through a country of rugged wildness and uninteresting scenery. Barbantane, and its extensive quarries are on our left, and running from east to west, the barren hills called Alpines, with the white-washed walls of the houses of St. Remy, and its two Roman monuments in their rear; while at the other side of the river, four or five miles distance, can be seen Aramon, a town with 2720 inhabitants. Rognonas and Cadillan stations are next passed. Not far remote we see the colossal squared castle of Tarascon on our left, with the large spire of the Gothic church rising above it; whilst on our right we see Beaucaire, nestled at the foot of a mass of naked rock. The railway junction to Nismes and Montpellier is at

Tarascon.—Inn: Hotel des Empereurs.

A town with a population of 13,500, joined by a bridge to Beaucaire. It contains the Church of St. Martin, in the Gothic style of the 14th century, the southern portal excepted, which is circular, with deep mouldings. The crypt contains the shrine and marble effigy of St. Martha. The castle is a massive structure, erected in 1400 by Henri II., and for a long period the residence of King René, but now used as a prison.

Beaucaire.—Inn: Hotel du Luxembourg.

Is opposite Tarascon, at the mouth of the Canal du Beaucaire, connecting the Rhone and Garonne, and has a population of 9545. Beaucaire is celebrated for its Fair, at which usually assemble over 100,000 persons from all parts of the world. The ruined castle stands on the summit of a rock, its only remains being now a triangular tower, and a very old Romanesque chapel, in which St. Louis heard mass previous to his embarkation for the crusade. From it an excellent view can be had.

Excursions can be made to St. Remy and St. Giles, and to Les Beaux, a town without a modern building, having only 200 inhabitants, and being a perfect specimen of the towns of the middle ages. The deep debris of mud spread over waste land, on the right, close to the Bridge of Beaucaire, is the remains of the inundation of 1840, when the Rhone overflowed its banks.

Quitting Tarascon, the railway takes its course through a marshy plain. Segonnaux station is passed before our arrival at Arles, two miles from which, on the left, are the ruins of the great Abbey of Montmajeur, seated on a rock of singular form and ascent. On the north-east side, at the foot of the rock, is a chapel, in the Romanesque style, without ornament. On our left, two miles or so from Arles, the Rhone branches off into two divisions, the Petit Rhone flowing westwards, and crossed by a suspension bridge at Fourques.

Arles.—See page 353.

From Arles, south and east to the sea, nearly as far as Marseilles, stretches a wide and unbroken plain, which takes in the *delta* of the Rhone,

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and similar to that of the Nile, in climate and sand, marshes and lagoons, and variety of birds.

Departing from Arles, the railway leaves the Rhone, and taking a south-east direction, issues from the Aliscamp, and passes over a long viaduct, through a stony plain called the Crau, which stretches itself south to the Mediterranean. Leaving Constantine, it arrives at ST. CHARNEY station, a town on the Etang de Berre, with a population of 2500, having an old church. Just outside the town is the Pont Flavien, a Roman bridge that spans the Touloubère, with triumphal arches at each end. The railway in its course from here is carried over many ridges and ravines by tunnels and embankments, passing Berre, Rognac, and Pas de Lancier, previous to arriving at Marseilles, which it enters emerging from a tunnel 492 yards long.

Marseilles.—See page 372.

ROUTE 28.

Paris to Nantes, by Orleans and Tours.

THE DIRECT ROUTE TO TOURS LEAVES ORLEANS ON THE LEFT. See Time Tables.

From the terminus in the Boulevard de l'Hôpital, close to the Jardin des Plantes, and the Hospital of Salpetrière, the line directs its course along a pretty and picturesque country by the base of the slopes bordering the left bank of the Seine. It passes gardens, and houses on the river's bank; skirts the walls of Vitry and Joisy on the right, and reaches.

Choisy—a thriving and manufacturing town of 4650 inhabitants. Here is a china factory, and also the largest morocco factory in France. On the heights above, to the right, are the village and château of Orly. We approach the vine-clad slopes limiting the valley of the Seine, and pass

Ablon to **Juvisy** Station—a very old spot, occupying the foot of a hill on the right.

Here the branch railway to Corbeil separates from the main line to Orleans, turning off to the left, and running near the high road to Lyons; but preserving its course along the Seine, it passes Itis Station, and cuts through a part of the park of Petit Bourg, arriving from Evry Station, at

Corbeil on the Essonne.—Pop. 5220.

Leaving Juvisy, our main route curves a little to the west, crossing the high road to Orge, enters the valley of the Orge, traversing the gardens of Savigny—a small village with a handsome castle—and approaches by a viaduct EPINAY station; next, skirts on the left the Forest of St. Geneviève, and traverses a portion of the park of the Château d'Ormay before reaching St. Michel, whence the railway passes through BRETIGNY station, beyond which, it descends into the valley of the Juine, passes thence Bouray, Lardy, and Etréchy, and runs parallel with the post road before its arrival at

Etampes, an old town, with a population of 8,220, carrying on a thriving trade in flour and wool. Its Gothic church, called Nôtre Dame, and the church of St. Martin, together with the remains of the royal castle, are worth seeing. The Hotel de Ville will interest as an old building. Omnibuses go twice a day to Pithivers, 23 miles south of Versailles.

Monnerville.—Here the railway crosses on viaducts the river Chalonette, ascends the valley of l'Hernery until it reaches the high plain of La Beance, and crosses the post road by a bridge before arriving at

Angerville.—Coaches to Chartres. From here the railway runs side by side with the post road, passing Toury, Artenay, Chevilly, and Cercottes, and reach the station of Orleans, a little east of Porte Bannier.

Orleans.—See page 377.

From here to Tours the railway serpentines along the right bank of the Loire, whose course lies through a wide valley, barred a little by small hills.

La Chapelle; and ST. AY, a small town on the right bank of the river, with a population of 1200. Lord Bolingbroke lived here during his exile from England, and built the Château du Loiret. It has a very fine church, remarkable for the image of the Virgin in black marble, before which Louis XI., whose tomb is here, used to pray.

Meung Station.

Beaugency.—An old town, with a population of 5050, between two hills. The Keep of the Castle, and Hotel de Ville are objects of attraction. It carries on a brisk trade in wine, and brandy, and is the seat of several factories for woollen cloth, leather, &c.

Mer—A sweet village, delightfully ensconced in the midst of country houses and villas.

Menars.—Here is the Château which belonged to Madame de Pompadour.

Blois.—See page 357.

Leaving Blois, the railway wends its way down the Loire, through a fine and fertile plain. It passes Chousy, Onzain, and Limeray, and reaches

Amboise.—See page 351. The chapel of the old castle is one of the most exquisite specimens of the profusely florid Gothic style in France.

Departing, the railway is carried along the Loire to Noizay and Vernan.

Vouvray.—Here it crosses the Loire by a bridge to the left bank. Mont Louis being passed, we arrive at

Tours—See page 390.

The railway now directs its course by the left bank of the Loire, passes St. Symphorien on the right—a pretty suburb of Tours, adjoining the hamlet of *St. Cyr*, close to which, in a neat cottage, lived the poet Béranger—and arrives at SAVONNIERES station, whence it proceeds on to Cinq St. Mars, where it crosses the Loire over a bridge of 19 arches. Close to this spot is the very old and curious monument, known as *La Pont Ung*

Mars, a square tower built of brick, whose history is lost in the night of ages. It was originally pinnacled on each side. It is 92 feet high, and 13 feet wide; and has on the south side the bricks arranged in twelve compartments. From the last station of St. Savonnières the railway passes through a country full of villages hewn out of a yellow chalk rock. Langeais is a small but pretty town, at the mouth of the valley which opens into the Loire. It has at its rear very many limestone cliffs, on the summit of one of which stands an old Castle of the 12th century, where the marriage of Charles VIII. with Anne of Brittany was celebrated.

Adjacent to St. Patrice is the Château of Rochecotte, the property of the Princess of Talleyrand, niece to the celebrated French statesman.

The next station is Port Boulet. Our route hence lies through a country remarkable for its large number of windmills, fluttering on the heights on either side. Approaching Saumur, we see the church of Nôtre Dame des Ardilliers. On its cupola is a record commemorative of the suppression of religious freedom by Louis XIV.

Saumur.—Inns: Hotel Budan, and Belvidere. Population, 14,080.

A picturesque town, as seen from the river, here crossed by a handsome stone bridge. On the quay stands the Hotel de Ville, an antique building of white and black stone, made to serve the double purpose of market-house and town-hall. Its castellated character, and beautiful Gothic ornaments, will repay a minute inspection. The Museum, in its upper storey, contains a Roman trumpet five feet long, and several Celtic remains. Its chief church, that of St. Pierre, and the church of Nôtre Dame, which is older, will interest the antiquarian and architectural student.

The Castle rises prominently above the town almost in a perpendicular position, commanding a view of the Loire and outlying country. The prosperity of Saumur was destroyed by the revocation of the Edict of Nantes, by which all the Protestants were expelled; and the population, which was 26,000 under the governorship of Henry IV.'s Secretary, Du Plessis, Mornay, the Protestant leader, became reduced to less than three-fourths.

A house built by King René of Anjou, called the Maison de la Reine Cicile, stands in the Quartier du Ponts; but so defaced, that no traces of its once beautiful front can be seen.

Not far from Saumur, on the south side, is the *Dolmen of Pontigne*, one of the most perfect and largest Druidical specimens in France. It is a kind of cot, measuring fifty feet in length, but yet built of only fourteen stones, the largest of which is 24 feet by 21 feet, and 2½ feet thick. The road by which these Druidical memorials are approached, leads over a pretty bridge, and by the village of Bagneaux, near which they are to be found.

Diligences go daily to Le Mans, Chinon, Cholet, Poitiers, and Bordeaux, to Neost and Sainte Rochefort.

The railway departing from Saumur passes St. Martin's station, and arrives at

Les Rosiers.—On the left, just opposite this place, on the top of a hill, is the church of Gennes. Between here and St. Mathurin, on our left is the colossal convent buildings of *St. Maur*—historically interesting because of being the retreat of the learned Benedictine monks who, in 1621, compiled an immense number of valuable works, which have proved a treasure to literature.

St. Mathurin.—Here this road leaves the Loire, and does not again join it for a distance of twenty miles. La Bohalle Trélazé, La Paperie, places of no importance, are next passed. Below the latter the Loire is split up into channels, by very many islands which are crossed by bridges difficult to pass under or over.

In our progress towards Angers, we see on our right the bridge Ponts de Cé, near a village on the left bank of the Loire.

Angers—See page 352.

Angers to Nantes.—The railway from here runs parallel with the bank of the river. The first stations met with are Bouchemain and

La Pointe.—A very pretty spot among white villas and cottages, belonging to the inhabitants of Angers. Close to this spot the railway crosses the Maine. The Loire deepens below its junction with the Maine, and its banks become higher.

Several unimportant stations are passed between here and Champtocé requiring no special notice: Les Foyes, La Poissonnière, and Chalons. Here, to the left, we see a beautiful eminence, surmounted by the ruins of the convent of Cordilliers.

Champtoce—A pretty village on the post road. Here are the ruins of the feudal Castle once owned by the infamous Gilles de Retzstein de Laval, called Barbe Bleue—the original of the well-known story called Blue Beard. Having impaired his constitution and fortune by excesses, he engaged an Italian, who pretended to restore them with the blood of infants and young persons. To procure the blood, numerous young girls were murdered by the ruffian himself, to the number of 160. The country rose up against him. He was tried, found guilty, and burned at the stake at Nantes, confessing his crimes.

Ingrande—A small place, standing on the line which formerly marked the boundary of Brittany and Anjou. Between here and Varades, on the right at Montrelais, are extensive coal-fields. On the left we see the hills of St. Florent, containing the large ruins of the Abbey of Montglonne, destroyed during the revolutionary fury; and immediately below it the church of St. Florent, at the side of a pillar to the memory of the Vendéean General Bouchamps, to whom a marble monument is erected within the church. Below St. Florent an island divides the river.

Varades—A town of 2360 inhabitants, where the remnant of the Vendéean army waited for their companions, on their crossing the Loire after their defeat, 1793.

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Ancenis—Inn: Hotel de France.
A small town of about 4690 inhabitants, with the remains of an old castle at the water's side. To the left, on the summit of a hill, the ruined castle of Champtoceaux.

Oudon—Here is the black eight-sided tower of Oudon, five stories high, of the 15th century.

Clermont—Remarkable for its Castle, one of the most beautiful ruins on the Loire, but without any historical associations. The somewhat rugged heights now give way to gentle undulations, which below Maures change again into a flat plain.

Maures.—Shortly after leaving, the towers and steeples of Nantes are seen rising in the distance. We pass Thouare and St. Luce stations before arriving at

Nantes—See page 375.

ROUTE 29.

Paris to Toulouse, by Orleans and Limoges.

Railway to Orleans.
See Route 26.

Orleans TO TOULOUSE.—Distance, 358 English miles.

The railway crosses the Loire by a bridge, and pursues its course almost parallel to the post-road, entering the tunnel of l'Allouet, 1236 metres long. It leaves the suburbs of Orleans through a country full of villages and pretty villas, crosses the Loiret by a bridge, close to which was the exiled Lord Bolingbroke's residence, in the Chateau of La Source. From here up to Vierzon, the railway passes through a country bleak, undiversified, and monotonous, arriving first at

La Ferte St. Aubin—A small village; on the left of which is the Chateau of Lowendahl. The following unimportant stations are next passed: Lamotte, Nouan-le-Fuzelier, Salbris, and Theillay.

Vierzon.
Departing hence, the railway quits the cheerless scenery just passed through for the valley of the Cher, which is well cultivated, possessing many vineyards, and interspersed with some pretty scenery along its borders. We cross the Evre and Chur immediately after leaving Vierzon, and pass by Chery, Reuilly, St. Lizaigne, Issoudun, and Neuvy-Pailloux stations, before arriving at

Chateauroux.
From here we traverse a very dreary country as far as Argenton, a small village on the Creuse, and thence, passing some unimportant stations reach

Limoges—See page 371.

Travellers who desire to see a curious and remarkable church of the eleventh century, will find one at St. Junien, eighteen miles from Limoges. It contains an altar and sarcophagus, in the Byzantine style.

The next important station after

Thiviers, in Dordogne, where much earthenware is made. Pop. 2710. The fine Castle of Hautefort is in the neighbourhood.

Perigueux, on the River l'Isle. See p. 385.
Leaving this, the line passes Niversac, Thenon, and Condac, all unimportant, to

Brive—Inn: Hotel de Bordeaux; Toulouse. Pop. 9850.
A town occupying a very pretty situation in the valley of the Corrèze, and remarkable for an old gothic house, and as being the birthplace of Cardinal Dubois and Marshal Brune. It is surrounded by a maize and vine country.

Our line from here passes through rather a hilly country, takes in on its course a view of the castles of Noailles and *Turenne*, the latter of which is located two miles east of the road, and is memorable as being the place of refuge of the great Condé's wife, where she concocted the civil war of Guienne.

St. Christophe.—Here the junction from Clermont, Ferrand, and Rodez takes place.

Viviez, or Viviers, on the Lot. About 15 miles lower down the river is CAHORS, a very old town (pop. 18,850), the chief place of Department of Lot, with a good Cathedral. Here Fenélon, author of "Telemachus," went to school. He was born at the Castle of La Mothe Fenelon, in the neighbourhood. Another remarkable person, Murat, King of Naples, was born at Bastide within a short distance. The dim outlines of the Pyrenees, though 150 miles off, can be seen on a clear day from the heights hereabouts.

We cross the Aveyron, and traverse a portion of the beautiful plain of Languedoc, before arriving at

Montauban—See page 374.
Leaving Montaubon we pass into the suburb of Ville Bourdon, and enter on the grand route from Bordeaux to Toulouse.

Grisolles Station. Thence we proceed through a plain of astonishing fertility, nearly alongside the Garonne, and closing towards Toulouse, arrive at it over a bridge spanning the Canal du Midi, which joins the Garonne a mile or so to the right of the bridge seen in the suburbs—Arnaud St. Bernard. On our left an Obelisk, marks the central position taken by Marshal Soult at the battle of Tonlouse.

Toulouse—See page 390.

ROUTE 30.

Nancy to Metz, Forbach, and Ludwigshafen.

Distance—165 English miles.

Nancy.—See page 374.
The railway, leaving Nancy, proceeds through a country requiring no special notice, and at about five miles' distance from Nancy crosses the Moselle, a little before arriving at FROUARD, the junction with the Paris line; whence it proceeds on to Marbache and Dieulouard—places of little importance.

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Pont-a-Mousson—Inn: Hotel d'Angleterre. Pop. 8,115. A pretty town, on the Moselle, which is here crossed by a bridge; it has a splendid Gothic church, richly ornamented with paintings of the Lorraine school. The old house, called Maison des Sept Péchés Capitaux, situated in the Square, deserves a visit. The next stations passed are places of no importance,—Pagny, Noveant, and Ars. The new German frontier is crossed before reaching

Metz.—See page 444.

From Metz to Forbach the scenery is pleasing, and in many instances picturesque, but altogether devoid of objects of interest. Here the line passes through ground traversed by the German armies in their victorious advance towards Metz, in the month of August, 1870.

Courcelles.—Here the victory of Pange, or Courcelles, was obtained by them on Sunday, 14th August; after they had occupied Herny, Falkenberg, and St. Avold the stations which next follow. Near St. Avold the Lemberg line falls in.

Forbach, formerly the last town on the French frontier, which the Germans reached 6th August, after defeating General Frossard at Spicheren. Pop 4860. Woollen goods are made.

Saarbrücken.—*i.e.*, the Bridge of the Saar—a town on that river, in Rhenish Prussia, now of historical note. Pop. 13,120. It was bombarded and carried by the French on the 2nd of August, in presence of the Emperor Napoleon and his son the Prince Imperial, who here received his "baptism of fire;" but the *eclat* of this but small success was soon lost in the German victories at Weissenburg on the 4th, and at Wörth, or Frœschwiller, on the 6th. It was immediately retaken by the Germans, and became the head quarters of the King of Prussia on the 10th August.

Rohrbach, and the adjoining country, as well as that surrounding Bexbach and Neunkirchen, is celebrated as a rich and productive coal-field. The railway then proceeds to

Homburg, a small but clean town in Rhenish Bavaria, with a population of 3000. Its objects of attraction are the fortress on the Schlossberg, which figured in the Thirty Years' War; and a very pretty modern church. This town must not be confounded with the celebrated Baths of Homburg (now in Prussia) in the Taunus chain of hills near Frankfort on the Main.

From here there is a branch line to Zweibrücken. The next station is Bruchmühlbach. Then

Landstuhl—A small town, containing a population of 1500. The ruined Castle of the Counts of Sickingen overhangs the town: it was partly hewn out of the rock, and had walls 24 feet thick. In it the chivalrous Franz Von Sickingen died, May 7th, 1523, having been grievously hurt by a falling beam. His bones rest behind the altar of the Roman Catholic Church. Part of his monument—a mutilated statue of a horseman—stands at the bottom of the tower. Another part, with the epitaph, stands behind the high altar.

Nothing of interest is met with from here to

Kaiserslautern—Inns: Schwan.

Prettily situated, in Rhenish Bavaria, between pleasant hills, and containing a population of 13500 inhabitants. A castle was built here, in the twelfth century, by the Emperor Barbarossa, which was separated from the town by its fortifications, but it was destroyed in the war of the Spanish succession.

Kaiserslautern occupies an excellent position for trading purposes, and has considerable woollen manufactories. It is the seat of the central Prison of the Rhenish circle.

From Kaiserslautern the following stations are passed:—Hochspeyer, Frankenstein, Weidenthal, and Lambrecht.

Neustadt.—Inns: Post, and Goldener Löwe.

This Neustadt-an-der-Haardt, on the Speyer, a branch of the Rhine, is an old town, picturesquely seated at the foot of the Haardt mountains. Pop. 7600. A new church was opened in 1862. In its old church, of the 14th century, are many curious monuments of the Pfalzgraves, or former lords of the Palatinate. It is much frequented by invalids for the Grape cure, and is the centre of an attractive neighbourhood, abounding in ruined castles, and other objects of interest.

From this place, the Railway to Landau and Strassburg branches off.

The railroad, quitting Neustadt, proceeds through a splendid country, famous for its vineyards and the rich wines which they supply. Geologists will be attracted by the basalt rocks near Pechstein-Kopf mountain.

Hasloch.—

Bohl.—

Schifferstadt.—From this point the railway branches off to Spires.

Matterstadt is passed before arriving at

Ludwigshafen, opposite Mannheim, on the Rhine. See page 432.

ROUTE 31.

Paris to Berlin, by Aix-la-Chapelle and Cologne.

Paris to Aix-la-Chapelle, 436 kils. (270 Eng. mls) Aix-la-Chapelle to Berlin, 94 Germ. mls. (420 Eng. mls) Time, 24 h. 15 m. Fare, 1st cl., 139 fr.

Aix-la-Chapelle, or Aachen, in Prus.—HOTELS:—See page 451

Charlemagne died here, 814. Cathedral a mixture of styles; many relics: arm-chair or throne of Charlemagne; sarcophagus and some of his bones. New Redoute, with ball-rooms, &c.; a theatre that holds 1500 persons; mineral waters: Elisenbrunne, a fine Doric building. Springs are sulphurous, 45° 5' to 55° Cent.; six in number. Excursions to Ludwigsberg, &c.

To **Cologne** (*Köln*), by Rail, 9 Germ. miles. 38 Eng.

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HOTELS AT KÖLN.—See page 422.

Archbishopric, and Roman station, *Colonia Agrippina*. The *Cathedral*, the finest Gothic edifice in the world, begun 1248. Towers unfinished, but being continued. Choir open to the public, 6 to 10; 3 to 3½. To see the reliquary of the Three Kings,—fee, 1 thaler 30 silver gr.

Other fine churches—Saint Ursula, with pictures of the legend of the 11,000 virgins; Saint Peter's, with paintings of Reubens, a native of Cologne. Roman remains. Museum, with Roman antiquities, &c. Academy of paintings.

From Köln rail goes through Hanover and Brunswick to Magdeburg, Brandenburg, and Berlin.

Hanover.—(Now Prussian.) See page 461. Palace. Theatre, one of the finest in Germany. Waterloo Column on the Waterloo Platz: Statue of Victory. Monument of Leibnitz and his house. Royal Library; many MSS. of Leibnitz.

Brunswick—(Now Prussian.) See p. 455. Cathedral. Schloss richly ornamented. Arsenal and Museum, with picture gallery.

Magdeburg.—See page 463. Fiacres, 1 person, 2½ silvergr.; 2 persons, 5 silvergr.; 1 hour, 10 silvergr. In the citadel, Lafayette was kept a prisoner. The town was taken and sacked by Count Tilly in the Thirty Years' War (1631) when 36,000 persons perished. The Cathedral one of the finest in Germany.

Brandenburg is the old capital of the Electorate.—See p. 464 Cathedral has a fine altar-piece.

Berlin.—Hotels. See page 452. Post-office, Spandauer strasse;—many boxes in the town. Telegraph, Schutzen-strasse. On the Spree. Has 500 streets, and 40 squares. Principal street, Unter den Linden. The Arsenal platz. Opera platz and Brandenburger Thor are the most striking points. Berlin has 40 churches; a University, the first in the world, with 100 professors, 1600 students; a Royal Museum.

Principal buildings: Königliche Schloss, Picture Gallery, groups in bronze; built by Frederic II. The Arsenal: captured flags, arms, &c. Royal Library, 600,000 vols.; Bibles of Luther and Gutenberg. Royal Museum open 10 to 4, in two departments; frescoes of Cornelius; groups of Kiss and Rauch; Antiquarium; galleries of sculpture and painting, the latter subdivided into Italian, Spanish, French, German, and Flemish schools.

New Museum: Northern antiquities: Egyptian antiquities: Kunstkammer, with old porcelaines, glass, &c. Theatres: Opera, pit, 20 silvergr.; box, 1 th. 10 silvergr. Theatre Royal. Konigs Schauspielhaus, boxes, 1st row, 1 th. Friedrich Wilhelmstädter Theater holds 1600 persons. Walks: Thier Garten, botanical garden.

Principal excursion by rail **Potsdam**, distance, 3½ Ger. ml. (17 ml.); time, 25 m.; fare, 1st cl. 27 silvergr. See page 464. Sights:—Royal palace rooms of Frederic the Great. Sans Souci (5 to 15 silvergr.), picture gallery. New palace, fine paintings, mausoleum with wonderful statue of Queen Louise by Rauch. Charlotten Hof: statues of Canova, Thorwaldsen, Kiss Rauch.

ROUTE 32.

Paris to Leipzig, Dresden, Carlsbad, and Toplitz.

To Aix-la-Chapelle, see Route 30

From Aix-la-Chapelle to Leipzig, 90½ Ger.mls. (450 mls.)

Paris to Leipzig, time, 25 hours: fare, 1st class 135 fr.

Leipzig (in Prussia)—See page 442.

Celebrated university. Great book trade and printing establishments. Typography of Brockhaus worth a visit. Scene of great victory over the French 1813. Town museum, rich in paintings. Many statues, one of Hahnmann. Rail to Dresden, 15½ Ger. ml. (80 ml.); time, 2 h. 30 m., fare, 1st class, 3 th.

Dresden (in Saxony).—See page 437.

Divided by the Elbe into Neustadt and Altstadt. Japanese Palace; charming gardens. Hof theater one of the finest in Europe.

Neuer Museum, open 10 to 4 most days. First storey, noted Picture Gallery, divided into Italian school, with the Madonna of San Sisto by Raphael, the Notte of Correggio, &c.; Spanish school, German school, and Flemish school. The Grüne Gewölbe is a collection of all kinds of curiosities, 3000 objects, valued at 3 million thalers. Historical Museum contains porcelains, antiques, and the library.

Excursions to Morean's monument; to Loschwitz, where the poet Körner was born, and where Schiller composed Wallenstein and Don Carlos; to Saxon Switzerland.

Dresden to Töplitz, 14½ German miles (70 Eng.) Rail, 4 h. 11 min.; fare, 1st class, 4 th.

Toeplitz (in Austria).—See page 478.

In a valley of the Erzgebirge, on the Biela, noted Thermal waters (25° 8' to 49° Cent.) Principal establishments: Stadtzbad, Furstenbad, Gumerbad; in the fauxbourg of Schonau, which is often preferred, Sandbad, Neubad, &c. Beautiful neighbourhood.

ROUTE 33.

Paris to Carlsbad and Franzenbad.

To Frankfort, Route From Frankfort to Eger by Nuremberg, 58 German miles (400 Eng.); time, 12 hrs.; fare, 21 fl. Eger to Franzenbad, 1 Ger. mile 4½ Eng.); time, 21 min.; fare, 40 kr.

Franzenbad (in Austria).—See page 478. About 80 houses on a marshy plateau; sodic, iron, and sulphur springs; 4000 visitors yearly; a park serves for a walk.

Eger to Carlsbad, 6½ Ger. miles (34 Eng.); post road; diligence twice a day, 5½ hours

Carlsbad (in Austria).—See page 471.

In Bohemia, on the Tepel; noted springs; 8000 visitors yearly; waters (30° to 73° cent.) sodic and

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sulphur. Sprudel, the most extraordinary mineral spring in Europe, from its volume. Waters useful in skin and abdominal diseases. Favourite walk (4 hours) Vier Uhr promenade.

EXCURSIONS.—Alberg (1 h. 30 min.) panorama; to the mountains Drei Kreusberg, and König Otto's Höhe, (45 min. and 1 h.): fine views.

Frankfort to Kissingen. To Gmünden, rail, 12¼ Ger. miles (60 Eng.); time, 2 h. 30 min.; fare, 1st class, 3 fl. 60 kr. From Gmünden, 5 7-10th G. miles (28 Eng.); diligences in 6 hrs.

Kissingen (in Prussia).—See page 462.

In a valley of the Saale, Waters chloraric, sodic, and gaseous.

ROUTE 34.

Paris to the Pyrenees.

The places mentioned below are described elsewhere, but they are here brought together for convenience.

By Orleans, Tours, and Bordeaux

To Bordeaux, 578 kil.; time, 11 h. 30 m. fare, 1st class, 71 fr. 20 c.

Bordeaux.—See page 357.

Near Bordeaux, watering-place of ARCACHON (56 kil. Rail, 1st class, 5 fr.) in a fine forest; pretty chalets; good bathing; mild winter climate. Hotels: Empereurs, France, Grand Hotel; and many villas.

Paris and Bordeaux to Biarritz, by Bayonne, La Negrasa Station, for Biarritz, 793 kil. from Paris, 18 hrs. fare, 1st class, 88 fr.; from Bordeaux, 25 fr. 60 c.

Biarritz, 5 miles from Bayonne, was the favourite watering-place of the Imperial family. See page 357.

Paris to Pau by Bordeaux, Dax, and Orthez, 816 kil. 17 h. 33 min.; 1st class, 91 fr.

Pau.—See page 385.

Baths of the Pyrenees.—Pau to Eaux Bonnes. (Paris to Pau, 816 kil.) Pau to Eaux Bonnes, 44 kil., post road. Coaches de correspondance from July 1 to Sept. 30; time, 6 hrs.; fare, 8 fr. and 6 fr.

Eaux Bonnes.—See page 366.

Almost all the rooms in Eaux Bonnes are furnished rooms. Guides from 2 fr. 50 c. to 5 fr. for half a day. Eaux Bonnes is 748 metres high; at the entrance of the Gorge of the Soude.

Eaux Chaudes.—See page 367. Village in the Gave d'Ossau.

Paris to Bagneres de Bigorre—853 kil., time, 27 h. 30 m.; fare, 95 fr.

From Bordeaux, in 8 h. 30 m.; 1st cl. 30 fr.

Bagneres de Bigorre.—Hotels: See page 354. Many lodgings, 2 to 3 fr. a day per room. Tables d'Hôte, 3 fr.; board and lodging in best hotels, 5 to 6 fr. On the Adour.

Cauterets.—By Tarbes, 946 kil.; from Bordeaux, 48 kil. Tarbes to Cauterets, via Lourdes and Pierrefitte Nestalas, see page 48. Paris to Tarbes, 651 kil., 14 h. 45 m.; fare, 72 f. 90 c.

Hotels at Cauterets:—See page 362.

Bareges.—See page 355. 4004 feet high, on the Gave de Bastan.

Paris to Bagnères de Luchon, 853 kil.; from Bagnères de Bigorre, 70 kil. Carriages.

Bagneres de Luchon.—629 metres high. See page 353. Rooms, 2 to 5 fr. per day. Guides, 5 fr. a day, besides food.

Lux and St. Sauveur.—50 and 52 kil from Tarbes.—See page 390. Coach road; in cabriolets, 4 to 6 fr.; in berlins, 8 fr. Cirque de Gavarnie, 19 kil. from St. Sauveur.

TOURS IN SPAIN.

ROUTE 35.

Paris to Madrid, Seville, and Granada.

Paris to Madrid, 1453 kilos. Paris to Bayonne, 776 kil. To Bordeaux, 578 kil. 1st class, 65fr. 50c. Bordeaux to Bayonne, 198 kil. 1st class, 22fr. 20c. Bayonne to Irun, 38 kil. 1st class, 4fr. 25c. Irun to Madrid, 639 kil. 1st class, 277 rls. 75c. Route through Vitoria, Burgos, and Valladolid.

Vitoria.—Inns: Fonda Pallares; La Pepa. Fine church, Santa Maria. Handsome theatre. Great victory of English over French here, 21st June, 1813. Population, 15,600.

Burgos, 269 kil. from Irun, in Old Castile. Inns:—See page 539. Great sight, the Cathedral, 13th cent.; exterior grand, interior ornate. Chief painting, the Christ of Burgos.

Valladolid, 350 kil. from Irun, in Old Castile. Inns:—See page 547. Great sights, the Museum, with many paintings, and the Cathedral.

Madrid.—Hotels:—See page 542. Apartments, 30 reals the day. Cabs, the course, 4 reals. Climate trying. Palacio Real, finest room, De los Embajadores. Puerta del Sol, the most fashionable lounge. Handsomest churches, San Guies, San Justo y Pastor, San Francisco el Grande, a sort of national pantheon.

Real Museo, very rich. Salles, devoted to the Spanish, Italian, Flemish, and other schools. Salons, devoted to special great painters. Sculpture. Museo Nacional, with 800 paintings; Armeria; Museo Militar; Museo Naval; Jardin Botanico. Theatres: Real can hold 2000 persons; Du Principi and Rosini the most fashionable; Toros is the great bull ring and can hold 12,000

persons: 24 fights (corridas every year. Walks: the Retiro. The Prado, a kind of boulevard, well kept and much frequented

Excursions: The Prado; Escurial, and Aranjuez *Prado* 12 kil. an old palace with fine tapestry; The *Escurial*, rail 1 h 30 m., fare 22 r. 75 c., 1st cl.: Granite palace; tombs of Spanish kings. In the Capuella Mayor Sacristy, the altar of Santa Forma, all of white marble with gilt bronze and a painting of Coello. Behind the stalls, a fine marble Christ of Benvenuto Cellino. Tombs of kings in the pantheon. Libraries of printed books and MSS. very rich. Rail to *Aranjeus*, 2 h. —See page 538.

Madrid to Cordova, Seville, and Cadiz.—Rail. 571 kils. To Cordova: fare, 1st cl. 174 r.; Seville, 1st cl. 281 r. 75 c.; to Cadiz, 1st cl., 286 r. 70 c.

Passes VALDEPENAS (11,000 inh.), in La Mancha, renowned for wine and Sancho Panza. At 267 kil. from Madrid you pass through the Sierra Morena, at the defile of Despena perros. Eight tunnels, of 100 to 300 metres, in this part of the route.

Cordova—441 kil. from Madrid. Hotels:—30 to 40 r. the day.—See page 540. Climate hot, but healthy. Cordova is a splendid museum of Moorish antiquities. Alcazar Viejo is a fine remnant of antiquity. Episcopal palace a sumptuous edifice. Mosque and Cathedral, 55 naves; innumerable columns of jasper marble, porphyry, &c. The Mihral or sanctuary is the great curiosity. The Moors are said to have had 10,000 lamps in this mosque. Most interesting excursion is to the Ermilas (7 h.), in the Sierra Morena.

Cordova to Seville, 130 kils.

Seville.—Inns:—See page 545. Many Casas de Huespedes, 25 reals a-day. Healthy climate. An ancient town on the Guadalquivir, with narrow streets, and houses with patios or courts; Calle de las Sierpes the most characteristic in the town. Plaza de la Infanta Isabel is full of orange-trees and marble seats. Fine aqueduct of Canos de Carmona supplies the town.

Cathedral, with the tower La Giralda, 95 metres high; a splendid structure, with a splendid view. Interior, consists of five naves. Every thing in it is grand and magnificent. Monument of Columbus and a great number of fine paintings. Two Murillos in the sacristy, and a multitude of treasures. Other churches of Seville rich in fine paintings.

Large Teatro de San Fernando, holding 2000 persons. The Museum is rich in Murillos; and the libraries in archives connected with the discovery of America.

Public walk at Seville: Alameda de Hercules

Seville to Cadiz.—Rail, 153 kils. Passes JEREZ DE LA FRONTERA, a pretty town. Great sherry wine-growing country. Immense cellars of Messrs. Domecq, Garwey, &c.—See page 542.

Passing arsenal of CARRACA, and over a tongue of land, you reach the rock of

Cadiz, on the Isla de Leon.—Hotels: See page 539. Casas de pupilos, at moderate prices. Magnificent view from Torre de Vigia. San Fernando is the most animated street. Fine walk on the Alameda de Apodula. There are two cathedrals and two theatres.

Cordova to Bobadilla, 122 kils.; 363 kils. from Madrid. Thence a branch to Granada, 133 kil.

Granada.—Hotels:—See page 541.

Cathedral, in five naves; fine paintings of Cosno; tower 56 metres high; relics of Ferdinand and Isabel. The Moorish *Alhambra*, 400 feet long, 250 wide; 5 interior courts: fountains, marble pillars, &c., abound. Salle of the Abencerrages and Capilla Mayor points of special interest. Generalife, country palace of the Alhambra, nothing but ruined arcades. The rich verdure of the vale of Granada, and the shining Sierra Nevada, make the views superb

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ROUTE 36.

1. Saragossa to Bagneres de Luchon, by Jaca.

Saragossa to Jaca 110 kilomètres (79 miles); Jaca to Urdos by Canfranc, 7 hours 40 minutes; Urdos to Etsaut (Route to Oloron), 45 minutes; Bedous, 1 hour 30 minutes; Escot, 1 hour. At Escot you strike off to the right, over the Col de Maria Blanca (a walk of 2½ hours); descend by Bielle to Pau Route. Proceeding by that road (1 hour) to Louvie Juzon, you hit a high-road taking you, by Bruges and Asson, to Lourdes. From Lourdes you reach Bagnères de Bigorre, by Arrean and Luchon. A good round of 11 days can be made from Saragossa by Jaca to Luchon, and back by Venasque.

2. Luchon to Saragossa, by Venasque.

You ascend first to Bach (3 miles), following the Pique; thence advancing through the fine forest of Charuga (4½ miles) to the French hospice, and rising 4½ miles to the Col de Venasque by a steep ascent. Further on is the Spanish hospice: and in 2½ hours, and descending the course of the Esera, 14 kilometres (9½ miles), you reach Venasque, from which another route also takes to Luchon.

Venasque has two inns—Pedro Farras and Brousseau's—8 to 10 francs per day. Position picturesque; height, 3700 feet; contains some curious old houses and an old church—that of Santa Maria—in the Romana style. This is the first day's work.

Second day, by Eriste, Sahaun, San Pedro, and Campo, to Santa Liestra, a village where the night may be passed.

Third day, by La Venta de Santa Lucia, Grans (1800 inh.) with a very old church, to Cinca, Enats, and

Barbastro (6200 inh.); house of St. Vincent de Paul; Plaza de Toros: Cathedral. Pretty walks near. To Saragossa, carriages on rails drawn by horses to Selgua, thence 7 miles, thence by Barcelona line to Saragossa.

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3. From Saragossa to Bagneres de Bigorre, by Barbastro.

Rail to Barbastro, 132 kilom. (86 miles); thence to NAVAL, 17 kilom. (12 miles). Old houses; narrow streets; remains of an Arab castle.

Ainsa, 34 kilom. (22 miles), formerly an important place; handsome streets; Moorish-looking houses. The two churches are ancient mosques, with immense vaults. The old Castle is quite an Arab construction in its original state. A venerated ancient monument of the early Christian kingdoms of Navarre and Aragon—the cross of Sobrarbe—is 2½ kilom. (2 miles) from Ainsa.

Route proceeds by Puerto, 15 kilom. (10 miles), whence two roads lead to France. 1. By Col de Sesa to Bielsa (6 hours), height 2465 metres, whence you descend to valley of Aure.—2. Over the Cinca and Cinqueta to El Plan, 15 kil. (10 miles); Customs' station. Here again the route forks. Left route by Port de Plan (height, 2457 metres); hospice of Kioumajon to Tramesaigues (valley of Aure), 6 hours' descent. Right road, 25 kilom. (17 miles) takes you to Gistain, and on by a pretty valley to Col de la Pez, at foot of Pic du Midi de Geno (2166 metres), whence through the valley of Louzon to Bagnères de Bigorre.

4. From Jaca, across the Pyrenees.

From Jaca you reach Oloron, Gavarnie, and Cauterets.

Jaca is reached from Saragossa by rail to Huesca, 73 Kilom., 48 miles, and from Huesca by diligence. The approach to

Jaca is by very picturesque slopes. Pop. 3500. The Cathedral is overloaded with ornaments. Near Jaca an immense panoramic view is obtained from Pena d'Oroel (1940 metres). The monastery of San Juan de Pena deserves a visit, consisting of two churches; one subterranean, and containing the pantheon of the old kings of Aragon. A new monastery, surrounded by forests, has been built by the monks. The expedition takes a day.

From Jaca three routes lead to France. 1. By Canfrane to Oloron, 51 kilom. (34 miles). Canfrane is the great junction of routes from Aragon to France, three of them being especially frequented, viz., 1. Col de Somport; 2. More eastward, the Port de Jaca; 3. Col des Moines. Col de Somport leads to Oloron by Auberge de Paillette and Urdos. Oloron, 27 miles from Urdos.

2. Another route leads from Jaca to Cauterets; often very difficult, but much frequented in the fine season. This route takes you to a noted mountain basin on the French side, called the Gorge of Panticosa. A guide may be essential here. From Panticosa it is a nine hours' walk to Cauterets.

3. From Jaca to Gavarnie you pass by Panticosa, 86 kil. (24 miles), and thence, by a mountain path over the Sorrosal torrent, by Linas to Bujaruelo (12 hours). Fair inn. Hence you proceed, by a pass open even in winter (2 hours), to the Col de Gavarnie (2280 metres). Descent of 1½ hour to the celebrated *Cirque de Gavarnie*.

From Saragossa to Eaux Chaudes and Eaux Bonnes.—Proceed first to Jaca and Canfrane. From Canfrane, continuing either by Col de Somport, or nearer by Col des Moines. Hence to Vallée de Blous, whence a carriage road to Gabas, 1½ hour. Gabas to Eaux Chaudes, a fine walk of six miles. Eaux Chaudes to Eaux Bonnes by road, six miles.

ROUTE 37.

Barcelona to Montserrat.—(Three days' Excursion.)

First Day.—Barcelona to Martorell. Rail, 9 a.m. Fare, 10 reals. Arrival at 10 a.m. Omnibus to Collbato (5 reals). Arrive at noon.

Posada Nueva de las Cuevas.—Ascent to Grottoes takes 45 minutes (2 reals). Steep route with ladders. It requires 3½ hours, and takes 38 reals, to see all the curiosities. Dine and sleep at Collbato, which affords comfortable quarters.

Second Day.—Ascend San Geronimo (horse or mule, with guide, 18 reals). Provisions must be taken. Four hours up. Visit church, chamber of the Virgin, &c. Restaurant where you dine. Night quarters at Monastery.

Third Day.—Fine sunrise. Proceed to make visits to the various grottoes, hermitages, &c. Return by N.W. slope. Omnibus from Monastery takes you in one hour, by a fine road, to Monistrol (5 reals). One hour brings you from the town to the station. Train at 5.30 p.m. Reach Barcelona in half an hour.

The sights of the Mountain fall under three heads:—The Mountain itself; the Monastery; the Grottoes:—1. The Mountain is an assemblage of needle-shaped calcareous pinnacles of various colours, forming a solitary mass, rising from the plains of Catalonia, and split down the centre by a ravine, on the edge of which stands the monastery. The ruined hermitage of San Geronimo stands on the summit of the mountain, 3920 feet above the sea, and commands an immense horizon. 2. The ancient Monastery has perished, save a gateway in the Byzantine style. Much of the present building consists of a chaos of chambers, galleries, and cells for pilgrims. The church is elegant; the apse very fine.) Two good altar-pieces. St. Louis and St. Bruno; the venerated image of the Virgin is behind the altar. 3. The mountain is covered with a number of old hermitages, scattered in adventurous positions on overhanging precipices 800 or 900 metres high. The Grotto of the Virgin, the Balcon des Moines, and the Desgutalls, immense rocks from which drips a stream of crystal-clear water, deserve especial attention. The mountain is visited by 60,000 pilgrims yearly, especially the 8th September. It was plundered by the French in 1811 and 1823.

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ROUTE 38.

Excursions from Malaga.

Malaga itself (see page 543) is a delightful sojourn at all seasons and the centre of numerous excursions. Of these we select the following:—1. To Ronda; 2. To the Baths of Carratraca.

1. To Ronda, you follow the road to Carratraca for 37 kilom. (24½ miles) to La Pizarra. Guides, horses, or mules can be found there. Road passes through the most romantic country. Casaborela, commanding an immense view, appears to rise as ont of a nosegay of flowers, so green, smiling, and beautiful is the valley in which it stands. Beyond it the route plunges into a maze of narrow winding defiles, amidst torrents, red granite rocks, &c. EL BURGO (6½ miles) has vestiges of Arab buildings; and soon after you approach the sublime, and almost awful, scenery of the Serrania, forming an immense circle of 28 miles, having in its centre a monstrous rock riven in two by a cleft 520 feet deep, through which a torrent rushes in a succession of cataracts. 6½ miles from El Burgo is

Ronda, on two plateaux. (Pop. 15,950. Inn, Las Animas). Town in the most picturesque, striking position, divided into three quarters—the town proper, the Mercadillo, and San Francisco. Curiosities—La Casa del Rey Moro, with hanging gardens; La Plaza de Toros; the bridge across the Tajo, 325 feet high, &c. Great horse fair, 20th to 22nd May. Ronda breed of horses celebrated; and the people retain much of the old Spanish character and are great smugglers, and very dexterous in the use of the dagger. La Cueva de Gesto, 7 kilom. (4½ miles), is an excursion worth making; and Ronda la Vieja (Old Ronda) deserves another (9 miles), containing ancient remains, including an amphitheatre. Gibraltar can be reached from Ronda by San Roque, 11 leagues (33 miles), a day's journey. Another path leads by Osuna to Seville.

2.—**To Baths of Carratraca.**—Rail to Pizarra Station. Carriages and mules to be had there. Places can also be secured at the Diligence Office, Malaga, Fonda de los Tres Reyes (Berlin, 50 reals; interior, 40; banquette, 30). At Carratraca the office is at the Fonda de Calenco. Two hours from Pizarra to Carratraca, through picturesque mountains, de Aguas.

Carratraca.—Hotels—Fonda del Principe; Fonda de Caleneo; Parra; Perez. Height, 486 metres. 100 houses for bathers. One story, 40 reals to 6 reals per day; one room, 8 to 1 real. Two hotels comfortable. Table d'hôte, 20 to 28 reals. The bathing establishment, at the top of the village, contains all the salles d'attente, de service, bathing cabinets, douche salles, &c., required in such places. The Empress of France had a special reserved cabinet. The waters are pronounced to contain hydrate of soda, arsenium, bicarbonates, alkalines, and iron, yielding 768 litres per minute, or 1520 lbs. The smell is strongly that of sulphuretted hydrogen. Waters good for skin and rheumatic disease; bronchial, chest, and digestive and other complaints. Season from 15th of June to September. Cure varies from 15 to 30 baths.

TUNIS.

STEAMERS.—French Boats, from Malta to Tunis, three times a month, 22 hours. Rubattino's Boats from Genoa, via Leghorn and Cagliari; arriving every Monday. Valery's, every Wednesday, from Marseilles, via Bona.

Pop. 120,000. HOTEL:—

De Paris (Bertrand's), comfortable; good table d'hôte.

Money.—Piastre = 60 to 62 cents.

H. M.'s AGENT AND CONSUL GENERAL.—R. Wood, Esq., C.B.

AMERICAN CONSUL.—G. Heap, Esq.

Tunis (ancient *Tunes*) the Capital of a Regency, under the Turkish Sultan, stands on a Bay or Gulf of the African coast, near Old Carthage, inside Cape Bon; about 150 miles from Malta, 150 miles from Sicily, or Sardinia, and 500 miles east of Algiers. Principal buildings—the Bey's Palace, where Queen Caroline formerly resided; and the Citadel.

The Ruins of **Carthage**, 10 miles distant, are easily visited in a day by carriage, to be obtained at Tunis. The "Cisterns," and "Aqueduct," are the principal attractions, near the village of Marsa-ken. Carthage, the great rival of Rome, ruling over 300 cities and founded on a peninsula by Queen Dido, was destroyed in the Third Punic War B.C. 146, by Scipio Africanus, who landed at Utica, to the west. Hannibal and Terence were born here. It gave name to Carthagena in Spain. The Saracens took it A.D. 698. Several remains, now at the British Museum, were brought home 1861.

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RUSSIA.

A vast empire, partly in Europe and partly in Asia. The larger, or Asiatic part, consisting of Siberia (mostly) and Central Asia (*i.e.*, Kirghis Steppes and Turkestan), is so thinly populated that, while the relative area to Russia in Europe is as 5 to 2, the population is only 6 millions to 76 millions. *Russia in Europe* (including Finland and the Caucasus), with which we have to do in the present section, lies between 43° and 70° N. latitude, and 18° and 65° E longitude. Greatest extent from the south point of the Caucasus to the north coast of Lapland, 2,200 miles, and from the west border of Poland to the Ural Mountains, 1,700 miles. **Area,** 2 million square miles, including 1 million of larch, birch, ash, pine, and oak timber nearly all which belongs to the great plain which extends through the middle of Europe, from the North Sea to the Caspian Sea and the Ural Mountains. The highest point of European Russia, at Kremenetz, near the Galician frontier, is only 1,330 feet above sea. The Valdai Hills, on the St. Petersburg and Moscow line, at the heads of the Volga and Dwina, are 900 feet only.

Climate—of an extreme character, the winters being colder, and the summers warmer, than in the corresponding latitudes of Western Europe. The spring, however, is mild and temperate in the South, though the summer is of long duration, with oppressive heat and little rain. Autumn sets in rather late, and the winter is short, with little snow, though sometimes cold and severe. The Middle region, extending from 50° 8′ to 57° 2′, has a rough winter, and, in the more Northerly region, it is long and severe, during which travelling is practicable only on sledges over the frozen snow. At St. Petersburg winter ranges from the end of September to the beginning of May, when it all at once disappears. Here the average days of snow are 70. In the Arctic region, extending from 67° to 74°, the climate is very rigorous in winter, and warm in summer. The N. limit of trees is near the Polar coast, the sea near which is always frozen. Wolves, bears, reindeer, elks, and bisons are hunted.

Geology and Mineral Productions.—The predominating formations are the primary and secondary rocks, including a large space of old red sandstone, covered with shallow lakes. Gold, silver, platinum, copper, iron, and china clay are found in the crystalline and slatey rocks of the Ural range; coal is got near Kharkov, on the Donetz; marble in Finland.

Rivers.—Volga, Dnieper, Dniester, Don, and Dwina are the longest, the Volga being 2,400 miles to its mouth in the Caspian; canals unite them all. The **Lakes** are Ladoga (the largest in Europe), Onega, and many smaller, all in Finland.

Soil and Vegetation.—About 796,000 square miles possess a peculiar and rather remarkable soil, consisting entirely of decomposed vegetable matter, which forms a stratum varying in thickness from three to five feet. A great part of Western Russia is sandy, and intersected by extensive marshes and bogs. The middle region, from 50° to 70°, is the wealthiest and most densely peopled portion, and consists of wide, open, undulating plains, with very slight elevations to break the monotony. Beyond the Volga is an immense tract of poor desert land, called a *steppe*. The Russian forests are the most important of her vegetable productions, not only from their enormous extent, but from their supplying in profusion timber, tar, pitch, potash, and turpentine, which form a principal part of the commercial exports, and also fuel, in a country nearly destitute of that commodity. **Population** of Russia in Europe (1867), 76 millions; of which three-fifths were serfs down to 1863; 53 millions are Russian and Orthodox (or Greek Church); 3 are Roman Catholics; 2½ Protestants; and ½ Jews. Education is subject to the direct control of the Government. Including Siberia and Central Asia, the total population of the Russian Empire is 83½ millions.

Administrative Divisions.—Russia in Europe is divided into 60 Governments, including the Kingdom of Poland; besides 8 in the Grand Duchy of Finland, and 12 in the Caucasus.—**Army,** 1½ million Regulars, and ½ million Cossacks. **Navy,** 225 ships of 521 guns; 170 being in the Baltic and Black Seas. **Revenue** (1872), 66 millions sterling; against 68 millions of Expenditure. Debt, 255 millions.

Commerce.—Imports (1873) from England, worth 11½ millions. Exports, 21 millions; or more with England than with all the rest; chiefly wheat, rye, and other cereals, flax, hemp, leather, skins, tallow, pitch, furs, sturgeon, etc.; cottons and metal goods are sent to China; silk, cotton, and woollen spinning and weaving are carried on at Moscow; cotton and silk are raised in Turkestan. **Railways** open (1872), 8,500 miles. **Telegraphs,** 31,000 miles There were 2,450 Post towns (1868).

Money, Russian Currency.—100 copecks (1 silver rouble) 3s. 2d. Paper Money is the chief medium of payments; gold and silver coins are at a premium. The paper rouble is worth about 2s 6d. sterling; 8 paper roubles (equal to £1 sterling). *Gold Coins*—10, and 5-rouble pieces. *Silver Coins*—20, 15, 10, and copecks. *Copper Coins*—5, 3, 2, 1, ½, ¼ copeck pieces. *Bank Notes*—1, 3, 5, 10, 20, 25, 50, 100, 1000, 2000 roubles.—From "The Merchants' Handbook," Stanford: London.

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The traveller can get good change at either Eydtkuhnen or Wierzbolof (Wirballen). "No platina money is now issued. The silver pieces of 25 and 5 copecks are so rare as to be collected for curiosities. A silver rouble is now not known; and the gold pieces rarely ever come into circulation. Scarcely anything but paper is seen. The coins below 1 rouble are silver and copper; but the silver is very much alloyed to bring it into proper relation with paper. The old silver rouble contained twice as much silver as a modern rouble made up of silver pieces. The value of the Rouble varies from 2s. 6d. to 2s. 10d."—*J. E. G.*, Jan. 1873. *Note.*—Travellers should be on their guard in taking old Dutch ducat, which is in circulation all through Russia and Poland, many so reduced by clipping as not to be worth more than 7s. 3d. or 8s. 6d. in place of 9s. The Pood=36 lbs.

Cabs.—A bargain must be made for Cab fares. In almost all towns except St. Petersburg, the tariff varies from 40 to 50 copecks an hour; and 30 copecks for a drive through the town.

Time for Travelling.—The best time is May to June, or August to October. Winter is good for those who can stand it, and are able to enjoy the pure air, sledging, and other amusements. Hotels are dear, and railway fares are higher than Germany. Good saloon carriages run, containing every convenience. Refreshment stations are large and well provided.

Caution to Travellers.—Travellers, to save inconvenience, must procure the visa of the Russian Consulate-General in London to their passports (32, Gt. Winchester Street, E.C.) Subordinate officials in Russia do not as a rule understand English, whilst everywhere, even in the remotest parts of the Empire, the visa and seal of the Russian Consulate General is immediately recognised. The bearer of a Foreign-office Passport need not attend personally to obtain the visa. The Passport, which must bear his signature, may be forwarded to the Consulate **per registered letter**, enclosing the visa fee of 2s. in postage stamps or otherwise. Passports transmitted from the country should be posted three clear days previously to the visa being required. The letter must contain a fully directed stamped envelope, to cover the passport when reposted. Passports torn and illegible, and those more than say five years old, should be exchanged for new ones. To prevent delay, Foreigners naturalized in England must produce at the Consulate's office their letters of naturalization on transmitting their passports granted by the Foreign Office. Foreigners, not naturalized in England, must procure the visa of their respective Consuls before transmitting their passports to the Russian Consulate for the indispensable endorsement.

If the traveller intends to reside in the country, he must be furnished with a ticket of residence from the civil governor of the place; but if he only intends staying a short time, he may dispense with the billet of residence, which costs from four rubles and three kopeks to nine rubles and four kopeks, according to the rank of the person. At both Moscow and St. Petersburgh, his permission, is to be obtained at the Address-Office for Foreigners (*Bureau d'adresse pour les étrangers*). On the traveller leaving Russia, no advertisement of his intention is now necessary. Passports for departure, delivered by governments of the frontiers, are valid for three weeks; and those from governments of the interior for three months; after which, Passports must be reviewed by the Governor, to enable the Foreigner to pass the frontiers.

FOREIGN BOOKS.—All Books are examined by a committee of censure, and none are admitted unless they have been previously approved.

Routes to Russia.—1. LONDON to Ostend or Calais, thence to Stettin and St. Petersburg—a saving of 400 miles sea voyage. From Hull, by steamer, Stettin and Lübeck. 2 London or Paris to Petersburg, by sea from Dunkirk; or direct from London or Hull to Hamburg, thence by Railway to Lübeck, and on by steamer; or by Railway to Berlin, Frankfort-on-Oder, Kowna and Vilna; quick and direct; good buffets. 3. Berlin to Warsaw, by Bromberg and Thorn. Warsaw to Petersburg (rail). 4. Vienna (in Austria) to Warsaw, and Warsaw to other towns of Poland, and to St. Petersburg. 5 London to Copenhagen; thence through Sweden is an agreeable change to those who have time. Take steamer at Malmö for rail to Stockholm; thence by steamer to Vyborg (Finland), Abo, Helsingfors, and St. Petersburg in 4½ days. 6. Stockholm to Revel and Riga. 7. Hull to Helsingfors, Bailey and Leetham's steamers. 8. London to Faris, and on to Tiflis by Constantinople, and the steamers of the Russian Company to Poti (Hotel of Colchis), Maran, Kutais, Suram, and Tiflis (HOTELS at Tiflis—The Caucasus; Paris; Italy, &c.) 9 Tiflis to Tehran, by Bakou and Lenkhoran, and Recht. Steamer on the Caspian, or land route. 10. Tiflis to Tehran, by the usual route to Erivan, Nakhitchevan, and Tabris. 11. Persia, by Petersburg, Moscow, Nijni-Novgorod, Astrakhan, Recht, and Astrabad. 12. Pekin and China, by St. Petersburg, Moscow, Perm, Ekaterinenburg, Siberia, Kiakhta, Mongolia (Ourga, the Desert of Cobi). From Kiakhta to Pekin, 12 days.

Most Important Routes in Russia.—1. St Petersburg to Tver and Moscow, by rail. 2. Moscow to the Monastery of Troitzky, by rail. 3. Moscow to Nijni-Novgorod, by rail. 4. Nijni-Novgorod to Perm, Ekaterinenburg, Tumene, Tomsk, Krasnojarsk, Irkutsk, Listvenitchnaya (on the Baikal), Kiakhta, Maimatchin (Overland to China). A shorter route has been also opened *via* Orenburg and the Seven Lakes. 5. Tver to Astrakhan, steamer down the Volga, by Rybinsk, Jaroslav, Kostroma, Nijni-Novgorod, Kazan, Simbirsk, Samara, Saratof, and Tsaritsin. 6 St. Petersburg to Odessa, *via* Witebsk, Kief, Balta, Odessa. 7. Moscow to Odessa, by rail. 8. St. Petersburg to Revel, the Island of Oesel, and Riga, by sea; to Riga by rail (branch line from Dunaburg to Riga); rail to Warsaw. 9. St. Petersburg to Novgorod, rail from Moscow to Volkhova (summer service), to Tschonlovo (in winter). From Volkhova, boat; from Tschondovo, sledge (60 versts). 10. St. Petersburg

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Warsaw, rail. 11. St. Petersburg to Viborg. Helsingfors. Abo, by steamers; and also by railway as far as Helsingfors. 12. St Peteraburg to Schlusselburg, Valaamo, by steamer. 13. To Odessa, through Vienna—a new and important route opened 1872. Rail to Vienna; thence take ticket to Volochiesk on the frontier; and thence another on to Odessa. 14. To the Crimea. From Odessa to Simpheropol, Sebastopol, and Baktschiserai.

Observations.—Newspapers cannot be sent to Russia in the usual form—*i.e.*, open at the sides. They must be subscribed for at a Russian Post-office, or got through a bookseller. Prices current and circulars may be sent in the usual form. Medical Practitioners, in order to practise, must first ob ain a diploma from St. Petersburg. Governesses must get a certificate of competency from the Russian Consul in London, which is granted upon production of testimonials of character and ability; fee, 5s. 3d. Tea—from the samovar—is a common drink, and is very palatable taken with sugar and a slice of lemon. Russian Days.—Old style, which is still used here, is 12 days behind the New style. Thus—10th of the month, Russian reckoning, is 22nd of the rest of Europe. The Alphabet numbers 36 letters, embracing nearly every possible sound; hence the Russians are good linguists.

Reigning Czar.—The present Emperor, Alexander II, was born 1818; succeeded 18th February, O.S. (or 2nd March, N.S.), and has an heir apparent, the Czarwitch, Alexander, born 1845, and married to a sister of the Princess of Wales. Serfdom was abolished 1863. The 200th anniversary of the birthday of Peter the Great, the founder of modern Russia, was observed 12th June, 1872. A grand council of the Empire and Senate have been constituted to assist the Emperor.

ST. PETERSBURG.—Pop. (1869) 667,030.

All vessels for St. Petersburg stop at **Cronstadt** (see below). Officers come on board and remain till the arrival of the boat at St. Petersburg.

Proceeding up the river, at some little distance, on the right may be seen Peterhoff, the summer home of the Imperial family; then the glittering domes of St. Isaac, the Garrison Church, and the thin needle-like spire of the Admiralty. Passing the bar, on the right are Mr. Baird's iron works, and the government Ship-building shed; on the left the Corps de Minss museum. Immediately after the steamer stops at the landing-stage, where luggage is examined.

English Church Service, Chaplain, Rev. Mr. McSwyney. See also p. 629.

Hotels (equal to those at Berlin, Brussels, Frankfort, or Paris).—Demouth's Hotel, one of the largest and most comfortable in the town. Recommended. Grand Hotel, in the most central part of the town; is recommended. Hotel de Russie; De Paris; De France,—good—r. s. c.; De l'Europe; Kasery; Znamenskaya; D'Angleterre, comfortable. The day ends at 8 p.m. Hotel bills should be asked for daily.

Restaurants.—Borel & Dusseau, in the Grand Morskoi; Café et Restaurant du Passage, Knitchi, Vassili Ostroff; Dominic, in the Nevski Prospekt.

Diner a la Carte. — Richter (Speisehans), Vassili Ostroff, 5th line, No. 6, opposite the Fine Arts Academy; Ivanof, Nevski Prospekt. Tea, coffee, &c., reasonable.

Furnished Apartments.—Maison Iline, Grande Sardovaia; House of Prince Mestchersky, Nevski Prospekt; Maison Longuinoff, Nevski Prospekt; Maison Glasonnoff, Nevski Prospekt, No 60, opposite the garden of Prince Anitchkoff; Maison Andreef, Isaac Outlitza (street), No. 2, 13th line; Vassili Ostroff, quay on the Neva.

Baths.—The best are those of Thaj, in the centre of the town, between the Blue and Red Bridges.

Valets de Place.—They receive from 1 to 3 roubles per day, according to their abilities. They are to be met with in all the hotels. Some of these men are very intelligent, speaking several languages.

Street Fiacres.—Public carriages for hire number upwards of 10,000, and are met with in all the squares, public places, and in the streets; they ply till 1 o'clock a.m. There are day and night fiacres. The Droschki, carrying two persons, and drawn by one horse, 15 copecks the course; with two horses, 20 kops.; for one hour, 25 kops., and for every succeeding hour, 15 kopecks. A calash for the day costs from 3 to 4, and by the week 20 to 25 roubles. The ferry of the Neva costs from 1 to 5 kopecks. A bargain must be made beforehand.

Post and Telegraph Offices in the Petchmskaia, between the Great Morskaia and the boulevard of the Chevalier's Guards, near the Isaac church. These offices open at 8, and shut at 2. Postage stamps of 1, 3, 5, 10, and 20 copecks can be bought in all branch post-offices. Postage to England 2½ per ½ ounce. Pillar boxes in the streets. Postal arrangements are improving every day; also telegraphic communication. Messages to London take about 4 to 6 hours: to Paris, 2 to 3; to Berlin, 1 or 2. Postage to England, 20 copecks *via* Belgium, or 29 *via* France. Telegraph to England, 3 roub. 13 cops. for 20 words.

Omnibuses.—1. From the Admiralty, by the Boulevard of the Chevalier's Guards and Nicholas Bridge to the 7th line of the Vassili-Ostroff; fare 5 copecks.

2. From the Admiralty, by the Palace Bridge and Tontschkoff Bridge, to the great Petersburgskaia Prospekt; fare, 10 copecks.

3. From the Taurida Garden, by the Kirotchniaia, Liteinaia, and Vladimirskaia streets, and the Zagorodni Perspekt, to the church of the Trinity at the Ismailovsk; fare, 10 copecks.

4. From the Peski, by the Nevski Prospekt, to the Admiralty square; fare 5 copecks.

Tramways.—Fares—Inside, 5; outside, 3 cops. Hours—8 a.m. to 9 p.m.

1. From Gostinoi-Dvor, by the Sadovaia, to the Nicolski market, every half hour.

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2. From Znamenski to the Admiralty square, every half hour; stopping at the Liteinaia and Morskaia.

3. From the corner of the Admiralty Perspekt and square, by Nicholas Bridge, to the 6th line of the Vassili-Ostroff, every half hour.

RAILWAYS.——To Tsarskoe-Selo.—Station in Zagorodni Perspective, near the Semenoff barracks. Fares—1st class 65; 2nd class, 50; 3d class, 25 copecks.

2. To Peterhof.—Station near Obvodnoi Canal Communication by same rail with Oranienbaum. Stuina. Krasnoi-Selo, Sergeiwsk, and Ligovo. Fares: Peterhof, 1st class, 63; 2nd class, 47 copecks Oranienbaum, 1st class, 1 rouble, 17 copecks; 2nd class, 87 copecks. Krasnoi-Selo, 75; 2nd class, 56 copecks.

The handsome Railway station for Moscow is at the eastern extremity of the Nevski Prospekt.

STEAMERS.—Cronstadt.—Starting-place at the Vassili-Ostroff, near the Bridge of Nicholas.—Steamers start every day from Petersburg and Cronstadt, 9 a.m., noon, 3 and 6 p.m. Fares—1st class, 60; 2nd class, 30 copecks. Visit Hospital for British seamen.

Lake of Ladoga.—The steamer Letouchli starts every Friday from the starting-place on the Palace Quay, facing the Jardin d'Eté, stopping at Serdobol. Fares to Conevetz—Cabin 8 roubles; 1st salle 2 roubles, 50 copecks; 3rd salle, 1 rouble, 75 copecks.

To Serdobol.—Cabin, 7 rubles; 1st salle, 4 roubles, 50 copecks; 2nd salle, 3 roubles, 25 copecks

Schlusselburg.—Light boats on the Neva. Starting-places near the Jardin d'Eté and the Convent of Smolna. Start every day, 9 a.m., 3 p.m.

STREETS.—Long and straight streets are called "Prospekts," or "Perspectives;" ordinary streets, "Oulitza;" small streets or lanes, "Perevulok."

Sentry-Boxes are seen at the corner of every street. Here are stationed the soldiers of the police for keeping order in the streets.

This splendid city, the metropolis of the Russian empire, is seated on the river Neva, near its entrance into the Gulf of Finland. Approaching by water you pass Cronstadt, (which is distant 17 miles,) with its forests of masts, towers, and forts, and then come in sight of the palace of Peterhoff, in its well wooded park. After a couple of hours' sail the traveller passes some majestic buildings, with the golden spires and domes of the city, and he is soon landed on the Quay, near the Academy of Arts. The ground on which the city now stands was a vast morass, occupied by a few fishermen's huts, on the site of which Peter the Great began to build, 1702, by erecting a small hut for himself, and some wooden hovels. In 1710 the Count Golovkin built the first brick house; and the next year the Emperor, with his own hand, laid the foundation of a house of the same material. From these small beginnings rose the Imperial city of St. Petersburg, which is now one of the handsomest in Europe, though consisting of great palace-like houses and mean hovels.

The best streets are broad and spacious; and three of the principal ones, which meet in a point at the Admiralty, are more than two miles long. The *Nevski Prospekt* is the Regent-street of St. Petersburgh. It is nearly three miles in length, of great width, has most elegant shops, palaces, churches, &c. on each side, and is the great artery of the city. Out of this street there is a large arcade or bazaar, very similar to the one at Brussels. The *Kazan Cathedral*, in this street, is a noble edifice of its kind. Two circular colonnades, similar to those in front of St. Peter's at Rome, lead to the entrance of the church, which is adorned with colossal statues. In the interior are fifty-six marble columns 52 feet in height, each one hewn out of a single block of marble. Walls and flooring of the same, all beautifully polished. There are here some choice paintings; but what attracts the eye most is the balustrade, pillars twenty feet high, beams, picture frames, &c., before the sanctuary, all of which are of solid silver, and highly polished. Our Lady of Kazan is covered with jewels of immense value; and the silver before-mentioned was a present to the Holy Mother, so called, from the Cossacks, after the campaigns of 1813-14. *Isaac's Church* was commenced a century ago by Catherine II.; but it is in the present Emperor's reign that it has become what it is. It is a massive building, in a simple style, with porticoes. The foundation alone cost upwards of £200,000. Fabulous sums are mentioned as the cost of this beautiful church; sums as high as £16,000,000, or £17,000,000.—Like all other churches here, it is built in the form of a Greek cross, of four equal sides. The pillars at the entrance are sixty feet high, and have a diameter of seven feet—all magnificent, round, and highly polished granite monoliths from Finland. The cupola is covered with copper, overlaid with gold, for the gilding of which forty-two measures, equal to fourteen English bushels, of ducats were melted down. The Altar screen is of immense value. The whole edifice is surmounted by the far-seen golden cross, which, with the cupola, glitters like the sun over a mountain.

Within the walls of the fortress, which is built on the Petersburg side (or old Petersburg), is the *Cathedral* of St. Peter and Paul, in which are deposited the remains of Peter the Great, and of the successive sovereigns, except Peter the II., who is buried at Moscow. Near the fortress is the *hut of Peter the Great*, protected by a building over it, in wood and glass, part being used as a chapel; the other half, containing the furniture and mementoes of Peter. On the south side of the Neva is Petersburg proper, so that standing on the ramparts, and looking over the river, you have before you the Summer Gardens, with the fine quay, on which are the Marble Palace, the residence of the Finance Minister, the Michael Palace, the French Embassy, Hermitage, Winter Palace, and other buildings. A little to the left is the West End of St, Petersburg, the residences of the nobles, &c., in the quarters called Lithania and Moscovskaya. To the right, is the Varsili island, with the Exchange at the extreme near point. On this island are situated the Academy of Arts and Sciences. The University, founded in 1719. The Corps de Mines, having a very fine Museum, rich in minerals, perhaps the finest in the world, such as emeralds, amethysts, &c.; a block of malachite,

4000 lbs. weight, valued at £19,000; a lump of gold, 80 lbs. weight, &c.

The river is as broad as the Thames, and, in many parts, much wider. It is deep, rapid, and clear. Its water is used by the inhabitants for all household purposes. The quays form noble uninterrupted promenades of miles on either side.

One of the most striking objects is an equestrian *Statue of Peter the Great*, erected by Catherine II. in 1782. It is of colossal size, and stands on a huge pedestal of granite, between the Isaac's Church and the river. On the opposite side of the church is the equestrian statue, erected by the present Emperor, to Nicholas—the bas relief in bronze, representing the principal episodes in his life. The Column of Alexander is also a very fine monument.

The Imperial Library on the Nevsky is a large building, and contains many valuable works. The public are admitted every day.

The Botanical Gardens, on Apothecary's Island, are well worth a visit, especially the palm-houses. The Datschas, or country villas of the nobility and merchants on the islands are nearly all built of wood, in every variety of style and colour, all detached, and standing in their gardens and groves.

In the Taurida Palace is the great ball-room, said to be half a mile in circuit; on one side of which is the Winter Garden, or conservatory, the whole length of the palace lined with statuary, and divided from the ball-room by a row of magnificent marble pillars, but otherwise roofed in, and forming part of the saloon itself. Enormous chandeliers, and silver branches for lights encircle the pillars, which with the plants and trees in the conservatory hold upwards of 20,000 wax lights. The Czarevitch and Czarevna live at the Anitchkoff Palace.

The *Winter Palace*, however, is of itself worth a visit to St. Petersburg. It was commenced in 1754, and finished in 1762, for the Empress Elizabeth, and stands on the banks of the Neva; its front—700 feet in length—is three stories high it is nearly square. When the emperor is residing in the palace, upwards of 7000 persons inhabit the building. Here the Duke and Duchess of Edinburgh were married; the Prayer-book used by the Duke of Westminster being the one used at the marriage of George III., William IV., and the Prince of Wales. The Empress's reception room, or Golden Saloon, has its walls entirely covered with gold, and the white saloon has all its decorations of pure white, relieved only by gold. The Throne Saloon, or St. George's Hall, surpasses everything for grandeur and beauty, and is 140 feet long by 60 in width. The *Hermitage*, connected with the Winter Palace, was built by Empress Catherine, and is a most luxurious retreat, rich in works of art of all kinds, in antiquities, rare porcelain, Siberian curiosities, scientific instruments, miniatures, &c. The modern Hermitage, begun 1840, finished 1852, by Klenze of Munich, is in a light Grecian style, 515 feet long, 375 wide. The atrium, the galleries and the floor, present splendid specimens of columns, obelisks, candelabra, vases of granite, porphyry, marble, lapis lazuli, &c. Perhaps want of elevation is a defect in its construction. Salle VII. contains Greek antiquities of the Cimmerian Bosphorus, and Siberian curiosities, historical and natural. One of the most remarkable antiques is the Venus of the Hermitage (No. 343.) The Siberian collection (Closet L.) has a coat of mail of solid gold (3 lbs. weight). Early stone and iron instruments (Tartar) are in Closet G. The Porcelain Salle is No. 18. The Library has some archæological curiosities.

GALLERY OF PAINTINGS in the first story; it contains 39 chambers, and the following are its principal treasures.

1st Chamber, contains statuary, and a gallery of historical painting.

2nd Chamber, the Italian school, Nos. to 320.

3rd Chamber, the Flemish school, Nos. 535 to 632.

4th Chamber, Spanish school, Nos. 31 to 421.

5th Chamber, Frescoes of Raphael Nos. 47 to 58.

6th Chamber, Italian school, Nos. 8 to 22, Leonardo da Vinci, Andrea del Sarto, Seb. del Piombo.

7th Chamber, Italian School Raphael, Nos. 37 to 74. Correggio, Giulio Romano.

8th Chamber, Italian school, Nos. 101, 112, 113, Titian, Moretto, Palma.

9th, 10th, 11th, and 12th Chambers, Italian school, Titian, Carracci, Guido, Dominichino, Giordano, Salvator Rosa, &c.

13th Chamber, Old German and Dutch schools.

14th Chamber, Flemish Potter, Teniers, 669 to 710, 1017 to 1034, &c.

15th Chamber, English school and Rembrandt 792 to 830, 1389 to 1393

16th, 17th, 18th, 19th, and 20th Chambers, German and Flemish schools.

21st & 22nd Chambers, Russian school, Bruloff &c.

27th Chamber is the Lodge of Raphael.

28th to 39th Chambers are devoted to the French school, including Poussin, Claude Lorraine, and Watteau.

The French gallery forms a separate collection in the old part of the Hermitage. The gallery of Peter the Great has, among other curiosities, the sword, telescope, books, cane, &c., of the great man, and many things made by him. There are also many foreign curiosities, Japanese, Chinese, &c. besides an Anglo-Saxon cup found in Russia, a glass cup with the name of Anne of Cleves in Latin, and another with the name of Francis Drake.

The Hermitage is generally open daily. Admission is gained by ticket from some resident merchant, or by paying one rouble to the porter. Visitors are recommended to go immediately the doors are open (10 a.m.), take a little lunch with them, and stay till the close (4 p.m).

Of the charitable institutions, the principal are—the Foundling Hospital, the Sailors' Hospital, the Lazaretto, the Asylum for the Blind, the Asylum for the Deaf and Dumb, the Humane Society, &c.

The manufactures are various, and some of them of considerable extent; and the commercial intercourse is important, from its extensive communication with the interior, this being the only great maritime outlet in the Gulf of Finland. The principal exports are hemp, flax, skins, leather, iron, tallow, &c.

One of the most pleasant Promenades in the city

s on the Cavalry Boulevards, leading to Isaac's Church, one mile in length, and perfectly level.

BRIDGES—Built on boats (some of them nearly half a mile in length), except the New Bridge, which is built of iron, has seven arches, and cost one million and a quarter sterling. This bridge was finished about two years ago, and is a magnificent structure.

BRITISH AMBASSADOR—His Excellency Lord A. Loftus, G.C.B. *Secretary*—W. Doria, Esq.

ENGLISH CONSUL—J. Michell, Esq.

AMERICAN CHARGE D'AFFAIRES—His Excellency C. Schuyler.

AMERICAN CONSUL GENERAL—General Pomutz.

ENGLISH PHYSICIAN to the British Embassy, Dr. Carrick.

ENGLISH CHURCH SERVICE every Sunday. Chaplain, Rev. A. Thompson, M.A.; Curate, Rev. S. Kingsford, M.A.

Service by Congregationalist Minister in the British and American Chapel, and also at the suburb of Alexandroffsky.

Excursions—To Tsarsko Selo by Rail. Here is a huge Palace built by Catherine II. with traces of profuse gilding outside. One room inside is lined entirely with amber, the gift of Frederick the Great. The grounds are very extensive, containing some of the best timber in Northern Russia. There is also an armoury containing rich suits of armour, fire arms, jewelled saddle cloths, a menagerie, a dining house, and a frigate on the lake for the Grand Duke.

From Tsarsko, take drosky to Pavlovsk, 3 miles, to the Imperial Park, which is undulating, well wooded and watered.

The upper storey of the Palace, rebuilt 1803, has many vases in Siberian jasper, lapis-lazuli, malachite, &c., immense mirrors, and splendid Gobelin tapestries. The palace has also many works of art, &c., produced by members of the imperial family. The gardens have many pavilions and little houses, ornamented with choice pieces of sculpture. Most of the erections in the park, are monuments to members of the Romanoff family. There is a pretty farm also, and an artificial cascade. Pavlovsk contains, beside the principal palace of Constantine, brother of Nicholas I., another belonging to H. I. H. the Archduke Constantine, brother of the reigning Emperor.

At the railway terminus a very excellent band, plays every evening during the summer; but there are certain fashionable evenings, which the visitor can ascertain from his landlord. Refreshments may be obtained, good but dear. English ale, 2 roubles the quart-bottle; porter, 1.50 do. Trains return at convenient hours.

Other Excursions may be made to Oranienbaum, Peterhof, the Convent and church of St. Sergius, Ropscha, Krasnoe Selo, and other places, besides Cronstadt and Lake Ladoga.

You reach **Oranienbaum** from Cronstadt by small steamers, running several times a-day. (Distance, 8 versts—2 leagues, or 6 miles). Palace built by Menschikoff in 1724, consisting of three blocks of building. There are several other palaces at hand; *e. g.*, Serguiefka, the property of the Grand Duchess Marie, with a beautiful park and delightful views. Also a farm of Prince Oldenburg.

Peterhof, near Oranienbaum, was begun 1720, and was built by Leblond under Peter the Great. It is made to retain its original appearance, even its ancient yellow colour being continually renewed. The interior contains a variety of curiosities, such as porcelain, malachite, tapestry, paintings relating to victories in the reign of Catharine II.; and a collection of 368 portraits of women, painted by Count Rosali for the empress during a journey. All are in the national costume.

The gardens are full of Neptunes, Tritons, &c. The fountains are thought almost to equal those of Versailles. The park has many curiosities:—Marly, a favourite resort of Peter the Great; the cottage of the Empress Catharine, sumptuous and brilliant with gold and mirrors; the Palais de Paille; the English Garden, with a ball-room; and Alexandria, a collection of private cottages of the Emperor, requiring a permit from the governor of Peterhof to visit them.

The illuminations of the park on a fine evening, are managed with great skill, and convert all the leaves of the trees into so many dazzling stars, and the sheets of water into floods of molten gold. Peterhof was the favourite residence of the Empress-mother.

St. Sergius, near the Gulf of Finland, a little way from Peterhof (15 versts from St. Petersburg). Finished 1758. Consists of a convent containing four churches, and especially a cemetery, with many remarkable monuments of some of the first dignitaries of the state.

Ropscha is a palace founded by Peter the Great, rebuilt by the Empress Elizabeth. Peter III. was assassinated here in 1762 (July 6). It was completely reconstructed in 1785, by Mr. Engelmann, for 48,000 francs. The view from the Belvidere or tower is quite charming; including the brilliant cupolas of the capital, and the gulf of Cronstadt. The garden is filled with lakes, streams, cascades, &c.; and Mr. Engelmann did much to improve the position of the peasants, by rebuilding many villages, planting fruit-trees, regulating the course of the waters by granite sluices, paper manufactories, &c. The water-works at the neighbouring fortress of Schlusselburg deserve a visit. Ropscha was latterly the property of the Empress Alexandra, wife of Nicholas. The Fins of the neighbouring villages still sing national songs, recording their wars against the Russians.

Krasnoe-Selo (16 versts from St. Petersburg by railroad); on a hill, called the mountain of Donderhof. Splendid position. The Palace, built by Nicholas, is very singular, being in the shape of a vast isba, or peasant's cottage. Slope of the hills covered with fine fruit-trees. Regiments of the Guard, camp here in summer, the infantry being lodged in handsome tents, arranged street fashion. Tents of the staff and commander placed apart.

Cronstadt, the port of Petersburg, has 47,155 (1867) inhabitants, including the garrison of 25,000 men. The fortifications, begun by Peter the Great, 1703, have been greatly strengthened since the Crimean war. West Port

is reserved for merchant vessels. Exports mostly tallow, cereals, hemp, and flax. Port open from May to November. Bar at mouth of the Neva, 8 to 10 feet.

Here are Docks, arsenals, granite forts, vast barracks, a double harbour, customs, &c., almost all made under Nicholas I., in the space of 30 years. The Mole is an interesting walk; it is also expedient to drive (1½ league) 5 or 6 versts beyond the barrier of the Citadel, when the visitor will get a better notion of the fortification.

ENGLISH V. CONSUL.—W. Maynard, Esq.
AMERICAN CONSUL.—Agent: A. Wilkins, Esq.

Lake Ladoga.—The best way is to proceed from Schlusselburg by Valaamo steamer, generally crowded with pious pilgrims, and carrying a few tourists, anxious to explore the wonders of the largest European lake.

Soon after losing sight of the towers of Schlusselburg, you find yourself launched on the broad bosom of this inland sea; and, after a voyage of 120 versts, you reach the island of Konewetz,—so called from the annual sacrifice of a horse by the ancient Fins on this spot. It is remarkable for the beauty of its pine forests, and contains a convent of monks, who devote themselves to fishing, as well as religious exercises. The principal church contains a silver statue of Saint Arsinius, the apostle of civilization in this district, and held in much veneration in the country.

Storms are frequent and furious. Steamers even are sometimes exposed to danger, many parts of the lake having rocks and breakers. The island Valaamo rises steeply from the waters, on granite rocks, covered with verdure and pine-trees. It is 30 versts round, in the middle of a group of islands, forty in number. The convent Church, in a delightful spot, is rich in all kinds of jewels, and in having a library containing rare books but no manuscripts.

The vast expanse of water, and the charming atmosphere of a northern summer's night, are the chief attractions of Ladoga.

Astrakhan.—Pop.—(1869) 47 840.

Capital of a Government (formerly of a Tartar kingdom), 200 miles from the nearest rail, on an island in the Delta of the Volga, where it falls into the Caspian sea, of which it is the chief port. It is irregularly built of wood, on uneven ground, and is a curious gathering of cupolas, minarets, bazaars, and trading factories, half Oriental in character. The leading merchant are Armenians, Hindoos, and Persians. At the annual fairs, the population is increased by 30,000. Here are markets for cotton, silk, and shagreen, and other goods, caviare, and isinglass, timber, and especially for the fish caught in the Caspian.

Kazan or **Kasan.**—Pop. (1867) 79,605.

HOTELS—Resanof, capital hotel. Russie: Hotel Odessa.

On the Kazanka, 10 versts from its mouth into the Volga, (474 versts from Nijni-Novgorod). Steamer 24 hours descending, 29 ascending the Volga. Kazan is a kind of point of contact between European and Asiatic Russia: and is a very interesting town, regularly built. Salons of the aristocracy as rich and elegant as those of Petersburg and Moscow. Life is merry at Kazan. Masked balls, routs, sledging parties, &c., are frequent, and the character of the population is hospitable.

English, French, and German generally spoken in good society. Supposed to have been founded by the Tartars in 1265, it became a flourishing city, till it was destroyed by Jouri Dmitrievitch. Rebuilt on seven hills, like Rome, by Oulon Achmet, it continued till 1552, when it was taken by John the Fourth, or the Terrible. It is now one of the handsomest towns in Russia, divided into two parts, the high and the low town.

CHIEF BUILDINGS.—Nôtre Dame; the Cathedral of St. Peter and St. Paul; the church of the Annunciation, and that of St. Cyprian. The image of the Virgin of Kazan is in great veneration, in the church of Nôtre Dame. Gostinnoi Dvor, with a tower of admirable architecture; the theatre, University, founded by Alexander I. in 1805, and occupying a high place for the study of Oriental languages. Lectures are attended by a number of Persian, Mongol, Turkish, Tartar, and Armenian students. The Observatory is one of the best in Russia; the clinical department is vast; and the cabinets, museum, library, and botanic garden, equal the best in Europe. Numismatic collection, rich; and the cabinet of curiosities contains the costume of Lamas, a collection of Chinese paintings, &c.; while in the zoological cabinet will be found a quantity of Siberian birds and quadrupeds. Manufactories of cloth, leather, tiles, soap, anchors, steel goods, &c. The Kazan *Fair* lasting six weeks, is remarkable for its glass ware and china. Kazan is the head-quarters of the Tartars in Russia.

Kherson.—Pop. 40,000.—On the Dnieper; in daily communication with Odessa; eight hours by steamer (Saturdays excepted)

HOTEL NEW ODESSA (Maritchelli) best.

Large trade with Odessa; in grain alone 750,000 quarters annually; tallow, wool, &c.—Supplies all the Prussian ports of the Black Sea with timber, brought down the river from the governments of the interior. Six large saw mills, 10 wool washeries. Objects of interest: Howard's monument, cathedral, citadel, &c.

Kief or **Kiew.**—*Stat.*—Pop. 70,600 (1867).

HOTELS: GRAND HOTEL.

This town, the Jerusalem of Russia, held in very great veneration with the people generally, is supposed to have been founded by the Varangian heroes, Askold and Dyr. In 882, Oleg made it the capital, and mother of the Russian cities. Olga, regent of Kiev, embraced Christianity in 955. Kiew, long under the Tartars, and some time under Poland, and was ultimately ceded to Russia 1667.

Though fallen, it is still a most curious place to visit, with its Churches, and Catacombs, it is in fact a small Moscow. Its situation is picturesque, on the right bank of the Dnieper (the ancient *Borysthenes*); it consists of three parts: 1. the old town; 2. the new fort, Po charkoi; 3. the lower town, Podole, in the valley—all fortified. Finest part of town to N., inhabited by governor and best families, and shaded with fine trees. Notice, also, the Church of St. Basil, built by Vladimir the Great, stands on site of temple of Perounc, the

Jupiter of the ancient Russians; Cathedral of Saint Sophia, built 1037, by the Grand Duke Jaroslaf; fine Byzantine mosaics of scripture subjects; tomb of Jaroslaf. Other Churches—The Desyatynnaia and St. George, built 1052; monastery of Petcherskoi, the first in Russia, founded 1055. Bazaar and Jews' quarter, near the fortress. The quarter called Podole is handsome, and regularly built. The University of St. Vladimir, founded in 1833, has a library of 100,000 volumes. The *Suspension Bridge* bridge over the Dnieper cost £360,000; was built 1848 to 1855, by Vignolles, and is 6755 English feet long. The Viaduct for the rail is equally striking.

GREATEST CURIOSITY.—Catacombs of St Anthony, founder of the monastery, cut in the rock by the river. Passage six feet high, very narrow; 80 bodies preserved in open coffins, and dresses adorned with gold and silver. Places still pointed out, where the martyrs walled themselves in, to pass the whole of their life there. Catacombs of St. Theodosius, smaller than those of St. Anthony. Number of pilgrims, 50,000 annually.

Moscow (in Russ., **Moskva.**)—Pop., (1871) 611,970.—HOTELS:—

HOTEL DE DRESDE, Place of Tverskaia. Rooms, 1 rouble and upwards. Dinner, 1 rouble 50 copecks, à la carte.

HOTEL HAMBURG (Hotel Bidet). "Moderate charges; much frequented by English."—B. & C.

HOTEL LABADIE (first class). Rooms, 1 rble. and upwards. Dinner, 1 rouble 50 copecks, à la carte. Baths and billiards. Monsieur Billo's Lubianka Street; frequented by French and English. In the latter, price for everything 4 roubles daily; attendance extra. HOTEL DU BAZARSLAVE, a large new one.

Omnibuses from rail to hotels. Droshkys a little dearer, but better than at Petersburg, 5 to 6 roubles a-day. DROSKIES.—The traveller should get his landlord or a friend speaking Russ to make a bargain for him, before he takes a drosky any distance. Sledges in winter very cheap. Best Restaurants, Moskovsky and Novo Tolczky.

The fiacre and street police regulations same as in Petersburg; pay of valets de place, and charge for cartes de sejour the same also.

Moscow the real metropolis of the empire, though not the seat of government, is a large city, on the Moskva, where the Neglina joins it at the centre of several rails. 400 miles S.E. of St. Petersburg, in 55° N. latitude, and in 37° E. longitude. In 1812 it was all but destroyed by fire, an event memorable in history, as being connected with the invasion of Russia by the French, under Napoleon. On the 7th of September the battle of Borodino (about 60 miles W.), took place and the Russians retreated, leaving Moscow to its fate. The city was set on fire by the governor, Count Rostopchin, and was in ruins when the French entered it on the 14th of the same month. In the fire 30,000 sick and wounded soldiers perished. This conflagration destroyed more than three parts of the town; but it is now all rebuilt, and considerably improved.

It has five divisions—the Kremlin, containing the ancient palace of the Czars, where Peter the Great was born; the Kitaigorod containing the university, the printing-house, and very many valuable buildings; the Bielgorod, or White Town; the Semliangorod; and the Sloboda or suburbs. The general effect of Moscow, with its golden cupolas and winding streets, is surpassingly interesting. Visitors should by all means gain the views of Moscow from the Tower of Ivan Velki in the Kremlin, from the Seminoff Monastery on the east, and from the Sparrow Hill on the south. Here the International Exhibition of 1872 was held.

The Cathedral of the Assumption, founded in 1325, and rebuilt in 1472, is decked out with gorgeous and extravagant ornaments. In this church the Emperors are invested with the ancient crown of the Czars.

The Cathedral of St. Michael, close to the former contains the tombs of several early czars, and a great quantity of splendid ornaments. The Church of the Saviour is one of the most ancient in Moscow, with the relics of Stephen of Perm, the first Christian martyr and missionary in Russia. The Arsenal is very interesting, containing an immense number of cannon taken from the French in 1812.

Towering far above all other objects is the tower of Ivan Velki, or John the Great. It is 270 feet high; and contains thirty-four bells, the largest of which is more than 124,000 lbs. weight, English. They are decidedly worth hearing, as they toll on Sundays and festival-days. The *Great Bell* of Moscow, cast in the reign of the Empress Anne, and weighing 443,772 lbs., has been recently raised from a pit, in which it was sunk for a century, and placed upon a pedestal. Though now cracked and useless, it is yet a great object of veneration with the Russians.

REMARKABLE BUILDINGS—The **Kremlin** standing on a hill, with a fine view from the terrace. Derivation of name and date of foundation uncertain. In 1339, it was surrounded by oaken walls. Consists now of an enclosure 7280 feet in circumference, with five gates, the principal being the Spaski Vorota, or Redeemer's Gate, having over it a picture of the saviour of Smolensk, held in high veneration. (N.B.—Take off your hat while passing under the gate). On the one side is the Church of St. Basil.

Entering the square you see the Churches, with the New Palace, built by the Emperor Nicholas (1838–49), with its handsome suites of rooms, and halls dedicated to St George (white), Vladimir (red), and St. Andrew (blue.) Salle of St. George, devoted to the military order of that name, is one of the finest. The picture gallery contains paintings by Raphael, Coreggio, and Guido. Notice the Banqueting Room, and the Council Hall of the Patriarchs. The Nicholas palace contains Treasury resembling that of the Tower of London, especially, ancient Russian and German armour, coronation chairs of different Russian czars, modern fire-arms, &c. The throne of the Czar Alexis has 1223 rubies, besides turquoises and pearls. Opposite is a globe, sent to the Prince of Kief by the Greek emperors Basil and Constantine,

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and containing 58 diamonds, 89 rubies, 21 sapphires, 50 emeralds, and 37 pearls. In the Wardrobe are, among other curiosities, the boots of Peter the Great, and a statue of Napoleon. Near this are the Arsenal, with its trophy guns and the Senate House. The general effect of the Kremlin is surprisingly quaint and gorgeous, combining every variety of structure; and by its golden cupolas, painted walls, strange kiosks, towers, and other buildings, seeming to represent the blending of Oriental and Western architecture.

English Vice-Consul.—Fred. Leslie, Esq.

American Vice Consul.—S. P. Young, Esq.

English Church in the Tchernicheffskoi Pereulok. Service at 11 a.m. Books provided. Rev. G. R. Penny, Chaplain.

Conveyances.—Railway to St Petersburg, 410 miles long, mostly through forest in 20 hrs. The carriages are fitted up with comfort and convenience, and ample time is allowed for refreshments. A bed may be had for 2 rubles. There are water-closets in the carriages, and a washing apparatus. Also, to Nijni-Novogorod, Woronesch, Sergie Troitskoi, Kursk, Orel, and Vitepsk.

Post-Office, a large building, near the St. Petersburg Railway station. Theatres.—The Great Theatre for Italian and Russian operas, and the Little Theatre for dramas.

An interesting Excursion can be made to the Trinity Convent, one of the richest in Russia; but at some distance from Moscow (2 hours rail.)

Conveyances.—Railway. see pages 287—292.

Nijni-Novgorod.—*Stat.* Pop. 40,750(1867)

Hotels:—Hotels indifferent. They are, 1. Lobasheff's Hotel de Russie; 2. Nikita Egoroff, near the fair; 3. Bil et's Ville de Hamburg, near the fair. Rooms very dear during the Fair.

The town, 273 miles from Moscow, was founded in 1222, at the confluence of the Volga and Oka, and has been several times sacked by the Tartars. The government offices are in the Kremlin, which contains the monuments of Minin and Pojarsky, two patriots who delivered their country from the yoke of the Poles, 1612.

Principal Churches.—1. Cathedral of the Transfiguration, founded 1221; Minin is buried in it. 2. Cathedral of the Archangel, rebuilt 1620. 3. Church of the Nativity of the Virgin (1712); built in a peculiar style, and of a peculiar colour. The town has 59 churches. From the tower of Minin the spectator enjoys a splendid panoramic view. The whole town and its monuments is at your feet, and the fair (if in season) looks like another town; while the rivers Volga and Oka are alive with traffic, the roads are full of Tartar workmen, and the green walls of its roofs, the mixture of foliage, and the picturesque architecture of the Kremlin, present a delightful combination of attractive features. The Otkos, or terrace built by the Emperor Nicholas, also presents one of the most curious views in Europe.

The **Fair** is the greatest attraction of the place. The crowd reaches half a million, consisting of representatives of even remote Oriental nations, is at the centre of the Bazaar, which is composed of 50 streets of shops, containing the principal attractions of the fair—Persian silks, curiosities from Bokhara, geological specimens from Siberia, Russian iron ware of Touls, &c. The Tartar curiosities from Bokhara, include turquoises, malachite (lapis-lazuli) A good judge is required to know their value. The hotel of the governor contains a Restaurant. Behind is a boulevard, with the cathedral, a Tartar mosque, an Armenian church, &c. The fair is surrounded by a canal, to protect it against fires. The bazaar, built by the Emperor Nicholas, is too small for the fair, which has now extended to the lively banks of the rivers where some huge machines can be seen, sent from England and Belgium, to tow vessels. The navigation of the Volga embraces at present a fleet of 400 steamers. Business carried on annually at the fair, estimated at £16,000 000. Fair lasts from July 27th to Sept. 22

Odessa.—*Stat.*—Pop. (1873) 162,811.—Hotels: Hotel de L'Europe, one of the best, near the Exchange.

Hotel de Londres; Hotel St. Petersburg, on the boulevard, overlooking the sea and port; Hotel Suisse.

Droeschkis, two horses, 50 kopecks the hour.

A fortified seaport in the Black Sea, 80 miles from Nicolaieff, in the government of Kherson, founded in 1792 by Catherine II. The harbour is an excellent and capacious one. The principal portion of the town is built upon the top of a long range of cliffs, which commands a splendid sea view. A public walk, planted with flowering trees and shrubs, extends along the top, having the governor's house at one end, the Exchange at the other, and a statue of the Duc de Richelieu, who planned the town, in the centre. Old Prince Woruntsoff, long since dead, was governor before the Crimean War. Houses in the best localities built of a soft, light-coloured stone, and roofed with sheets of iron, or painted wood. Its chief branch of trade consists of grain. Wool is also fast rising into importance. Three-fourths of the carrying trade is performed by English steamers, the balance by vessels of other nations. Chief imports are colonial produce, cottons, silks, coals from England, machinery, iron, in fact everything imaginable. The inhabitants are chiefly Polish Jews, Italians, Greeks, and Germans, with a few French and English. The former Richelieu Lyceum has now become the new Russian University. The Cathedral of St. Nicholas will repay a visit, its interior being sumptuously decorated.

H. M.'s Consul General.—Major R. Stuart.

American Consul.—T. O. Smith, Esq.

Free Church of Scotland, Minister, Rev. T. G. Clark Residence, Post street. Place of Worship, Wagner's Dom.

Steamers.—First-class steamboats from hence to the different ports on the Crimean and Asiatic coast, the Danube, Constantinople, and the Mediterranean. See Alphabetical list.

Odessa is the starting point for the **Crimea.** The steam boats leaving Odessa for the Crimea, call first at Eupatoria. Best hotel at **Sebastopol**, Wetzel's. The Hotel Tiesk is far from bad. The town and harbour a mass of ruins. From

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lebastopol, passing by **Inkermann**, you can each Baktchiseral, half way to Simferopol, and he **Alma**. Near Baktchiseral half an hour's valk, are the Convent of Monastir, cut out in the ock, and the singular new town of Tschufut Kalé, capital of the Jewish sect of the Karaïtes. **Baktchiserai**. "Avambie's Hotel" in the uburb of Azise is the best. The Palace of the Khans of Tartary, the Apartments occupied by Catherine II, Alexander I, and Nicholas, the ombs of the Khans, Medsched, the Bazars, and other Mosques, with their tall Minarets, are the objects of interest. A delightful excursion may be made from Sebastopol to **Aloupka**, on the way beyond **Balaklava**. Aloupka is a most beautiful palace of Prince Woruntzoff, in a delightful situation near the Black Sea. The Wines of Mazaratch and Massandra growing near, are said to equal the best in France. The whole of the south coast of this part of the Crimea, is delightful, presenting remarkable exuberance of vegetation; including fig, olive, peach, pomgranate, and apricot trees. Nuts are of a prodigious size; shrubs, such as laurel, grow most luxuriantly; and the vine forms beautiful festoons among the other trees. **Yalta** is a pretty town, at the bottom of a bay. Two hotels; Galakoff and a French one. Road to Manjup-Kalé charming. Near Majaratch is the botanic garden of Nikita, with 300 kinds of trees. A little further you can ascend the Tschatir-Dagh (4000 feet), the highest mountain in the Crimea. **Simferopol**, capital of the Crimea, a most interesting, Hotel, Schnyder's. **Kertch**, near Sea of Azoff, interesting from antiquities, and its association with Mithridates. Notice the Old Tombs, and new Great Fort. ENGLISH CONSUL, P. Barrow, Esq. From here steamers run to the Circassian coast. Steamer leaves Batoum for Constantinople, by Trebisond, on Saturday.

Orenburg.—Pop. (1867) 83,435.

The capital of a government on the border of Europe and Asia, on the river Ural, 600 miles north east of Astrakhan. Besides the Governor's Palace, it contains two Cathedrals; a Turkish Mosque; Custom House, Exchange, and Bazaar; a Military School, Museum, &c.; and has a trade with Central Asia in silks, jewels, Chinese goods, &c. A direct Telegraph route to Pekin has been opened up *via* the Seven Lakes, instead of round by Kiachta. To **Khiva**, by way of Emba, and the border of Lake Aral, is 1318 versts, or 950 miles.

Revel.—*Stat.*—Pop. (1867) 37,325, mostly Germans.—HOTELS: Goldene Löwe, Wittestrand.

The situation of Revel, the capital of Esthonia, has been compared, with patriotic exaggeration, to that of Naples, by Russian writers. Still the views are fine, especially from the house of Tiesenhausen.

The visitor should take a droshky to the new villas on the heights, and down to the Baltic, where he can obtain good bathing in Summer.

OBJECTS OF INTEREST:—The Cathedral, first built in 1329, but many times destroyed by lightning; containing good specimens of Gothic, and some fine sculpture. At St. Nicholas' church is a copy of the Dance of death, similar to that at Lübeck; also the body of a duke, some 150 years dead, in perfect preservation, in rich lace and velvet.

ENGLISH VICE-CONSUL-E. G de Souncanton, Esq.

EXCURSIONS.—Catharinenthal has a little palace of Peter the Great, who planted most of the trees in the park. The valley of Catharinenthal is admirably arranged in shady walks. Fine view from Laksberg. Other walks near: Seywang cascades Fall, and garden of Merranoc (30 versts). Convent of St. Brigitta deserves a visit. A subterranean passage to the old monastery of Munchendorf is attributed by the legend to a knight, who made it in the course of years, to visit his mitress, who had taken the veil in the convent.

Riga.—*Stat.*—Pop. (1867) 102,050.—HOTELS: ST. PETERSBURG; DE LONDRES; KING'S ARMS.

On the Dwina, about five miles from its mouth, in a Gulf of the Baltic, called the Gulf of Riga, It is a very strong town, and is capital of the Government of Livonia. Its commercial position is next to that of St. Petersburg. Foreign merchants carry on its trade, and those connected with the English Factory there enjoy the greatest share of the commerce. Corn, hemp, flax, iron, timber, masts, leather, and tallow, with Riga balsam, form the principal articles of export. There is a large floating Bridge over the Dwina, 2,600 feet long and 40 broad; this is removed in Winter.

H. B. M.'s CONSUL.—J. Grignon, Esq.

AMERICAN CONSUL.—A. Schwartz, Esq.

ENGLISH SERVICE, Chaplain, Rev. John Ellis.

CONVEYANCES.—Railway to Dunaburg and Witebsk, page 293, and thence to St. Petersburg, Warsaw, &c. To Bolderaa, see page 286.

Saratov.—*Stat.*—Pop. (1867) 93,220.

A large city on the right bank of the Volga, noted for a flourishing trade, and divided into the upper and lower towns. It has a handsome archiepiscopal Palace, several elegant Churches, a large Bazaar, a College, and an Ecclesiastical seminary. STEAMERS—Up and down the Volga.

Tiflis or **Teflis.**—Pop. (1872) 64,445, chiefly Armenians.

HOTELS:—Caucasus; De Paris; D'Italie.

Capital of Georgia, in the Caucasus, half-way between the Black and Caspian seas, in the valley of the Kurakuna. A rail is open from here down to *Poti*, on the Black Sea; and another is projected hence down to Petrovsk or Petrolvks, on the Caspian. In the lower town are Armenian and Catholic Churches, and several Mosques. The upper or Russian town is well built, and contains the Government houses, with squares and streets, barracks and fortified walls. Within a short distance, the ridge of the **Caucasus**, covered with forests and washed by snowy peaks (some volcanic), the highest of which is Elburz, at the head of the Kur, on the Circassian border, 18,495 feet above sea. The Kazbech is 16,546 feet. The average height is 8,000 feet. Here they hunt the Aurochs Ox of the mountains. The only Pass leads from Tiflis to Mozdock, on the north side. Cotton, rice, indigo, are among the products. About 150 miles, south west is **Mount Ararat**, 17,112 ft. high close to the frontiers of Turkey and Persia.

Warsaw.—*Stat.*—Pop. 251,600 (1867), whom 80,000 are Jews.—HOTELS:—

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HOTEL DE L'EUROPE; HOTEL D'ANGLETERRE; HOTEL VICTORIA. Most of them are handsome buildings.

Capital of the Russian kingdom of Poland, on the Vistula, of which there is a fine view, from the New 6-arch Bridge (1,800ft. long) to Prague Houses of brick. There are nearly 100 Churches, including the Dom Church of St. John, lately restored, containing monuments of eminent Poles; and the Cathedral Church of the Trinity—one being for the Roman Catholics, the other for the Greek Church. At the Zamek Palace, on a lake, are portraits of Polish kings, and the Hall of the Diet. The Old Palace, built 1325, is near a modern church. Other buildings are the Town Hall, opposite the Governor's Palace, Custom House, and Theatre, surrounded by gardens; a fine Exchange, near the Bank a cheerful-looking Prison; a Mint; Citadel and Military School; two Colleges, and the University for 1,800 Students. Statues of Sigismund III, Poniatowski, and Copernicus—the last at the Casimir Palace. Also, one of Sobieski at the Villa of Stanislas Augustus. A large Wool Fair is held here May and September.

PROMENADES—At the Saxon Palace Gardens, where is an island, with Pump room over a spring; at the large Botanical Gardens, and Lazinski Park, outside the city Excursions by rail to the Hot Wells at Skiernlewien.

ENGLISH C. GENERAL.—Lieut. Col. Mansfield.

AMERICAN CONSUL.—(Vacant.)

RAIL to St. Petersburg, Cracow, Berlin, &c.

FINLAND.

A Russian Grand Duchy (ceded 1809) between the Gulf of Bothnia and Finland, divided into 8 governments. Pop. (1872) 1,832,138, chiefly of Gothic blood (allied to Swedish), and Lutherans along shore; but Finns and Laps up the country Area, 146,000 square miles, mostly all lake and forest in the interior, whilst the coast is a succession of granite islands. Marble is quarried. The Climate is rainy.

RAILWAY—Helsingfors to St. Petersburg, with a Branch to Tavastehus.

Finland Currency.—100 Pennis = 1 mark = 9½d. Paper Money is chiefly in circulation; no gold coins. Silver Coins—1, 2 Marks are 25 and 50 Pennis = respectively, 1s. 7d., 9½d., 4½d., and 2½d. sterling. Copper Coins—1, 5, 10 Pennis = respectively, 1-10thd., ½d., 1d. sterling. Bank Notes—100, 40, 20, 12, and 3 Marks of Finland State Bank, and 100, 25, and 15 Marks of one private bank. (See "The Merchants' Handbook of Money, Weights and Measures." By W. A. Browne, LL.D. London: Stanford).

STEAMER—The traveller from Stockholm to St. Petersburg has the advantage of seeing something of Finland. When he pays his fare, his Foreign Office Passport is taken from him, to be returned as he nears St. Petersburg. The sail is altogether a pleasant one, past innumerable small granite islands covered with wood; and the sea has the appearance of a lake broken continually by land. The boat first stops at

Abo (pronounced *Obo*).—HOTELS:—"Society's House" on the quay, the best. A rest of 12 hours allowed here: meals are taken on board.

Abo, on the east side of the Gulf of Bothnia, covers a large extent of ground; its houses of painted wood, are low, the streets wide, and at right angles. A view should be obtained on the heights from the top of the Observatory. To the left is a glimpse of the Gulf, and almost all round the broken granite surface covered with wood.

OBJECTS OF INTEREST:—The Cathedral, an old brick building, contains a fine organ, chapels with good iron-work gates, frescoes illustrating Finnish history, fine interior. Tea gardens, where a band plays. Castle at the entrance of the river.

ENGLISH CONSUL.—W. Crichton, Esq.

During the season the Steamer usually arrives at 4 p.m., and leaves at 4 a.m., the morning following; in the evening it reaches

Helsingfors.—*Stat.* Pop, 22,650.—HOTELS: The traveller will notice the intricacy of the channel off here. He passes close under the strong fortress of **Sveaborg**, gains a good view of the men-of-war in the harbour, gunboats, and stores, and soon arrives at the quay.

SOCIETY'S HOUSE.—HOTEL DU NORD, KLEBER.—Helsingfors, the capital of Finland, is a handsome town on a granite foundation, much frequented as a watering-place in summer. To see the fortress, obtain permission from the Commandant.

OBJECTS OF INTEREST:—The Cathedral, a new building in the form of the Greek Cross, situated in the great square, having a blue dome with stars, handsome pillars, approached by a double flight of wide granite steps; inside is a fine altar piece by Neff. Ascend by all means to the outer gallery on top of the dome, for a view of water, rock, vegetation, and houses, in fact one of the most pleasing in northern Russia.

The two sides of the square on leaving the church are filled to the right with the University, and to the left, the Senate House. The University has 5 Faculties and 31 Professors; a Museum, a good collection of Finnish Minerals, and a Library of 80,000 vols. Botanical gardens (free) and pleasant walks in the neighbourhood.

ENGLISH V. CONSUL.—C. Westrupp, Esq.

RAILWAY to St. Petersburg, &c., and to **Tavastehus**, a pretty little Finnish town, amidst charming lake scenery.

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SWEDEN.

SWEDEN, or the East half of the Scandinavian peninsula, lying between 55°-77° N. lat., and 9°-31° E long, extends 1000 miles from N. to S., and 300 from E. to W., and is in general a very flat country. From Gothenburg, in the W., to Stockholm, in the E., there is scarcely an acclivity to be seen; but the line of division from Norway is marked by mountain ridges, rising 7,000 to 8,000 ft. high. Its coast is broken up by many inlets or fiords. Like Norway it consists of crystalline and granite rocks, corresponding to our Silurian.

The country is divided into three parts—Sweden Proper, Svealand; Gothia, Götaland; and Norrland; 24 provinces; and 12 stifts or bishoprics, under an Archbishop at Upsala. **Area**, 12,900 English square miles, of which ⅛ are agricultural, ⅓ forest, ⅛ lakes. **Population**, 4,297,972 (1873). The Lapps amount to 5,600. In 1862 there were 5,086 primary schools. The secondary schools were attended by 1,145 pupils. Two Universities, one at Upsala (1,081 students), the other at Lund, (432). Education is compulsory. Sweden has produced among many eminent men, Linnæus and Berzelius in science, Tegner, Atterbom and Frederica Bremer in literature, Tessin and Härteman in architecture, Fogelberg, and Sergel in sculpture, Ehrenstrahl in painting, and Jenny Lind.

Agriculture has latterly improved. It grows barley, hemp, oats, hops, potatoes, and wheat. Exports are corn, cattle, timber, in planks, frames, &c., tar, and pitch. The timber is mostly pine, fir, and birch. The **Mines** yield silver, copper, iron, which last is worked generally, the best at Danemora, near Upsala. Largest mines—Persberg and Yngshyttan (iron); Falun and Atvidaberg (copper). New but inferior coal has been lately found in Scania. **Fisheries** are important, especially cod, mackerel, oyster, lobster, and herrings, on the coast of Bohnslan. Good fishing in the lakes and rivers. Its Halmstad lax (salmon) are renowned. Game in the North, include grouse, partridge, hares, tetrao bonasia, &c. The elk is rare. Bears and wolves diminish: the reindeer is chiefly in Lapland. Nearly all the **Rivers** run to the Gulf of Bothnia; except the Klara, which runs to Lake Wenner. The **Lakes** are numerous, and mostly in the South, the largest being the Wenner, 2,015 square miles; Wetter, 716 square miles; Maelar, 472 square miles; all united by Canals and Railways. **Climate**—The air is cold and dry; mean temperature at Stockholm, 42°. Snow lies five or six months. There is hardly any spring.

Manufactures—Cotton, cloth, sugar, beer, and brandy. The Commercial navy numbers 2,460 vessels. Value of exports and imports, eight million sterling, one half being with England. Principal channels of navigation—Gota, Trollhätta, Strömshälm, Södertelje Canals. **Railroads**—West Line, Stockholm to Gotheborg, 46 Swed. miles; South, Falkoping to Malmo, 35 miles; North, Stockholm to Upsala, 6 miles; binding several lines, opened 1874, including Wexio to Calmar and Karlscrona. Total, 1,575 (1874) miles. There are 134 Electric Telegraph stations, and 4,900 miles of wire. Rates—England, rix dollars, 7—92.

Army.—In 1873, 151,000, including the land vär, with 234 guns. The **Navy**, 113 ships (37 being steamers) of 424 guns, with 34,600 men; chief stations at Carlscrona and Stockholm.

Government. In 1397, by the union of Kalmar, it was stipulated that Denmark, Sweden, and Norway should be ruled over by the same monarch, and hence Sweden became a tributary to the Danish kingdom. Gustavus Vasa rescued it from this dependence, and had the sovereignty conferred upon him in 1523, and the crown made hereditary in his line. On its failure (1818) Marshal Bernadotte was elected as Charles XIV. By the Treaty of Kiel (1814) Norway was united to the Swedish crown. The present king Oscar II., a grandson of Bernadotte, was born 1829, and succeeded 1872. The Crown Prince was born 1858. The Diet (Riksdag) consists of the Upper and Lower Chambers, elected by the people. The session lasts from 15th January to 15th April every year. **Revenue**, (1874) 5½ millions sterling **Debt**, 6¾ million. The Established religion is the Lutheran.

Hotels.—In Sweden and Norway the tourist is often surprised at having two bills to pay on his departure from the Hotels—the one for the apartments he occupied, and the other for the restaurant.

Posting.—The charge per Swedish mile per Horse is 1 Rixdollar, or 80 öre, at the country stations, and 1 Rixdollar, or 120 öre, at the fast stations, that is, when starting from the town It is usual to give the boy who accompanies, 5 öre.

Money.—By a convention, dated 19th December, 1872, Sweden, Denmark, and Norway adopted a common gold standard, with a decimal monetary system for the three Scandinavian kingdoms. The new monetary unit is a krondaler; it is about *one-half* a Danish rigsdaler, or a *fourth part* of a Norwegian speciedaler, or almost exactly a Swedish riksdaler, and worth 1s. 1½d. English. The moneys of account are as follows:—100 öre = 1 krondaler = 1s. 1½d. 18 krondalers are equal to £1 English, or to 25 francs, or to 20 new German marks. Gold Coins.—Pieces of 20 and 10 krondalers = £1 1s. 11½d. & 10s. 11¾d English. Silver Coins.—Pieces of 4, 2, & 1 krondalers = respectively 4s. 5½d., 2s. 2¾d., 1s. 1¾d.; and pieces of 50, 40, 25, and 10 öre = respectively 6¾d., 5½d., 3½d., and 1½d. English. Copper Coins.—Pieces of 5, 2, and 1 öre = respectively ½d., ⅓d., and 1-7th of a penny English. Bank Notes.—All notes are in denominations of gold crowns; and amounts above two gold crowns, or 10 krondalers, must be paid in gold when demanded.—From *The Merchants' Handbook*, by W. A. Bowne, LL.D. London: Stanford. Postage to England 2½ for ½ oz

Measures.—The foot = 0·296 metres, 0·974 Eng. feet 1 Swedish mile = 6 miles .5 fur., 40 rods, or about 7 miles English. Liquids, kubikfot = 10 pots or kannor. 1 Swedish cubic foot = 0·924 Eng. cubic foot. Weights, 1 lb of 100 öre 1 swed. 16 = 0·937 Eng. lb.

Arboga.—*Stat.*— Pop. 3,020.

A town on the **Malar Lake**, noted for its beer. This Lake extends to Stockholm, and is remarkable for the great number of Islands with which it is studded, and for the beauty of its scenery. A canal joins it to Lake Hillmar.

CONVEYANCES.—Steamers to Eskilstuna, Strengnäs, Westerås, Stockholm, and Orebro.

For Railway, see page 284.

Carlscrona.—Pop. (1878) 16,586.

A seaport in the south of Sweden, and its chief naval station in the Baltic; having a deep-water harbour, a canal, and dockyard. The town stands on 5 Islands.

ENGLISH VICE-CONSUL —A Palander, Esq.

Steamers to Kalmar, Stockholm, Ystad, Copenhagen, Carlshamn, Malmö, Gothenburg, and Sodertelje.

Carlstad.—*Stat.*— Pop. 4,730.

A town at the north end of Lake Wener, on Tingvall Island. Here are a Cathedral, Governor's house, theatre, college, &c. Distance to Christineham, 1¼ S. miles, and about 22 from Christiania.

CONVEYANCES.—Steamers on the Wener to Christineham, and also to Stockholm, Wenersborg, and Götheborg. Railway, see page 285.

Christineham.—Pop. 2,735. A town at the N.E. of Lake Wener. Steamer to Carlstad.

Fahlun.—*Stat.*—Pop. 5,003.

HOTELS: Fala Hotel; Dala Hotel. Furnished Rooms: at Norstrom and Forsberg Rooms, 1 rixd. 50 oere to 2 rixd. per day.

POST-OFFICE and TELEGRAPH. Manufactures of paper, steam-saw, glass-works.

Capital of Dalecarlia, 175 miles N.W. of Stockholm. Its streets are long and wide. Direct communication with Korsnäs and Tuna by Lake Runn.

SIGHTS.—The churches of Kopparberg and Christinie, the latter built 1471. The School of Mines is very ancient, and contains a collection of minerals, and the Dalecarlian costume worn by King Gustavus III. in 1788. He was assassinated 1792. The whole district of **Dalecarlia** is full of associations with Gustavus Vasa. On Lake Runn (Rynkhyttan), is the barn in which he thrashed corn; and at Ornäs, a Swedish mile from Fahlun, the little house and room inhabited by the great king, of which a *fac-simile* was at the Paris Exhibition of 1867. Fee to view it, 25 to 30 oere.

Fahlun is in the midst of a region of copper mines, 28 miles in length and 7 in breadth, enclosed by rocks of reddish granite, the greater part of which is composed of iron and copper pyrites. During many centuries the annual yield was eight millions of pounds of pure metal. At present only a little copper, gold, silver, lead, and sulphur, are produced. The best ore yields 20, but the poorest only 1½ per cent. Railway to Gefle, see page 284

Gefle.— *Stat.*—Pop. (1873) 16,265, HOTEL: RAILWAY STATION HOTEL.

A flourishing town, at the terminus of Gefle-Dala Railway, on a bay of the Gulf of Bothnia, about 120 English miles north of Stockholm. Railway to Fahlun, see page 284.

ENGLISH VICE-CONSUL.—E Kükerits, Esq.

AMERICAN CONSULAR AGENT.—G. Haid, Esq.

Gothenburg or **Gœteborg.** — *Stat.*— Pop. (1878) 61,599. HOTELS.

GOTA KALLARE, the best; BLUMS.

HOTEL GARNI, distant from the Railway Station three-quarters of a mile.

CUSTOM-HOUSE near the Steamboat Pier.—Passengers' luggage is sometimes opened on its arrival by the Copenhagen steamer. The first train (Express) leaves an hour after the arrival of the Steamer from Copenhagen at 7 a.m. for Stockholm, arriving there at 9.22 p.m. (14½ hours). No public conveyances at this hour are visible, the only assistance the traveller meets with are porters and barrowmen.

A large and handsome commercial town, on the left bank of the Gothaelf, near the Rattegat, 245 miles W.S.W. of Stockholm. It has very active commerce in iron, steel, timber, &c. The Ship Canals through the town are spanned by tasteful bridges. The two Churches are noble buildings; in the grand square is the beautiful bronze statue of Gustavus Adolphus, the "Lion of the North," killed at Lutzen, 1632. This is a successful work of art. The visitor should climb to the rocks behind the town for an extensive and beautiful view. The ruins of Bohus Castle are in the neighbourhood.

H. B. M.'s CONSUL.—C. Engstrom, Esq.

AMERICAN CONSUL.— F. Bazier, Esq.

Here ends the

Gota Canal — The great artery running through Sweden from Stockholm, and forming one of the principal channels of communication between the different parts of the kingdom. It was begun in the year 1810, and ended in 1832; having a length of eight Swedish miles, and costing 13,713,346 rixdollars. The Canal joins the lakes Asplängen, Roxen, Boren, Motala, Wetter, Hottonsjön, Wiken, and Wener. The Canal begins properly at Soderkjoping; and the steamers that station at Riddarholmen, near Stockholm, reach it by Lake Malar, the gulf of Telge, the canal of Södertelje, the gulf of Trannö, and that of Slättbake, which leads direct to the Göta Canal. There are quick steamers on this canal between Stockholm and Gothenburg; the fare is not high, and the living is both good and cheap. Objects of interest on the Canal:—Some five hours from Gothenburg are the fine falls of Trollhattan; sufficient time is allowed to see these and the splendid locks. At Lake Wetter the scenery is, generally, somewhat flat, but there is good variety of lake and river, pretty islands, and bold promontories. At Roxen there is a succession of locks. Time is given to go and see the old Monastery, where many of the Swedish kings lie buried, and interesting relics are shown. At Motala the engine manufactory can be visited. At Söderköping is a mineral spring of considerable repute.

CONVEYANCE.—Railway to Stockholm, page 284.

Helsingborg.—*Stat.*—Pop 6,830.

A town on the Swedish coast of the Sound, opposite Elsinore. It is neatly built, near some mineral springs. The country behind is full of shallow lakes, with good roads, between wood fences. The Sound is frozen in Winter.

ENGLISH VICE-CONSUL.—C. Westrup, Esq. p 285

CONVEYANCE.—Railway to several places.

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Hernosand.—Pop. 3010. An Episcopal city in Norriand, having a harbour, with a considerable trade; also a College, and a Press, from which mostly all the books for the Laplanders have been produced.

ENGLISH VICE-CONSUL, H. Sundelin, Esq.

Jœnkœping, or Jonkoping.—*Stat.*—Pop. (1873) 12,086.

HOTELS: Jœnkœping Hotel, near the Station, large and tolerably comfortable; Teaterkällaren; Stadshuskällaren.

A rather pretty and flourishing town, at the southern extremity of Lake Wetter, and one of the oldest places of Sweden. Here the kingdom was divided, 1357, between King Magnus Smek and his son, Eric XII; and it was here that King Christian II. had the young Ribbings executed, 1520, when the executioner refused to do his office.

Steamers to Stockholm and Gœtheborg. POST-OFFICE in the Stora Torgee. Telegraph at Station.

CURIOSITIES.—The Church, finished 1587. Ruins of the castle of King Waldemar, rebuilt by Gustavus Adolphus, 1612. Court of Justice, with a curious Juridical Museum (1635). Good view from the park of Stora Linmgnen. Close to the town is an immense lucifer-match factory, exporting largely to England and France.

CONVEYANCE.—Railway, see page 284.

Kalmar, or Calmar.—Pop 9,120.

HOTELS: Gästgifvaregarden; Witt's Hotel.—Rooms, 1 to 2 rixd. per day. Post-Office. Telegraph at Sodra Wallgatan. Carriages on hire at Åkar Sjöberg.

A seaport on the S. E. coast of Sweden, opposite the island of Œland, or Oland, distant about 5 English miles.

Notice the Cathedral, with altar-piece by Ehrenstrahl, and a richly sculptured pulpit. The Castle, of uncertain date, was restored by King Oscar, with magnificent additions. It has stood 11 sieges.

Old Kalmar was burnt 1647, and the town transferred to present site. The island of **Œland,** with 45,000 inhabitants, is 16 miles long, and has many ancient churches. Old coins are found.

ENGLISH VICE-CONSUL, Captain Soderbergh.

CONVEYANCES.—Steamers to Carlskrona, Carlshamn, Ahus, Ystad, Malmö, Landskrona, Helsingborg, Copenhagen, Gothenburg, Borgholm (Œland), Wisby, Oscarshamn, Westervik, Sodertelje, Stockholm, and Lübeck.

Kœping.—A town on the north side of Lake Mælar, so called as being a market, corresponding to our name Chipping. Distance to Stockholm, by land, about 14 Swedish miles; to Westerös, about 4¼ Sw. miles. See Orebro.

Linkoping.—Pop. 6,860.

A town, on the Stang and Lake Roxen, on the road between Jönkoping and Norrköping. It has a Gothic Cathedral of the 13th century; with a Castle, Town-hall, and House of Assembly.

Malmœ, or Malmo.—*Stat.*—Pop. (1873) 28,375. HOTELS:—

HOTEL SWEA, HOTEL GUSTAF ADOLF, both good; the Swea nearest the Landing-place, and the Railway Station. Luggage from Copenhagen examined.

A fortified seaport in the south of Sweden, on the Sound, nearly opposite Copenhagen. Distance to **Lund** (pop. in 1873, 11,408), 1½ S. miles; to Ystad 6 S. miles.

ENGLISH VICE-CONSUL, T. Flensburg, Esq.

CONVEYANCES.—Steamers daily to Copenhagen, &c. Railway to Stockholm. At **Elmhult** is a small wooden house in which Linnæus was born. On arrival of the Express Train at **Cathrineholm,** there is an excellent table d'hôte ready; abundance of every thing, and well conducted; charge 1 dollar 50 öre, 1s. 8d.; stoppage allowed 15 minutes. See page 283.

Mariestad.—Pop. 2,340.

A cathedral town, on the south side of Lake Wener, about 10 Eng. miles from the entrance to the Gotha Canal.

Motala.—Pop. 2,000.

On the N.E. side of Lake Wetter, with cutlery and engine works, and shipyards.

CONVEYANCES.—Steamers to Stockholm, Gœtheborg, and Carlstad.

Norrkoping.—*Stat.*—Pop. (1873) 25,982.

A good Inn.

A bustling town, in a fertile district, on the Motala: here a large, wide rapid stream, near the Baltic, crossed by a timber bridge. Houses of wood, covered with copper. It has a handsome Town-hall, with numerous saw, oil, and other mills on the islands, besides factories and shipyards. Rail to Stockholm.

Orebro, or Œrebro.—*Stat.*—Pop. 9,010.

A timber-built town, at the west end of Lake Hielmar, containing the small *house* from which Gustavus Vasa was called to the throne, 1523. Distance to Stockholm, by water, 27 Swed. mls.; by land, 20 Swedish miles; to Christineham, six posts, about 10 Swedish miles.

CONVEYANCES.—Railway to Stockholm, Gothenburg, Alingsäs, Borås, Sköfde, Falköping, Jönköping, on the Lake Wettern, Arboga on Lake Mälar, to Nora, and to Lund and Malmö. Steamer to and from Stockholm twice-a-week.

Philipstad.—*Stat.*—About 6 Swed mls. N.E. of Carlstad, and the same distance north of Christineham. See Carlstad.

STOCKHOLM.—*Stat.*—Pop (1873) 147,219; now about 150 000.

HOTELS:—GRAND HOTEL, (new 1874), East side of Grand Canal, (Nowastrüm), fronting the royal Castle (easterly); 400 bedrooms, dining, coffee, and reading rooms, billiards, telegraph; gas, and water in very apartment. Steam elevators. Meals à la carte, or otherwise. Dining rooms open from 8 o'clock a.m. to 12 o'clock p.m. Prices moderate. Mr. Eklof, the book keeper of the hotel, speaks English, and will give information to visitors.

HOTEL RYDBERG.—Gustav Adolfs Torg, (or Square,) fronting the Royal Castle (northerly); 150 bed rooms, dining rooms, reading rooms, &c.

HOTEL KUNG CARL.—(Brunkebergstorg); 50 bed rooms, restaurant, &c. At the hotels it is best to order rooms beforehand by telegraph.

Besides these first class hotels, Stockholm has a great many second class lodging houses, (Rum an

hyra), where you can get lodgings only, without board. However, eating-houses (källare) are found everywhere, though they are not recommended to strangers, as the attendants speak only Swedish, and the charges are nearly the same as in a first class Hotel.

Common dinner throughout Sweden, soup, raw herrings, turnip radish, salad, gin (a decanter is placed on every table where food is present, a small glass of which is taken before dining), butter, different kinds of fish, pudding, roast and boiled beef, potatoes, and celery, in the order enumerated. Warm baths 1 rix dollar, cold baths 25 öre.

Cab or Droshky Fares.—1 riksdaler, the single course; 1 r. 25 öre, by the hour. Out of town, 50 per cent is added. The price is the same for one or two persons.

Restaurants.—Rydberg; Kung Carl; Hotel Royal; Svensson's källar; Reisen's källar. South Suburb, Kahn's källar. At Djurgården, Pohlsso and Blåporten. Near Stockholm, Ulfsbro, Hagalund, Norrbacka, Hasselbacke, near the Djurgård, one of the best.

Cafés.—Blauch's Cafe, (Kungsträdgården, a pleasant spot with a good military brass band playing the whole evening. In Kungsträdgården are the statues of Charles XII., and Charles XIII; also the beautiful fountain by Professor Molin.

Bern's Cafe, in the Berzeli Park; good music by a full orchestra, every night. In the Park stands the statue of Berzelius. Steamers from here to "the Park" every 15 minutes.

Strömparterren, a lovely spot on an island in Nowström; surrounded by the water-works of Lake Mälar; music; with a garden illuminated every evening. From here, small swift steamers run over to the Djurgarden every five minutes.

Post-Office.—General office, Lilla Nygatan, No. 6. Poste Restante office, open 9 a.m. to 9 p.m; Sundays, 9 and 11, 1 to 2, and 7 to 8. Give your passport and name, and all letters to your address are delivered to you. Stamps sold in most tobacconists. Letter-boxes in most streets. Contents cleared, 9 and 11 a.m.; 1, 3, 5, and 7 p.m. Sundays, 9 a.m.; 1 and 7 p.m.

Theatres.—*Grand Royal Theatre*, (closed July and August); Operas 5 times a week. *Royal Dramatic Theatre*, (closed July and August); performance 6 times a week. *Petit Theatre*.—Vaudeville; open all the year round. Also 5 or 6 Theatres of lesser value, some of which are open only during the summer season. A circus, (perambulatory,) is open during the summer months.

Telegraph.—Skepsbron, No. 2, open day and night. For price of telegrams, see introductory remarks.

Steamboats in all directions, every five or ten minutes. Get "Fullständig tabell öfver Kommunikationerna incom Stockholm och dess närmaste omgifningerna," at all libraries, price 25 oere. Most of them start from the Packhuis (Custom-House).

To Kungsholmen, every 10 minutes; fare, 5 oere. To South Suburb, Ragvaldsbro, every 5 minutes; 3 oere. To Ladugårdslandet, every 10 minutes; 5 oere. To Tegelviken, every 15 minutes; 8 oere. To Skepsholmen, every 5 minutes; 3 oere. To Blåsiholmen (National Museum), every 3 minutes 3 oere.

There are fifty Steam Boats plying between different parts of the town and to the environs. Four days a week steam-boats start from Stockholm to Smedjebacken (in Dalecarlia) by the Lake Mälaren, the Stromsholms Canal (with 26 locks and fine waterfalls), a number of small lakes. From Smedjebacken a railroad leads to Lake Wessman, on which a steam-boat runs as far as Grangardet. This is one of the prettiest channels in Sweden, and the whole of the trip can be done in three and a half days; every Sunday and Wednesday a steamboat starts at 9 a.m. for the Castle of Gripsholm, where the prisons of Eric XIII., John III., and Gustavus IV. (Adolph) are shown. A great number of historical portraits are kept here. The steamboat is back in Stockholm by 8 o'clock p.m.

Stockholm, the capital, 40 miles from Upsala, 320 from Copenhagen, 800 from Tornea, standing in a situation remarkable for its beautiful scenery, is long, and irregularly constructed occupying seven rocky islands, besides two peninsulas lined by good quays. Travellers all concur in opinion that it is one of the finest cities in Europe in position; it is not uncommon to call it the Venice of the North. Numerous rocks of granite, rising boldly from the surface of the water, create a variety of beautiful views. The harbour of Stockholm is a very fine one, admitting ships of the largest burden. At its extremity rise several streets, one above the other, in the form of an amphitheatre; and at the summit is the Palace—a magnificent building. The principal objects of attraction are the Cathedral, Bank, House of the Diet, Royal Academy of Science, and Royal Academy of Arts. The Arsenal has within it an immense number of trophies and standards taken from different nations. The two principal streets are those of the Regency (Regeringsgatan), issuing in the Gustav Adolph square and the Queen's street (Drottning gatan), running from the Quay north to the Observatorii place. Along the latter are many public buildings devoted to charity and science, especially the *Academy of Sciences*, founded 1739; including 175 members, divided into seven classes. This fine building contains a Portrait Gallery, a Library (35,000 vols.), open Wednesday and Saturday; a Zoological Museum and a Cabinet of Natural Philosophy, the largest in Sweden, open Saturday, 12 to 2.

Manufactures of glass, china, silks, woollens, &c., are carried on.

Points of View.—The visitor should gain the view from the tea garden at Mose Backe of the numerous islands dotting the clear sea below; the ships moving in or out: the beauty of the spires: above all, the noble Palace which towers above everything else, and is always a handsome object from every part.

City Statutes.—To see these, the best way is to hire a carriage from the hotel; which, for two persons, will cost 15 riksdalers (besides something for the driver), and will occupy about four hours.

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Guides may be hired from the hotel. The round tables in the following:—*Carlberg Castle*, erected by Charles XI., now a military academy. Out of its park you pass *Solna Kyrka*, an ancient structure of the 11th century (still in use). You then enter the park of the Haga, with a castle of the same name, the summer residence of the Queen Dowager, alongside the lake of *Brunnviken*. You pass the King's horticultural gardens; and, after a few minute further drive you are in the park of *Ulfvicsdale*, the favourite resort of the late Charles XV., of whom several traces are to be seen here. Close to the Church erected by him stands a curious-looking old house (also by Chas. XV.), representing a facsimile of *Rankhyttan*, the original in Dalcarlia, where Gustavus Vasa, in 1521, found refuge, and where he planned and ultimately liberated his country, then oppressed by the Danes. Further on in the park you will find several orangeries, and hothouses with rare collections of tropical plants near a good inn. You pass then through the pine forests, by the way of Tivoli and Alkhsan Queen Christine's way. Tiskartorpet (a hunting nut occupied formerly by Charles XI., and Charles XII., when a boy) and Charles XV.'s Ladugårdsgårdet (a place for military review), viâ Djurgardsbrunn (inn), over a bridge, and you are in the *Djurgård*n, or the *Park* proper, with its multitude of cottages and private residences. It is the haymarket of Stockholm and abounds in cafés, restaurants, concerts, etc., etc., and is the place where the people, on a fine day or Sunday afternoon, "do most congregate." In the centre of the Park stands *Rosend'al*, a royal summer residence, with beautiful flower gardens, statuary, vases, etc., etc. After a few minutes more drive along the shore of *Djurgårdsvikea*, you enter the city again, but from an opposite direction to that by which you left.

The *Royal Palace* stands on an eminence, commanding a delightful view of land and water. It consists of a great quadrilateral, 391½ feet by 418½. At each angle is a wing 161 feet by 51, except the S.W. one. South façade is the richest. Chapel on this side is particularly ornate, containing marble pillars, paintings, and stucco work, by Swedish artists, and a carved pulpit. Notice,—1st, the State Apartments, 2nd storey (Festvitetsvåningen), with a great gallery, 162 feet long, 23 wide, much admired for its mythological and symbolical ornaments; prettiest group, Venus and Cupid, by Byström.—2nd, the King's Private Apartments (Konungen's mindre eller enskilda våning), N.W. angle. The Salle des Armes has a valuable collection, including Russian flags from the battle of Narva, gained 1700, by Charles XII.; a sword, richly incrusted with gold, &c., once the property of Gustavus Wasa.—3rd, The Queen's Apartments; note especially the Salle des Miroirs, profuse in gilding, glasses, and embroidery. Lighted up, the effect is magical. 4th, The King's Great Apartment, with views over Lake Mälar. Salle Victoria contains a present of Napoleon III to King Oscar, a large mirror, and a wonderful Norwegian clock.—5th, Former apartment of King Oscar.—6th, Apartment of Dowager Queen Josephine, Salon Rouge has many portraits of the royal family. Cabinet Rouge and Cabinet Jaune contain works of art by royal personages. The Oratory has many paintings of Rubens and Van Dyck. The Royal Library (north façade) deserves special attention (open 11 to 2, except Saturdays and Sundays). Its curiosities are, Codex Aureus of the four Gospels, in gold letters, on violet and white parchment, with an Anglo-Saxon note, saying it was bought from Pagan pirates. Also, the Gigas Librorum, a wonderful collection of MSS. by Benedictine monks, on 300 parchments; a Latin bible (1529), with autograph notes of Luther; a Cicero de Officiis, printed by Fust, 1465 &c.

The Cathedral, a mixture of architecture more curious than beautiful, contains the sarcophagi and trophies of Gustavus Adolphus, several Charleses, including Charles XII., Charles XIV. (Bernadotte) also Fred. I., Adolphus Fred., Gustavus III., Oscar I., with their wives and children, and several persons of historical note, with the crests of the knights of the Seraphim Order.

Church of St. Nicholas (near the Palace), the oldest church, has a fine altar piece, the helmet and spurs of St. Olaf, on a pillar, and frescoes by Ehrenstrahl. Here the kings are crowned. Other churches are St. James, St. Clara, St. Catherine (with a good dome), on the Mose Hill, the highest point of view, from which there is a fine panorama of the city (as above-mentioned). This handsome church is built on the spot called the Blood Bath, where 97 of the most eminent citizens were put to death by Christian II., in 1520.

In front of the Riddarhus or House of Assembly for the Nobles, is the statue of Gustavus Vasa. Near this place is the statue of the founder of Stockholm, with part of the oldest remaining house.

The *National Museum*, the finest building of Stockholm, stands on the Blasiholmen, opposite the Royal Palace, near the Grand Hotel: and was planned by Stiller; it is 260 ft. by 170, and 90 high, consisting of three stories. The principal façade is adorned with statues of eminent Swedes, Linnæus, Tegner, Berzelius, &c. The vestibule on the first story has statues of northern gods, Odin, Thor, and Balder, by Fogelberg. On the ground floor are the Museum of Antiquities and the Numismatic Cabinet. First room is the stensalen (stone-room), containing relics of the Age of Stone; 2nd, the Bronze and Iron Gallery (Brons och Jerngalleriet), with objects of the Ages of Bronze and Iron. The Pillar salen is consecrated to curiosities of the Middle Ages, including clothes of Gustavus Wasa, Gustavus Adolphus, Charles XII., and a sepulchral stone with Runic characters. The Numismatic Cabinet contains among other curiosities 5000 Anglo-Saxon coins. On the first story are Sculpture and Arms, besides drawings of Raphael, Correggio, and Titian. There is a beautiful Endymion from Adrian's Villa, near Tivoli; also much fine Majolica porcelain. The collection of paintings in the 2nd story is not yet completed. Stockholm is very rich in scientific and artistic societies.

The Södermalm, or south suburb, deserves a special visit on account of the house No. 24 Hornsgatan, formerly inhabited by the great necromancer Swedenborg, and because of the view from the Mosebacke.

EXCURSIONS.—To *Upsala*, by rail, 2 hours; by steamer, 4 hours; can return the same day. Beautiful old cathedral, university college, large library, botanical gardens, old castle, heathen mounds (see below). To *Gripsholm* an ancient castle in Lake Mälar, with a fine collection of portraits and paintings, and a beautiful neighbourhood. A steamer leaves Riddarholm quay on Wednesdays and Sunday mornings, at 9 o'clock a.m., returning at 5 o clock p.m., fare, 3 rixdals. To *Drottningholm* (daily, every hour), the present King's summer residence, in a beautiful park, with collections of paintings, and curious castle of imposing dimensions, containing statuary, fountains, and a swannery, etc.

ENGLISH MINISTER.—His Excellency Hon. E. Erskine, Secretary of Legation, G. F. Gould, Esq.

AMERICAN MINISTER.—His Excellency C. C. Andrews.

H. B. M.'s CONSUL.—W. Segrave, Esq.

AMERICAN CONSUL.—N. A. Elfving, Esq.

ENGLISH CHAPLAIN.—Rev. R. Blakey, M.A.

CONVEYANCES.—Stockholm is reached from Hull or London in about 60 hours, viâ Gothenburg, by three weekly steamers. Copenhagen to Stockholm, by rail (after crossing the Sound), 18 hours. In 1874 the direct line, viâ Linköping, will shorten it to 15 hours. Malmo to Stockholm, 13 to 17 hours; to Gothenburg, 12 hours; Stockholm to Gothenburg 12 hours; Stockholm to St. Petersburg (Russia), by three-weekly steamer, viâ Abo and Helsingfors, from 50 to 60 hours; at Helsingfors also communication by rail to St. Petersburg; Stockholm to Stettin (Germany), once a-week, 50 hours; to Lubeck (twice-a-week), also by steamer, 44 hours.

At least one steamer leaves daily for the northern part of Sweden, viâ Gefle and along the coast of the Bothnian Gulf, touching at various seaports till you reach Lapland and the City of Haparanda, the most northern town in the Baltic; after a ride of a couple of miles you reach, on a mountainous table land, the village of Aavasaxa, from where the view of the midnight sun can be observed during two or three weeks in high summer.

N.B.—Stockholm is the cheapest place in Europe to buy furs etc., etc.

Trollhattan, or **Trolhætta.**—Pop. 1000. A straggling place, 5 hours from Gothenburg, the people of which live in red coloured houses, neither town nor village, carrying on a brisk trade in timber and iron. The **Waterfall,** or rather succession of rapids here, is very fine. Height 112 feet, divided into four separate falls, in a gorge, within a distance of 3,600 feet. The second fall, Toppöfallet, is the most interesting, being 44 feet nigh. The whole neighbourhood is grand and savage.

The Göthaelf river is navigable from the sea to the Falls of Lilla Edet; from which a canal and locks lead past to Akerström and to the Falls of Trollhätten; where the navigation is continued by a canal of three miles along the river, close to a range of saw-mills belonging to a Glasgow Company.

Upsala.—*Stat.*—Pop. (1873) 12,138.—HOTELS: Stadshotellet, in the Drottning-gatan, No. 9. Hotel Upland, near the Dornbron bridge. Price of rooms about 1 rixdol. per day.

RESTAURANTS—Löf's Källare; Vestra Agatan, No. 8. Cafés—Stadshotellet, Norberg's Schweizeri, &c.

POST-OFFICE, Ofre Slottsgatan, No. 1. Telegraph near the Station.

CARRIAGES can be hired at Stadshotellet and Drottninggatan, Nos. 6 and 10. Prices—To the mines of Dannemora and Osterby, 1 horse car 10 to 12 rix dol; 2 horse car 20 to 25 rix dol. (30 to 36 hours). To Old Upsal and back, 2 or 3 hours, 1 horse car, 2 rix dol; 2 horse car, 4 rix dol. Near Dannemora good quarters at the hotel of Osterby (Osterby Värdshus).

The town, built of wood, on a fine plain watered by the Sala, is an Archbishop's See, of very ancient date, and was a great centre of Pagan superstition before the conversion of Sweden. It was originally called *Aros*.

PRINCIPAL OBJECTS OF NOTICE.—Governor's Palace, Ecclesiastical Seminary, the Cathedral or Domkyrka (the largest in the North), is of brick. 370 feet long, 141 wide, 115 high: begun 1289 by Etienne Bonneuil, a French architect; finished 1435. Its proportions are defective, and a reliquary said to contain bones of St. Eric; the handsomest pulpit in Sweden. Here coronations took place. It has numerous monuments, especially of the Gustavus family. One in marble of Gustavus I. with frescoes, represents events in his life. In the Bauer mausoleum are the remains of Linnæus. Oxenstierna, Brahé, &c. On the Odins Lund Avenue is the obelisk to the memory of Gustavus Adolphus. The University of Carolina Rediviva, founded 1477, stands well at one end of the Drottning gatan, and contains the Library, the largest in Sweden, with 50,000 vols. and 7,000 MS., especially the Codex Argenteus, or Gothic Gospel of Bishop Ulphilas (318 to 388), of silver letters on purple vellum; also the Adantica of Rudbeck, and the sacred book of the Druses, with the Edda MS. Behind the Carolina is the Park, with a splendid building devoted to the study of chemistry and physics. The Botanical Garden has many rare plants and the bust of Linnæus. In the Gustavianum is a Museum of Art; an Observatory is attached to the University.

Near Upsala are the vestiges of the old city, or *Gamla Upsala*, with remains of a temple of the Æses (a mythical giant race), supposed to be among the most ancient remains in the North of Europe. There are also ancient tumuli 60 feet high and 732 in diameter. The mines of **Dannemora** also deserve to be seen, having been worked since the 13th century. The deepest, the Jungfrugrufran, is 510 feet down. One of the largest pumps is worked by a hydraulic wheel, distant 4,000 feet. The mine is on the surface, and can be descended by ladders or by the basket. Its iron is the best

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n Sweden. At a quarter of a mile is the great oundry of Osterby.

Steamers to Stockholm every day, by the Mälar ake. Railway to Stockholm, page 283.

Wenersborg, or Elfsborg.—*Stat.*—Pop. 4,070.

On the S.W. extremity of Lake Wener, and reached by the steamers from Gœtheburg, contains an uninteresting church. The place has a busy aspect, but there are few streets and little scenery.

Rail—See page 285.

Wener Lake is the largest in Sweden, having a length of 15 Swedish miles, and a width of 7; height above the Baltic 145 feet; depth, 359 feet; with several islands—Thorsö, Bromö, Arnö, &c. It receives 80 rivers. On its banks are several towns, Christinehamn, Carlstad, and Amal. The steamers of the Göta Kanal pass across Lake Wener.

Westeros or Westeras.—Pop. 4,660.

HOTELS: Gästgifvaregården; Hotel Kraak. Rooms, 1 rix dollar 25 oere to 1 rix 50. Post-Office and Telegraph. Manufactures—Tobacco, pottery for stoves, &c.; and shipyards.

A town on the north side of Lake Mælar, distant from Stockholm about 13 Swedish miles.

OBJECTS OF NOTICE.—Domkyrkan, or cathedral, with tower 328 feet (date 1271). Splendid altar-piece, given to the church by Svante Sture, who is buried in its vaults, which also contain remains of king Eric XIV. Old Castle, built in the 12th century by Bishop Ilianus; Town-hall, and an ancient College, with library of 11,000 vols. Near Westeräs is the great **Stromsholm Canal**, begun 1777, crossing several lakes, and lined with forges and furnaces. The passage of this canal is one of the most interesting in Sweden.

CONVEYANCES.—Steamers to Stockholm, Streng näs, Arboga, and Eskilstuna.

Wetter Lake—On the direct course from Stockholm to Gothenburg, communicating with Lake Wener and the Göta Kanal. The steamers that follow this route are noticed under **Gothenburg**, which see. Lake Wetter covers 17 square Swedish miles, and washes the banks of four provinces. Its water is very transparent and subject to furious sudden tempests. The depth is given as 420 feet, and it is 297 feet above the sea. It receives contributions from nearly 100 streams, and has several islands, especially the Jungfrun, with romantic traditions. Six towns stand on its banks, Motala, Jönköping, Askersund, Wardstena, Grenna, and Hjo.

Wisby.—Pop. 50,000.

HOTELS:—Lindby's, Gothland, Wisby. Rooms, 1 rix dol. per day. Post-office and Telegraph. Carriages at Hellgren's.

MANUFACTURES.—Breweries, distilleries, shipbuilding.

Capital of the island of Gothland in the Baltic, with regular steam communication to Stockholm and Kalmar. This is a very interesting trip to the antiquary and the botanist, the flora of Gothland being very rich.

Wisby was in the middle ages one of the most important towns of the Hansea league. In the 13th century it had 12,000 burghers besides workmen; 18 churches, and five convents. It was robbed of much of its wealth by King Waldemar, 1361, and has never recovered itself.

Notice the Cathedral, a strange mixture of the Byzantine and the Gothic styles, founded 1190; 192 feet long and 75 broad. Highest tower, 200 feet. The other ancient churches are in a ruined state, including St. Catherine, the finest of all, belonging to the Franciscans; St. Nicholas, with statues of the Saint and of St. Augustine St. Drotten; St Clemens, &c. Soderby, Högklint, &c. are places that deserve to be visited

ENGLISH V. CONSUL.—C. Falk, Esq.

LAPLAND.

LAPLAND, belonging partly to Sweden and Norway, and mostly to Russia, extends from latitude 64° N. to the Arctic Ocean, and from the Atlantic coast to the White Sea; which latter washes the eastern shore, opposite Archangel. **Area**—Russian Lapland, 100,000 square miles; Swedish (including Lapmark and Finmark), 50,000. **Population**, 18,000. They are an undersized race, of Mongolian blood. The country is traversed by a chain of mountains, of the primary formation, giving rise to many rivers, running into the Arctic Ocean and the Gulf of Bothnia. Some of the peaks in this chain exceed 6,000 feet in height. Most of the country is covered with dense forest, broken by rivers and lakes, some of vast extent. The country abounds with game of all sorts, and in many of the forests are found bears, wolves, elk, &c.; while the rivers teem with fish. Agriculture is little practised, the Laplanders living mostly on fish and the produce of the reindeer, which is also bartered for rye, &c. They make moss bread and cakes of pine-tree bark.

The **Language** is of Asiatic origin, but Swedish is understood in Swedish Lapland, and Norsk in the N. W. part. Although the climate during the nine winter months is intensely cold, the summer is warm, and generally fine.

Money in use is that of the countries to which Lapland belongs.

Books.—Particulars of points of interest, routes, &c., are given in "Up in the North," published by Chapman & Hall. See also Captain Hutchinson's "Try Lapland."

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The principal towns are—

Hammerfest, in the Island of Qvaloe (whale island), on the Arctic Ocean, 60 Eng. miles S.W. of the **North Cape,** in Norwegian Lapland; lat. 70° 38' 22" N., long. 23° 43' E., is the most northerly town in Europe, and has an important fishery. The streets are watery ways, with boats for carriages. Reindeer and eider duck shooting. Arctic birds and the white bear are found. Here the midsummer sun never sets for about ten weeks, and the winter sun never rises for the same time. Communication by STEAMERS during the summer with Throndjem and Christiania.

ENGLISH VICE-CONSUL—C. Robertson, Esq.

Lulea, on the Gulf of Bothnia, 62 miles S.W. of Tornea, on the border of Swedish Lapland, at the mouth of the river of the same name, which has a S.E. course of 200 miles. Pop. 1800. It has a large trade in timber, tar, &c. Communication by well-appointed Steamers, running about twice a week during the summer months to Stockholm, calling at many towns on the Gulf.

Pitea, on the Gulf of Bothnia, 30 miles S.W. of Lulea. Pop. 1500. A good harbour and shipyard.

Tornea, in Russian Lapland, at the head of the Gulf of Bothnia, and at the mouth of the river of the same name; lat. 65° 50'. It has a large trade in fish, fur, iron, timber, tar, hemp, &c. Pop. 800. On the opposite side of the river is **Haparanda,** which may be considered part of the same town, although belonging to Sweden.

NORWAY.

In NORWAY the Railway is called *Jernbane* (iron rail).

NORWAY, an independent Kingdom under the Swedish crown, on the west side of the Scandinavian Peninsula, of which it fills one-third, and is about 1100 miles in length, from the Naze, in lat. 57°30', to the North Cape, in lat. 71°10'. Its breadth varies from 7 to 280 miles. It is almost entirely a compact mass of mountains, or mountain "plateaus," with small erosions for the valleys and plains. It is naturally formed into two divisions, namely, Northern and Southern. The Eastern half of the Southern portion is covered with forests and lakes. **Area**—About 148,000 English square miles, of which one-tenth are arable, one-fourth forest, 1-40th snow; and divided into 20 amts and 5 stifts. **Population** (1873), 1,753,000, of whom 25,000 are Finns and Laplanders. About 13,000 emigrants leave yearly. The largest towns are Christiania (pop. 66,700), and Bergen (pop. 36,800). Norway is not populous in proportion to its extent, owing to its mountainous character and northern position. The valleys are generally occupied by firtas or lakes, bordered in the lower parts, in the Southern part of the country, with meadows and cornfields, which extend upwards as far as the first acclivities of the mountains; then, as the ground becomes steeper, the pine forests raise their tall heads among inaccessible cliffs, and over all are seen the peaks covered with snow, or enveloped in clouds.

The **Mountains** bordering on Sweden are a series of Silurian table-lands, (called fjelds, or fields—the *j* sounded as *y*)—2,000 to 4,000 feet high, covered with heath and trackless forests, edged by winding valleys. On the middle one, or Doverfjeld, dividing the country into Northern and Southern, is the Schnechatten, 7,620 feet high. In the Northern half are the Kjolen Mountains, 6,200 feet high at Sulitelma, near the North Cape; and in the Southern is Skagastölstind, 8,670 feet high, with other peaks from 4,000 to 6,000 feet, under the names of Langfield, Lognefield, and Hardangerfield. Numerous islands line the broken coast, which is indented by deep narrow fiords, between vast abrupt cliffs, sometimes many thousand feet high. The coast is comparatively mild and rainy, and free from ice all the way to the North Cape. Bergen has 80 inches of rain yearly. Strong currents run in and out; one of which, at the Lofloden Islands, called the Maelström, is a whirlpool of fabulous strength, at which the Norway skippers only laugh, though they believe in the Kraken, or sea serpent.

Lakes.—About 3,000 large and small, generally narrow along the course of the rivers; some are of a Swiss-like character. The largest are Mjösen, or Miösen, 77 miles long, and Randesfiord, 30 miles long.

Rivers.—Numerous, but short, the longest being the Glommen, 310 miles. They are generally turned to useful account in the shape of water-power to drive the saw-mills. Several **Falls** are seen tumbling over their steep sides, some 500 to 900 ft. high. The Vossevangar Falls is 1,225 ft. high.

Among the **Products** are flax, hemp, hops, barley, oats, and potatoes. Grain succeeds up to lat. 70°. Rye bread is a common diet. Trout, char, venison, cloudberries and cream, may be got at the inns. Timber comprises pine, Scotch fir or deal, oak, larch, Norway spruce, birch, wild apple and cherry. Most of the houses are timber, on a brick foundation; they are dry and warm, and last for centuries. For the **Sportsman** there are the bear, wolf, lynx, golden eagle, red deer, reindeer, elk, grouse, and blackcock; with wild geese, eider duck, salmon, and seal; and no game laws, except that the elk must not be hunted from November to July.

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Chief **Minerals** are iron (at Kaafford, &c.), copper, lead, silver; of which last the richest mine s at Kongsberg.

In **Climate** it is less cold, but more moist and changeable, and generally less salubrious, than weden. Snow lies from November to March. Summer lasts for three months, and is delightful, nd very warm; the air is fine and bracing on the fields, but the mosquitoes bite. Among the ountains the winter is long and severe. On the west coast the climate is milder than in the interior f the country, and the western and northern harbours are open the whole year: the weather is enerally steady, being either good or bad for considerable periods. The *Fisheries*, particularly on the est coast, find employment and wealth for the natives, and supplies sailors for the Norwegian fleet: he finest sailors, however, come from the S.E. coast. Principal fish are cod, herrings, salmon, and obsters, employing 16,000 men, and 3,000 boats. Exports are dried fish, timber, planks, cod oil, seal kins, cobalt, Prussian blue, copper, iron, and ice.

Government.—Norway was formerly governed by its own hereditary sovereigns. On the death f Haakon V. in 1319, without male issue, his grandson in the female line, Magnus Smek, united the ingdoms of Sweden and Norway. Olaf V., son of the celebrated Margaret, united the kingdoms of Norway and Denmark. In 1814, Norway was ceded by the King of Denmark to Sweden; to which, fter some resistance, the Norwegians consented, on condition that Norway, though governed by the ame King as Sweden, should be an independent state, preserving its constitution and laws, army, avy, customs, frontier, &c., as at present.

Norway was the original seat of the Normans, or Northmen, who settled in England, France, Sicily, tc. One of them, Rolf Ganger, or Rollo, of Aalesund who settled in Normandy, was the ancestor of William the Conqueror. The exploits of the early Vikings (Vik-ings) are related in the Sagas.

Revenue (1874) about £1,850,000; with a Debt of 1¾ million. Value of imports and exports etween Norway and England, 5½ millions, out of a total of 8 millions. The Mercantile Shipping umbers 7,000 vessels, of 1½ million tons.

Navy, 125 ships (27 being steamers), of 320 guns, and 6,500 men. Chief port, Horten, in the ulf of Christiania, where there is an Arsenal, with a Naval School.

Army, about 18,000, when of full strength, besides volunteers and riflemen. The Military School t Christiania. Education is universal and compulsory.

Railways—About 310 miles open (1873.) **Telegraph,** 3,750 miles, with 100 stations. **Post Offices,** 720 – Postage to England 2½d. for ½oz. The Trunk Railway was made by R. Stephenson.

Money.—For new system of money see Sweden, page 635. The old system, which will for ome time be useful for reference, is as follows:—24 skillingen = 1 ört or mark = 10½d. English. *Gold Coins*—These were no gold coins in the currency, and for sums over 1 ört the chief medium of ayment was paper. *Silver Coins*—Species-daler = 4s. 5½d.; half species daler = 2s 2¾d.; and ört, half-ört, and quarter-ört pieces; and pieces of 4, 3, and 2 skillingen. *Copper Coins*—2, 1, ½ skillingen pieces —8-9ths, 4-9ths and 2-9ths d. English. *Bank Notes*—The bank notes were on ifferent coloured papers, and were 100 (red), 50 (green), 10 (yellow), 5 (blue), and 1, ½, and ¼ white) species dalers.

Weights.—16 skaalpund = 1 lispund; 20 lispund (or 320 skaalpund) = 1 skippund. Butter, neat, and most of the products of the country are sold by the following weights:—2 mark = 1 skaalpund: 12 skaalpund = 1 bismerpund; 3 bismerpund = 1 vog. Last—2 tons English.

Measure.—30 inches equal to 31 English. The most common measure is the Alen:—12 inches = 1 foot; 2 feet = 1 alen. Norway mile = 7 English miles nearly.

Posting.—The charge is 24 sk. spec. per Norwegian mile per horse, at the country stations, and t the fast stations 36 sk. spec.; and 48 sk. from towns., besides about 6 sk. for the carriage, if the raveller is not provided with one himself. It is usual to give the boy who accompanies the carriol 4 sk. er mile for 1 horse; but should he have the care of more than one horse, 3 sk. per mile for each horse.

Passports are entirely abolished. The Luggage of a traveller is very slightly examined in his country. The language spoken is Norwegian, which is very similar to Danish. English Vice-Consuls are to be found in all the principal towns in Norway—Christiania, Bergen, Frondhjem, Christiansand, Stavanger, &c.

Maps and Books.—Good Maps may be procured at Christiania. The traveller will find them very useful in journeying through this country. "Bennett's *Handbook*," is printed and sold by T. Bennett, 17, Store Strandgaden, Christiania, annually; price 3 marks, equal to 2s. 8d. It contains all the posting and boating stations on all the highways, their distances and charge for posting, (regulated by law.) It takes little room, being less than 100 pages. It may be bought at Christiansand, Bergen, and Frondjhem.

Fishing.—This country is very much visited by anglers for the salmon fishing. In the north, the Tana, the Alten, and the Namsen; and, in the south, the Rauma near Molde, and the Topdals rivers are among the most noted. There are also many others well known; some but slightly; besides numbers still untried. In one or two rivers, as much as two or three thousands of pounds weight have been taken in a season with the fly, by a single rod. But, except to those who come very early, settling themselves in the best places, and who know the country well, the known good rivers will be found occupied, (some few are let) and many may be tried without success; so that possibly the season will be spent taking only two or three fish. Excellent trout fishing is to be met with in almost all parts. The lake fishing is also very good.

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A FEW HINTS FOR TRAVELLERS TO NORWAY.

The most convenient way for Englishmen going to Norway is by **Steamer** from Hull, every ten days to Bergen, and another every Friday evening to Christiansand and Christiania; or from London by Breslauer and Co.'s Steamer "North Star." The Steamer from Hamburg to Bergen touches at Christiansand (but does not wait the arrival of the Hull boat). Should you go to Christiania first, it will be advisable either to buy or hire a Carriole there; for although at many of the posting stations these conveyances can be procured, yet, if it happen that none are to be had, the traveller will regret when he is jolted along in the "Stol-kjærre" or common cart of the country, that he is not in his own Carriole. Besides which, the inconvenience and trouble of removing his luggage from one vehicle to another at every station, will take away much from the pleasure of the tour. No vehicles are better suited for carrying a large quantity of luggage than the Carriole; portmanteaus of almost any size can be fastened upon them; and *very* small carpet bags, containing the necessary articles for passing the nights from town to town; large carpet bags are awkward, but can be taken. Every traveller should procure Bennett's *Handbook*, above-mentioned, as the various stations alter so much every year, while new steamers are put on lakes, and new roads and railways are constructed, this book is almost indispensable. The Officers in the Steamers speak English.

Routes.—The principal and most desirable routes for visitors to follow are those leading from Christiania to Bergen, from Christiansand to Bergen, and from Bergen to Drontheim. Three main lines of road connect **Christiania and Bergen:**—1. By Vang and Fille Fjeld, 48 Norway miles: journey of 7 to 8 days. This route passes the celebrated Falls of Voeringfos, among the finest in the world (noticed further on), and the Glaciers of Justedal. 2. By Lake Mjoesen or Miösen, presenting in its upper reaches scenes reminding you of Swiss waters; 49 Norway miles. Rail, steamer, and posting road; 7 to 9 days. 3. By Sundvolden and Hallingdal; 43 Norway miles. Post road; 8 days. Passes by the superb Falls of Hoenesos.

Four roads lead from **Christiansand to Bergen:**—1. By Arendal; 58 Norway miles. Posting road. This route passes the three splendid falls of the Nid, and the highly romantic Lake of Nisservand, 34 English miles long. 2. By Forsgrund; 63 Norway miles. Post road, steamer, and mountain path. This route passes the foot of Goastafjeld (1600 metres, 6000 feet high), with a magnificent view, and the Falls of Rukanfos, noticed further on as one of the finest in Europe. 3. By Stavanger, 45 Norway miles. Carriole roads, steamers on the Fjords in summer, or row boats. This route passes beautiful lakes of Syredals, Vaud, and the curious ravines of the Mathe Fjord. The fourth road is by Saetersdalen. Horse route. Cars can only go as far as Valh. Passes Cascade of Helfos; but this route is not so remarkable as the others.

From **Christiania to Drontheim, or Trondjhem,** there are two principal routes. 1. By Roeraas, 45 Norwegian miles. Rail and posting road, not much used. This road passes the interesting copper mines of Roeraas, yielding 250 tons of copper yearly. Mines 1600 feet deep. Route also passes fine lake of Oeresund. 2. By Lillehammer through the fine valley of Gulbrandsdal, the garden of Norway; 46 Norway miles. Rail, steamer, and post road. Passes Falls of Huanefos, Vitj, birth-place of St. Olaf, and takes you to foot of Snachaetten, frequently ascended (2313 metres). A railway 346 miles long, is projected across the Dovrefeld.

From **Bergen to Drontheim** there are two routes, one by sea and the other by land. 1. The land route, 57 miles. Carrioles, steamers over the Fjords. Near Loervig the scenery is quite magnificent. Pass near the Justedal mountains; wild defiles, fir forests, and Fjords abound. 2. By sea, 80 Norway miles; 4 days. Price 10 species. You follow many Fjords, and between the main land and reefs. Promontory of Stadland, covered with glaciers, is the most remarkable point.

Some **Shorter Routes** are:—1. From Christiania to Molde, 42 miles. Rail, steamer, and post roads. This route coasts the fine lake of Lessaee. The neighbourhood of Molde has some of the finest scenery in Norway. 2. Christiania to Lake Mjoesen, 6 miles. Rail, 3 hours. Fares, 144 sch. 1st class, 96 sch. 2nd class, 60 and 40 3rd class; 100 lbs. luggage to 1st class, 50 to others. 3. Christiania to Kongsberg, 7 miles. Post road. Kongsberg has some silver mines, yielding 100,000 specie dollars per annum.

Two other **Excursions** deserve notice: 1. Drontheim to Hammerfest. Steamer, 6 days. Fare, 15 species. You pass the Polar Circle at the Troenen Isles. At **Hestmendsoen** the coast presents a fearful chaos of rocks. **Bodoe** is the first important station where the steamers stop, 58 miles from Drontheim, in 69° north latitude. The **Loffoden Islands**, near here, are the great seat of the cod fishery, the annual take being 16,000,000 fish. **Hammerfest**, the most northerly town in Europe. Much whale and seal fishing in winter. Excursion to the North Cape.—See "Lapland Section," above. 2. Drontheim to Fiskumfoss by Levanger, 24 miles. Post road. Fiskumfos is one of the finest waterfalls in Norway. Or by land through Kongsberg, taking the opportunity of visiting the celebrated silver mines, the rifle manufactory, and the mint, which supply the bank with money, and the army with rifles. If the traveller's time be unlimited, he might go from Throndhjem by a weekly steamer to Hammerfest (as above); thence to the North Cape, to **Vardo**, the most northern fortress in the world, and to **Vadso**, not far from the Russian frontiers, the whole distance taking about a fortnight.

In these northern regions, viz., at Bodo, Tromso, Hammerfest, Alten, Vardo, and Vadso, the sun never sets for some weeks before and after midsummer. There is no Steam communication between Vadso, on the Norwegian frontiers of Russia, and Archangel; it is necessary, therefore, to return the same way, unless you prefer making a very troublesome journey with reindeer through Finmarken and Swedish Lapmark, down to the Gulf of Bothnia, when the Swedish and Finnish steamers are to be met with.

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Bergen.—Pop. (1871) 30,255.—Hôtel Scandinavia; Du Nord; and a good lodging-house kept by Mr. Sontum.

A city and seaport, at the head of a deep bay on the North Sea coast, protected by several forts, 306 miles north-west of Christiania. Almost all the houses are built of wood and neatly painted, and, when viewed from the sea, have a picturesque appearance; the churches and some few of the houses are built of stone. It contains a Cathedral which is a fine old building, and six other churches; a Castle, or rather fort; three hospitals, a prison, a correction-house, six establishments for the poor, a good national museum, containing Scandinavian antiquities and Runic inscriptions, five public libraries, a naval academy, a college, and various schools. It has manufactories of tobacco and porcelain, many distilleries, and some extensive rope-works. The fishery is, however, the principal business. The harbour is safe and commodious, with deep water; but, owing to the rocks, is difficult of access. Trade in skins, tar, and dried fish.

English Vice-Consul—J. Greig, Esq.

American Consul—A. Gran, Esq.

Steamers up the Hardanger fiord, where some of the most romantic scenery is to be found; to the falls of Vöringen; also up the Sogne to Lærdalsören. Weekly steamer to Hammerfest calling at the principal places.

CHRISTIANIA. — *Stat.* — Pop. (1870) 66,660.—Hotels:—

Hotel Scandinave, situated in Carl Johan's Gate, near the Railway and Steamboat Stations; Smith, proprietor.

Victoria Hotel, P. O. Persen, proprietor; Du Nord; D'Angleterre; Hotel Copenhagen.

The capital of Norway, covering a considerable extent of land, at the extremity of a picturesque and fertile valley, or semicircular bend along the shore of the Bay of Björviken, which forms the northern extremity of the Gulf or fiord of Christiania, nearly 80 miles from the sea in the Skagerrack. It is divided into the City, the suburbs of Vaterland, Pepervigen, and Fierdingen, the fortress of Agershuus, or Aggerhuus, and the old town of Oslo. The City was rebuilt in its present situation by Christian IV., after a plan designed by himself, and named after him. The streets, which are 40 feet broad, run at right angles to each other, with cisterns at the corners. Many of the houses are of brick. The castle of Agershuus is built on a rocky eminence on the west side of the bay, at a short distance from the city. Oslo was the site of the old city, burnt in 1624; it contains the episcopal palace. The *Royal Palace* is the principal building, erected at a cost of £300,000. Here are the Storthing or Parliament House; the government departments, court of law; and the public seminaries; the principal of which is the Military Academy, or Cadet Institution, with an excellent library, a collection of models of mines, bridges, &c., and of all sorts of minerals. It has 84 pupils, divided into four classes, who enter the army after having studied for four years, and passed a very rigid examination. The University is a handsome new building, in which is the Museum of Natural History and of Northern Antiquities, including idol gods, altars, arms, &c. The National Gallery has some good paintings, and a library of 130,000 volumes.

Christiania possesses an excellent harbour, and its principal exports are iron, deals, and oil cake. *Oscarshald*, a beautiful château belonging to the nation, about 3½ English miles by land, and about 1½ by water, deserves a visit, it has pictures by Tidemand.

At **Horten**, 82 miles S., in the Gulf, is the chief Naval Dockyard, with School and Arsenal.

H. B. M.'s Consul-General—Sir J. R. Crowe, C.B., Munkedammen.

American Consul—G. Gade, Esq.

English Club Room, 17 Store Strandgade.

English Church, Store Strandgade. Service every Sunday at 11 a.m.

Post Office in the Möller Gade.

Railways.—The Norwegian Trunk Railway begins at Christiania and ends at **Lake Mjosen**, which extends towards the north-west 77 English miles, in a straight line through some of the most fertile and beautiful tracts of the country, up to the town of Lillehammer, in Gudbrandsdalen. This is a mountain valley, rich in interesting scenes of nature, through which goes the main road to the most northern regions of Norway. From the town of Hamar, on the Mjösen, (in the neighbourhood of which are the picturesque ruins of the old Hamar cathedral), another railway goes eastward to Elverum in the valley of Osterdalen, on the river Glommen. Rail to Stockholm. Baggage is examined at Charlottenberg on the Swedish side, going to Stockholm; and at Kongsvinger, on the Norwegian side, on the return journey. A northern line to Drontheim, 340 miles, has been voted by the Storthing.

Steamers.—Offices of the Hull Steamer are at Brunn's Gaard, in Store Strand Gade. Steamers run on the Mjösen Lake during Summer, in connexion with the Trains. An interesting journey of 133 English miles can thus be made in one day; 146 skillings, 1st class; 100 skillings, second class.

Christiansand.—Pop. (1870) 11,470.

A seaport, and considerable trading town, capital of a province of the same name, which is famous for iron mines. It is situated on the Skager Rack, facing Denmark, 37 miles E.N.E. of the Naze, or Lindesnaes, with a fine fortified harbour, and a quarantine station, and is 210 miles from Christiania. It contains a college, a library, and a museum.

English V. Consul.—F. Reinhardt, Esq.

American Consul Agent.—O. Reinhardt, Esq. (and for Christiansund.)

Christiansund.—Pop. 4300.

A port on the Atlantic coast, in the district of Romsdal, built on 3 islands, with a commodious harbour and wharf. Trade in timber, salmon, ice. It is 58 miles N.E. of Bergen, and 36 miles from Drontheim. The fisheries flourish here, and there is also an agricultural society. Steamer to Hull.

English V. Consul.—J. Allen, Esq.

Drammen.—*Stat.*—Pop. (1871) 18,460.

A great port for the timber trade, on the Drammen fiord, in the Bay of Christiania, about 20 miles S.W. of Christiania, consisting of two ports

joined by a bridge. A great fire, 11th-12th July, 1856, swept the town from end to end, nearly two miles, burning most of its log houses, factories, and public buildings.

ENGLISH CONSUL.—W. Melhuus, Esq.

Drontheim, or Throndhjem.—*Stat.*—Pop. (1870) 20,860.

HOTELS:—Hotel d'Angleterre & Hotel Bellevue. There are plenty of good lodging houses.

Formerly the residence of the Norwegian kings and on the shore of a winding fiord, founded in 997 by Olef Trigvason, on the site of a celebrated ancient city, Nidaros, with a temple dedicated to Thor and Odin. It has been burnt several times; but since the last great fire in 1841, all the new buildings are of brick and stone. The most interesting monument is the venerable *Cathedral* founded 1182, and now partly ruined; the choir and transept, only being retained for divine worship. It is to be restored. A copy of the grand statue of our Saviour and twelve Apostles, by Thorwaldsen, on the altar. The Museum has a library, and many remains relating to ancient Scandinavia, such as armour, &c.; besides Norwegian minerals, birds, &c. Many ships are built at Drontheim, whose exports consist of fish, copper, and timber. Here are the Bank of Norway; also, a College, a Royal Academy of Sciences, a seminary for the instruction of the Laps, and other institutions.

The environs are very beautiful, including the Leerfosses, *i.e.* the falls of the river Nid, about three miles south of the town. Good salmon fishing in the neighbourhood.

ENGLISH V. CONSUL.—H. Backke, Esq.

AMERICAN CONSUL AGENT.—M. Lundgreen, Esq.

POST OFFICE and TELEGRAPH OFFICE.

RAILWAY, see page 282.

Frederikstad.—Pop. 2700.

Situated at the entrance to the Christiania Fiord, close to the remains of the strong fort of Frederickshald, on the Swedish frontier. Here the warlike Charles XII. was killed in the siege of 1718. Excursionists can visit the falls of the Glommen (Sarpfos) about a Norwegian mile distant.

ENGLISH V. CONSUL.—C. Well, Esq.

CONVEYANCES.—Steamers to Frederikshald, Moss, Dröbak, and Christiania (9 hours).

Hammerfest.—See "Lapland Section."

Lillehammer.—*Stat.*—Pop. 900.

A small town at the north end of Lake Mjösen, on the high road to Throndhjem, 33½ Norwegian miles distant, or 9 from Minde, on Lake Mjösen. The road from Lillehammer to Throndhjem passes much interesting scenery, including especially the passing of the **Dovre Fjeld.** At the inn of Hjoerkin (31 miles) it is usual to stop, in order to attempt the ascent of the **Snehoetten** (8674 feet), the highest point of the Dovre Fjelde, and generally considered as the highest summit of Scandinavia. At the summit opens a vast crater, having as the bottom a frozen lake. Further on, near Rongsvold, you pass three fine Cascades.

Molde.—On the N. W. or Atlantic coast, on the route to which some of the finest scenery in Norway is to be found. The Dovre Fjeld and Romsdal Valley can be reached from here. Distance to Christiania, about 44 Nor. miles; to Christiansund, 5½ N. miles; and to Aalesund, 6½ Nor. miles. Near this place is the island of **Aalesund,** at the mouth of the Stoer Fjord, whence Rolf Ganger or *Rollo*, ancestor of William the Conqueror started to conquer Normandy, 905.

On the way from Christiania you pass the fine lake of Lesse, whose waters flow into the basin of Glommen on one side, and the ocean on the other.

CONVEYANCES.—Steamers to Bergen, Christiansand, and Hammerfest.

Riukanfoss Fall.—This noted waterfall is on the road from Christiansand to Bergen, by Porsgrund. (Distance, 63½ miles, post road, steamer, and mountain path.) The Route passes by Tinoset, on the banks of the splendid lake of Tind or Tindsoe, surrounded with snowy and woody mountains (4500 to 5000 feet high). Advancing up the valley of Westfjorden, you come to Goustafjeld (6000 feet), from which a grand view is obtained. And at 12 miles from Fjostrand are the *Falls*, formed by the Maan, a tributary of the vast lake of Mjoesvand (34 miles long), and falling 862 feet.

This route is one of the most interesting in Norway, as it takes the traveller over the vast snow fields of Gutefjeld (1650 metres high), 41½ miles from Christiansand, and to Odde at the Stoer Fjord, a branch of the Hardanger Fjord, from which an excursion can be made to the glaciers of Folse Fonden (5600 feet high), according to Professor Esmark, at the highest point, and commanding a splendid view.

Stavanger, or Hongesund.—Pop. 17,655.

A port on the Bukke-fiord, out of the North Sea, on the west coast, 18½ Nor. miles S. of Bergen; to Christiania, by Flekkefiord, Christiansand, Porsgrund, Hortesund Drammen, 88½ Nor. miles. It has a timber and fishing trade, and a good Cathedral, near which is the grave of King Harald Haarfager, (or fair hair), who defeated the petty Vikings here in 872. The site is marked by a national *Pillar*, opened July, 1872, by Prince Oscar at the 1000th anniversary of this event. His descendant, called Harold Harfager, who reveraged the Yorkshire coast, was defeated at Stamford Bridge by Harold, King of England, 1066.

ENGLISH V. CONSUL.—H. Hansen, Esq.

AMERICAN CONSUL AGENT.—T. Falck, Esq.

CONVEYANCES.—Steamers to Bergen, Flekkefiord, Christiansand, Christiania and Hamburg.

Vossevanger.

A place 40 Nor. miles from Christiania, on the road to Bergen by Vang and the Fille Fjeld, 68½ miles; (7, 8, or 9 days), noted for the herculean strength of its male population, and for being an excellent centre for excursions, especially to the *Cascade of Voeringfos*. The stream has more water than the Handeck, and falls 1245 feet, being one of the finest in the world. Two other splendid Cascades are at hand: Skyttlefos, 800 feet, and Osteraasfos, 750 feet, by the Hardangerfjord. In the earlier part of the route from Christiania, the principal objects of attraction are Fille Fjeld Col at Nystuen, where reindeer are sometimes seen, and **Lierdalsoeren** (good inn), centre of excursions to the glaciers of Justedal, to the vast snow fields of Snee Breen, the valley of Aardal, and the ascent of the Skajtots Tind, or Skagastolstind, (8670 feet high). Lierdalsoeren is 80 Nor. miles from Christia

DENMARK.

A little Monarchy, (formerly much more extensive,) between the North Sea and the Baltic, divided into two parts, Continental and Insular. The Continental part consists of the N. half of the peninsula of Jutland (ancient *Cimbrian Chersonese*), projecting out of Germany, to which the S. half, or Schleswig-Holstein now belongs. The Insular part comprises a number of Islands,—Seeland, Funen, Laaland, &c., lying across the mouth of the Baltic, towards Sweden, and threaded by the Sound, the Great Belt, Little Belt, and other passages.

Area.—14,800 sq. miles, of which 9800 are in Jutland; with a coast indented by shallow fiords, and and a surface almost uniformly level; but green and picture-que pasture is common. The highest parts are only 400 to 500 feet above sea. **Population.**—(1874,) 1,861,000; mostly Lutheran and Danish, and very English-looking; as might be inferred from the common ancestry of the two people; for from hereabouts came the first Danes and Anglo-Saxons who invaded England. About 7000 emigrants to America leave every year. **Area of Colonies.**—(Iceland, Greenland, Faroe Islands, St. Thomas, &c.,) 44,300 sq. miles; Population, 129,000. The Guinea and E. Indian possessions have been ceded to England.

Climate—mild and wet on the whole. The Channels of the Baltic are frozen in winter, and ice lasts for several months. **Products**—are chiefly agricultural,—rye, oats, barley, hemp, hops, potatoes, &c. Exports to England, (value 2½ millions sterling) are grain, cattle, horses, sheep, oil cake, tallow, bones, &c. Fish and game are abundant. Black bread is a common food. The rivers are not worth notice. A little coal is found in Bornholm.

Sovereign.—The King, Christian IX., was born 1818, and succeeded 1863. Prince Frederic, his heir apparent, was born 1843. His eldest daughter, Alexandra, is our excellent Princess of Wales.—

> "Saxon, and Norman, and Dane are we,
> But all of us Danes in our welcome of thee,
> Alexandra!"

another daughter, Dagmar, is wife to the Czarewitch of Russia. Denmark is an ancient Monarchy, some time (1397) including Norway by inheritance, and Sweden by conquest, under Queen Margaret. Norway was ceded to Sweden 1814. Schleswig-Holstein was ceded to Prussia, after the winter of 1864, along with the Kiel Canal, a work 15 miles long, from Rendsburg to the Baltic, begun 1777, and finished at a cost of £600,000. Under the constitution of 1866, the government consists of a Rigsdag, or Diet, composed of a Landsthing or Senate, (66 members), and a Folksthing or Commons, (1 for every 16,000.)

Revenue.—2½ millions sterling (1874), with a Debt of 12 millions. **Army**—36,000 on the peace footing. **Navy**—61 vessels, 32 being steamers, with 245 guns. Mercantile shipping.—2710, of 179,000 tons. Exports and imports from and to England (1873) 3 millions and 3¼ millions respectively.

Railways run from Fredericia to Aarhuus, Aarborg, Viborg, &c.; and from Fredericia across the islands to Copenhagen; made 1864-6, by Peto and Brassy. Later lines connect Copenhagen with the islands of Falster and Laaland. Total (1873) 600 miles. Telegraph Lines, about 1530 miles.

Education.—There are 4000 Schools, with several Colleges, under a University at Copenhagen. Education is compulsory for every one between 7 and 14. In modern times, Denmark has produced the great sculptor, Thorwaldsen, and authors such as Oelenschlager and Andersen, besides Holberg, the founder of the national theatre. Shakespeare is very popular here.

Money.—For the new Monetary System, see Sweden, page 635. The old system is as follows:—96 Skilling = 1 Rigsdaler, = 2s. 2d. 7-20th. GOLD COINS.—*Christian d'or*, and *Frederik d'or* = 7 Rigsdaler 36 Skilling, = 16s. 2½d. SILVER COINS.—Dobbeltdaler = 4s. 4d. 7-10th. *Rigsdaler*, and 48, 16, and 4 Skilling pieces. BRONZE COINS.—15 Skilling and half-Skilling. BANK NOTES.—1, 5, 10, 50 and 100 Rigsdalers.—[From "*The Merchant's Handbook.*"—By W. A. BROWNE, LL.D. London: Stanford.]—Postage to England, 2½d. for ½oz.

Assens.—Pop. 3600.
A town in Funen, on the sea coast. A constant communication is maintained between this and the Schleswig coast across the Lille (Little) Belt. See Nyborg and Odensee.

COPENHAGEN.—Pop. (1874) 193,000
HOTELS:
HOTEL KONGEN OF DENMARK.—See Advt.
THE PHŒNIX HOTEL—opposite the British Embassy is an excellent first-rate house.
HOTEL D'ANGLETERRE. Expense of hotel and carriage, £1 a day.
HOTEL ROYAL.
RAILWAY STATION immediately outside the Fortification, and close to the Tivoli Gardens, distant from the principal Hotels (Phœnix and Angleterre) and the Steamboat Quay three-quarter of a mile or a mile. *Droskeys* at the Station.

This city is situated in a flat spot on the east coast of Zealand, or Seeland, in the Sound, (opposite Malmö in Sweden,) where the small isle of Amack forms a superb Harbour, capable of holding 5000 ships. It is one of the finest cities of Europe, with houses in flats, laid out in regular, though narrow, streets, paved with granite, and adorned with very fine buildings, viz., several palaces, churches, the hospitals, town-house, Exchange, and mansions of the nobility. It is defended by a citadel, said to be impregnable; and also by several strongly defended forts, mounted with 1680 cannon. In the vicinity are very many beautiful and picturesque sights. The city itself is entered by four arched gateways having drawbridges across the moat, guarded by soldiers. A toll is demanded for horses and vehicles entering the city.

The Gother Strasse, in the Alt Stadt, is 4000 paces long. The town has 16 squares, especially the Kongens Nytorv, from which 13 streets branch off. The Exchange is a beautiful Gothic building, built of brick, and stone quoins, after a design by Inigo Jones. It is also surmounted by a singular spire, representing in its formation four dragons, with their twisted tails tapering upwards, after the fashion of a corkscrew, with their heads turned to the four points of the compass, and it has recently undergone thorough repair; the colouring in the large room is very chaste. The Church of the Trinity has a very fine tower 200 feet high, and on its top there is an observatory. The Saviour's Church has a very curious winding staircase, and is surmounted with a tower 288 feet high. The Churches of the Holy Ghost, and Notre Dame, are very fine buildings. The interior of the latter has beautifully wrought marble statues of the twelve Apostles, Christ, and a kneeling Angel. They were executed by Thorwaldsen, and are supported by pedestals in full view.

The prospect from any of these churches takes in the city and harbour, surrounded by their bastions and windmills, the citadel, line-of-battle ships, frigates and corvettes, dockyards, arsenals, warehouses, palaces, parks, gardens, plantations, squares, streets, canals, and market-places. A long wide plain, interspersed with forests and lakes, is seen to the westward; whilst towards the east appears the blue sea, covered with craft of all description, with the coast of Sweden in the background.

A great many Bathing places are to be found at at Copenhagen. The water of the Baltic is half salt and half fresh.

Another object of attraction is the Royal *Palace of Christiansborg*, on the S. of the town, in a deer park with fine trees, on the straits of Kallebö strand it has been rebuilt twice. The present edifice, erected 1830, is of a rather ordinary style of architecture, with many windows; but its principal façade, N.E., is redeemed by some statues of Thorwaldsen. In the antechamber to the Riddersaal is the celebrated *Frieze* of the great Danish sculptor, representing the entrance of Alexander into Babylon, including 300 figures, and extending 390 feet. The chapel is simple but elegant, with bas-reliefs planned by Thorwaldsen. The most interesting things to visit in the royal palace are the library and collection of pictures. The royal library (open every day 11 to 1), contains 450,000 printed books, and many archives and manuscripts. The picture gallery contains 565 paintings, especially the Adoration of the Magi by Raphael, the Marriage of Cana by Tintoretto, Gamblers by Caravaggio, St. John and the Madonna by Annibale Carracci, the Apostles at Emmaus by Rembrandt, and other pieces by Reubens Salvator Rosa, Van Dyck, Dow, &c

The eye will be taken by the four colossal statues ornamenting its stupendous façade. Coloured silk damask and silver ornament its empanelled walls. The Ball Room should be particularly noticed; its walls and arched ceiling representing a pure white marble and gold. A colonnade is formed by the Corinthian columns on either side; chandeliers, with cut glass pendants and spangles, suspended from the ceiling and adorning it; the whole being reflected by the plate glass at either side. The floors are of oak, maple, and ebony, diamonded. The Stables should also be visited: they contain stalls for 200 horses.

The *Palace of the Princes* situated near that of Christiansborg, contains especially the Museum of Northern Antiquities (open Monday 5 to 7, Thursday 11 to 1), one of the most remarkable of the kind that exists. It is on the first story, and is admirably classified in 12,000 numbers. In the first rooms nothing is seen but implements of the Age of Stone, arrow heads, chisels, &c; next come the bronze arms and instruments, such as swords, shields, vases, &c.; 3rdly, you reach the Age of Iron, extending from A.D. 600 to 1000. The Ethnological Museum (open Wednesdays 5 to 7 p.m., and Saturdays 12 to 2) is on the third story, and embraces 35 salles, including Greenlandish, Chinese, Japanese, and other curiosities, admirably classified. There are other collections; that of Natural History is in the next street (Sunday, Tuesday, and Thursday, 11 to 1 p.m.

The *Exchange* is in the Gothic style. The Amalienborg Palace deserves to be visited on account of two beautiful statues of Thorwaldsen, Terpsichore and Euterpe, in one of the salles. Near the palace is the statue of the great Danish poet Oehlenschläger, erected 1861.

The *Chateau of Rosenberg*, built by Inigo Jones 1604, in the Kongens Have, contains the sword of Charles XII., tapestries, old furniture gold tables, orders, jewels, and a throne of massive silver at the end of the Riddersaal

The *University*, founded 1478, an old looking quadrangle, and is attended by about 1050 students, mostly theological, and contains an Anatomical museum and a Botanical museum, a Botanical garden (entrance, Thursday 8 to 2 p.m., and 4 to 7), a library of 30,000 vols., and an observatory.

Near the Palace is *Thorwaldsen's Museum*, open twice a week from 11 o'clock till 2, which is well worth a special notice, and the visitor will be able to spend hours in contemplating the beauty of the sculptor's work. The Museum it-

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elf is a hollow square, the outer walls are coloured n yellow ochre, with the reception of the sculptor ind his works from Rome depicted on them. It ontains an immense collection of works, all being he creation and bequest of one man, who is thus spoken of in a work, entitled, *A Trip to Denmark*.

"Albert Thorwaldsen, the son of a poor ship-carpenter from Iceland, was born in Copenhagen 770. His genius, at an early age, impelled him to Rome, where he arrived almost penniless; but, having soon afterwards obtained employment in Canova's studio, his talent very quickly developed itself n the beauty and genius of his designs. Ultimately, he took a studio of his own, and modelled his famed tatue of Jason, but, as he obtained no order for t, he, in despair, determined to quit Rome, and eturn to Denmark. All his arrangements were nade for that purpose, when Mr. Hope, of London, seeing the cast of Jason, was so much struck with ts beauty, that he immediately ordered it in marble.

"This turned the tide of Thorwaldsen's fortune rom that time his fame was established and commissions poured in upon him. He then fixed his residence in Rome making occasional visits to Denmark, and finally settled in Copenhagen in the year 1838. "He had apartments allotted to him n the Palace, where he died, 1844, and is buried n a simple grave, in the midst of his works."

SIGHTS.—The visitor should ascertain immediately on his arrival the days and hours the various exhibitions are open. It is said of Copenhagen, that "there are too many things to see and too few to see them," so the visitor will perhaps find that the Scandinavian Museum which he so much wished to see will not be open again during the next four days. At present the Scandinavian Museum and the Thorwaldsen collection are open twice a week. The woods at Charlottenlund are very fine. Open carriages start frequently on Saturday and Sunday afternoons from near the citadel, fare according to the number of passengers. A trip should be made to Elsinore by steamer or by rail.

BRITISH MINISTER.—His Excellency Sir C. L. Wyke. *Secretary*—Hon. F. Pakenham. CONSUL—A. de C. Crowe, Esq. CHAPLAIN—Rev. S. Ellis.

AMERICAN MINISTER, His Excellency M. T. Cramer. CONSUL—H. Ryder, Esq.

DROSKIES, 4 marks per hour, and 2 marks the course. 1 mark = 4½d. Tram cars to all parts.

ENGLISH CHURCH SERVICE is held in a room near the Museum.

LUGGAGE is charged for at the small rate of 6 schillings for a carpet bag, 12 schillings for a portmanteau, and 4 schillings for a hat-box.

PRIVATE CARRIAGES per day, 15 to 20 marks; coachman's fee 1 to 2 marks.

TOLLS in the vicinity of the town, 1 mark; to the Deer-park, 4 schillings; to Charlottenborg, 1 schillings. BOAT HIRE.—To board a ship in the harbour, 1 mark. BOAT PORTERS 1 mark. RAILWAY PORTERS 1 mark.

PERMISSION CARDS to view Rosenberg Castle, 3 Rix Dollars, the guide, 2 marks. The Cathedral door opener, 3 marks. Thorswalden Museum *free* twice a week; a gift of 1 thaler to the guide gains admittance any day. Christianborg, Palace of the King, 3 dollars, 2 marks fee to the guide; Tivoli Gardens, and the Alhambra Gardens, entrance 1 mark to each. They contain concert rooms, and are frequented by all classes.

STEAMBOATS for Gothenburg and Christiania leave the anchorage off the Admiralty pier at 11.30 a.m., arriving at the quay of the former place at 5 a.m. the following day, whence they proceed to the latter at 7 a.m., arriving about 9 or 10 p.m. at Christiania.

Railways, see page 280. See also under Kiel.

Elsinore, or **Helsingœr.**—*Stat.* — Pop. 8,000. HOTELS:—NORDEN, ORESUND.

A town of some commercial importance and great historical interest, from its connection with the history of Shakspeare's Hamlet. Elsinore commands the passage of the Sound, and is opposite the Swedish town of Helsingborg (distance, 1¼ mile, in a direct line). The toll for passing the Sound was done away with in 1857. The **Sound** is completely frozen in winter. In summer the view from the Lighthouse is splendid when the Sound is animated by the passage of fleets of vessels. The Cathedral has some remarkable monuments: but the most interesting spot is the Gothic *Castle of Kronborg*, built 1574 and 1584, by Frederic II., but much modernised—with a chapel, picture gallery, and light-house, with fine view over Denmark and Sweden. Half an hour north-west of Kronborg is the royal castle of Marienborg, where some stones are described as *Hamlet's Tomb*. The ghost scene in Hamlet is placed on the battlements of Elsinore castle. George Third's unfortunate sister, Queen Matilda, was confined here for some years.

Steamers and Rail to Copenhagen. See page 280. The vessels also to and from Gothenburg and Copenhagen land and take in passengers here.

Steamer to Helsingborg daily at 6.45 and 11.30 a.m., & 6.15 p.m. Time ½ hour Fare, 48 & 40 skgs.

BRITISH VICE-CONSUL.—W. Lariham, Esq.

AMERICAN CONSUL—H. Bendell, Esq.

Kolding.—Pop. 4,000.

A walled town on the Little Belt, in North Jutland. The ruins of the Castle are worth visiting. Kolding lies on the road to Christiansfeldt and Hadersleben on the one hand and Middelfart and Odensee on the other.

Korsœr or **Corsœr.**—*Stat.*—Pop. 3,000.—HOTEL.—A good one, "Store Belt," clean, comfortable, and well supplied with viands; and one waiter speaks English. It adjoins the booking-office.

A seaport in Sjælland, or Seeland, on the Great Belt, opposite Nyborg. RAIL for Copenhagen in 3¾ hours; there are stoppages averaging from 10 to 15 minutes at Ringsted and Roeskilde. See page 280.

Moen.—An island, called the Switzerland of Denmark, between Zeeland and Falster; having a Lighthouse at the S. E. corner, with a limestone Cliff, called *Mœnsklint*, 500ft. high at one point. Population about 12,000. It can be reached from Wordingborg in Seeland. The steamers from Copenhagen to Kiel call at Wordingborg, and at the islands of Moen and Falster.

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Nyborg.—*Stat.*—Pop. 3,800.

A fortified sea-port on the east coast of Funen, on the Great Belt, having a citadel and docks.

English Vice-Consul, J. Krünse, Esq.

Conveyances.—Conveyances to Odensee and thence to Middelfart or Assens, on the Little Belt Ferry across the Great Belt to Korsoer; Railway thence to Roeskilde and Copenhagen.

Nykjobing, or Nyekioping.—*Stat.*—Pop. 3,210.

A pretty little town in Falster. The island of Moen can be visited from hence, *vid* Grönsund, in Falster, and thence by ferry. Rail to Copenhagen.

Odense.—*Stat.*—Pop. 7,000.

The capital of the island of Funen, containing a Gothic Cathedral, College, and two libraries. It stands on the Odense Fiord and Canal.

English Vice-Consul, E. Muus, Esq.

Conveyances to Assens, Middelfart and Nyborg.

Roeskilde.—*Stat.*—Pop. 4,650.

A town in Seeland, on the Ise-fiord, the ancient capital of Denmark, 20 miles W. by S. of Copenhagen, containing a gothic Cathedral, the Tombs of the Royal Family, a Castle, and an excellent library.

Conveyances.—Railway to Copenhagen.

Svendborg.—Pop. 5,540.

A town with Shipyards distilleries, &c., in the island of Fuhnen, well worthy of a visit. From this place the traveller can ferry over to the island of Thorseng, about half an English mile.

SCHLESWIG-HOLSTEIN.

A province of Prussia, in the south part of the Cimbrian Chersonese, north of the Elbe; composed of Schleswig (or Slesvig) mostly Danish-speaking, and Holstein mostly German; the two being divided by the Eyder. Pop. (1871) 995,875. Area 6,809 square miles, including the island of Alsen in the Little Belt and the Frisian islands in the North Sea. Surface flat and well cultivated, producing cattle, horses grain, butter, &c., much of which is exported to England. It was a Duchy belonging to Denmark previous to 1864, when, after the capture of the Dannewerke (or line of defence), Düppel &c., it was over-run by the Austro-Prussian forces, and was finally annexed to Prussia, 1866, along with the little duchy of Lauenburg.

Altona.—*Stat.*—Pop. (1871) 74,130.

The old capital of Holstein, seated on the north bank of the river Elbe, contiguous to Hamburg, which it was intended to rival, and is built on the side of a hill, which gives it the appearance of an amphitheatre, when viewed from the side of the river. The commerce both inland and foreign, is considerable. It is the terminus of the Schleswig-Holstein Railway, and is connected by it with Kiel, on the Baltic.

Tourists' baggage is scarcely examined by the Customs officers.

Conveyances.—Railway to Kiel in 3½ hours, p 164; *via* Hamburg to Berlin, see page 164.

Flensburg.—*Stat.*—Pop. 18,500.—Hotels.

Rasch's Hotel, much frequented by English.

Stadt Hamburg, a very well-conducted commercial house.

The seat of government, and chief town of the duchy of Schleswig; most beautifully situated on an arm of the Baltic, with a fine deep harbour. It has a considerable trade with the Baltic, Sweden, England, and West Indies.—19 oil mills, 2 corn mills, breweries, distilleries, sugar-refineries, iron-foundries, rope-works, &c., &c., and, especially since the introduction of English capital in the shape of railway, steam-ships, and gas-works, has become a place of great life.

Rail to Hamburgh, Rendsburg, Copenhagen.

Hadersleben.—*Stat.*—Pop. 9,000. Hotels:

Hotels:—"Höppners," clean, moderate, and most obliging. Over it is the following quaint inscription:—

"Straft Gott die Stadt mit gluth und Brand
Und stürzt in Zorn die Hallser nieder
So hallet seine Segen's Hand
Und Friederich's Huld die Schöner wieder.
1760."

A clean flourishing town, one of the most ancient in Schleswig; containing iron, bone-manure, and flax manufactories. Its church is interesting and ancient.

Husum.—Pop. 5,000.

A well-built town, in an extentensive cattle-feeding and agricultural district in Schleswig.

Railway three times a day to Rendsburg, Flensburg, and Tonning.

Kiel, in Holstein.—See Prussian section.

Rendsburg.—*Stat.*—Pop. 12,000.—Hotels:

Bergmann's Hotel, Stadt Hamburg and Lübeck, comfortable and good.

A fortified town of great importance during the late war, situated on the Eyder river, which forms the boundary between the duchies of Schleswig and Holstein. Here the Kiel Canal, connecting the North Sea through Eyder and Baltic Sea, begins. It has St. Mary's Church, an Arsenal, &c., and a good trade for small craft. Railway trains twice a day to Kiel and to Hamburg, and three times a day to Tonning, Husum, and Flensburg.

Schleswig—See Prussian section.

Tonning.—*Stat.*—Pop. 4,000.—Hotels:—

Jensen's Hotel, very comfortable, good wines, moderate charges.

A port on the Eyder, 11 miles from the North Sea, in Holstein, having a large shipping trade with England, in cattle, sheep, grain, oil cake, bones, &c. The export of horned beasts has, during the last few years, amounted to about 20,000 head per annum by the steam-ships of the General Steam Navigation company. This is likely to become an important place, on account of the new route to Copenhagen, &c.

English Vice-Consul, A. Zornsen, Esq.

Railway to Husum, Flensburg, and Rendsburg; and Steamers from Flensburg to Copenhagen in correspondence. See Alphabetical list.

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TURKEY.

Routes from London.—There are several routes to Constantinople, which offer peculiar attractions to the general traveller, particularly that *vid* Paris and Vienna, and thence down the Danube, to the Black Sea, and the Bosphorus. **Vienna to Constantinople,** in 96 hours. By rail, to Basiasch, Danube steamer to Rustchuck, rail to Varna, and Austrian Lloyds' Steamer to Constantinople; arriving at Constantinople Sunday, Tuesday, and Thursday; returning from Constantinople, Saturday, Monday, and Thursday, at 5 p.m. Or Austrian Lloyds' Steamer to Constantinople, arriving every Wednesday and Saturday morning; returning from Constantinople every Tuesday and Friday at 11 a.m., in 105 hours. Fare—1st Class, about £13. A new route has now been opened by **Odessa.** The Russian Steam Navigation Company's steamers leave Constantinople every Monday and Thursday at 4 p.m; returning Monday and Friday. The time occupied by this route is, from Constantinople, 6 days to London; 6 days to Paris; 5 days to Berlin; 4½ days to Moscow; 5 days to St. Petersburgh; 4 days to Vienna. The Company's Offices in Constantinople are at Mounhane; Baron Stogar, Local Director.

Passengers by the Danube in summer should be prepared with mosquito curtains. The route up the Danube against stream is in summer tedious. The routes *vis* Vienna and Trieste, and thence by the Austrian Lloyd's Steamers to Constantinople: or by the Rhine, Switzerland, Italy, and Malta, are very pleasant; but too fatguing and circuitous. The mere amateur tourist will find the **Paris and Marseilles route** agreeable and cheap.

Passengers by this route should time their arrival at Marseilles so as to catch one of the direct steamers plying between that port and Constantinople. Those steamers leave Marseilles every Saturday at 4 p.m., calling only at Messina and Piræus (Athens), and make the passage in about eight days; so that a traveller need not be longer than ten days on the road.

The various routes from London to Paris and Marseilles being fully specified elsewhere, we have only to add that the journey from London to Marseilles (890 miles) can now be accomplished in 32 hours.

Passengers may stop at Dover and Calais (or Folkestone and Boulogne), Paris and Lyons.

London to Constantinople, including railway to Marseilles, *vid* South Eastern Railway, 1st Class *vid* Calais, £20 11s.; *vid* Boulogne, £20 5s.; 2nd Class *vid* Calais, £14 18s.; 2nd Class *vid* Boulogne, £14 13s.

By way of Cologne, Magdeburg, Leipsic, Prague, Vienna, and Trieste, the expenses will be, 1st class, about £20; 2nd class, £13 10s.

An excellent line of steamers from **London for Constantinople,** fortnightly, calls at Gibraltar, Malta, Smyrna, and occasionally as Syra. Fares:—First cabin, £15; second, £10. Agents in London, A. Carnegie, Westcott, and Lawrence; at Constantinople, Keay and Donald, opposite Galata Custom House.

Steam from Liverpool.—Messrs. Burns & MacIver despatch steamers every ten days, calling at Gibraltar, Malta, and Syra. Fares, about £20. Passengers can take a ticket for the voyage out and home for £40, paying in addition, 5s. per day while staying at the different ports where the steamer calls, in case the passengers prefer living on board. This is of great advantage to invalids. The average passage to Constantinople and home, including stoppages at intermediate ports, is under six weeks. These steamers carry stewardesses. Agents at Constantinople, Messrs. C. & E. Grace 5 Rue Bikir Perchembé Bavari Galata.

Messrs. Papayanni Brothers' steamers run from Liverpool to Constantinople every ten days. Agents in Constantinople, Daniel Pappa & Co., 4, Halil Pacha Khan, Galata.

Messrs. Leyland & Co.'s steamers, from Liverpool to Constantinople, fortnightly. Agent at Constantinople, Edward Lafontaine, Manouk-Ogiou Khan, Kara Kieu.

All the steamers from England call at Gibraltar and Malta. Some of the London steamers call, before coming to Constantinople, at Smyrna. The average passage out is 17 days.

In addition to the regular Marseilles weekly mail steamers to Constantinople, the Russian Trade and Steam Navigation Co. have a steamer fortnightly. The steamers of the Fraissenet Company to and from Marseilles weekly (see advt.)

A fortnightly line of steamers from **Havre,** agent, Thomas Russell, near Galata Custom House. These steamers go to Odessa.

Messrs. Davids monthly steamers from **Antwerp**; agents, C. and E. Grace. A line of steamers from **Norway** and **Sweden**; agent, C. J. Reppen and Co., near Galata Custom House.

Austrian Lloyd's Steamers.—The Austrian Lloyd's steamers, for Trieste, calling at Syra and Corfu, leave Constantinople every Saturday, at 10 a.m., arriving on Thursday evening. Steamers for Trebizonde, calling at the Turkish ports on the Anatolian side of the Black Sea, leave Constantinople every Friday, at noon; Alexandria, Thursday; arrive in Constantinople on Wednesdays; calling at Gallipoli, Dardanelles, Tenedos, Mytelene, and Smyrna, every alternate Wednesday; and touching at Rhodes, Cyprus, Beyrout, and the Syrian ports. These steamers arrive in Constantinople on Mondays. For Salonico and Volo they leave Constantinople fortnightly, at noon, on Saturdays. For Lago and Cavallo—fortnightly, on Tuesdays, at noon. See Alphabetical List.

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Messageries Maritimes Steamers.—Marseilles—calling at Piræus and Messina, at the latter place receiving mails and passengers from Malta and Italy, arrive at Constantinople on Saturdays; leave at 6 p.m., (see advertisement). For Smyrna and Syria—three times a month from Constantinople, 3rd, 13th, and 23rd, arriving from Syria and Smyrna on the 1st 10th, and 20th. For the Danube—leaving Constantinople every Monday, at noon; this line is closed during the winter after the month of November. For Trebizonde—calling at the Turkish ports of the Anatolian side of the Black Sea, leaving Constantinople every Monday, at noon. For Salonica—calling at Gallipoli and the Dardanelles, every Friday, at noon.—See Alphabetical List. There are two lines of steamers from **Marseilles to Malta.** One of these is a direct line; the other touches at Genoa, Civita Vecchia, Naples, and Messina; and both are so arranged as to correspond at Malta with the packet proceeding indirectly to Constantinople. The departures take place weekly, and are very regular.

Egyptian (Khedive) Steam Navigation Co.'s Mail Steamers from Constantinople for Alexandria, calling at Gallipoli, Dardanelles, and Smyrna, every Wednesday at 4 p.m. English Steamers and Engineers.

The Russian Trade and Navigation Co.'s Steamers.—Leave Constantinople for Odessa every Monday and Thursday, at 4 p.m.; Taganrog, Kertch, and Caffa—leaving Constantinople on Mondays, at 4 p.m., from April to November. Sebastopol passengers proceed from Constantinople by the Odessa steamer, on Tuesday. Passengers for Salonica, Volo, Monte Santo—leave Constantinople fortnightly, on Thursdays, at 4 p.m. For Batoum and Poti—every Saturday at 3 p.m. For Smyrna, Caramania, Cyprus, the ports of Syria and Alexandria—leaving Constantinople fortnightly, on Tuesdays, at 4 p.m. For Marseilles—fortnightly, no fixed day. Mr. Henry Lamb despatches English steamers fortnightly to Odessa.

Triuacria, or Italian line, carrying Mails for Italy, leave for Messina and Italian ports every Saturday, arriving at Constantinople on Sundays.

From **Hull** and **Antwerp,** there is a fortnightly service of Steamers from Brownlow Marsden and Co., in connection with lines to Dunkirk, Hamburg, Rotterdam, Gothenburg, Dundee, Leith, Aberdeen, and Newcastle, Agents: Theodoridi and Co.. Rue Moumbare Galata.

Steamers from the north of England and **Glasgow:** agents: Keald, Mathwin and Co, Rue Quarantine Dawson and Co.. Swan Brothers, Keay and Donald.

Fevaid-i-Osmanie Steam Co. (Turkish.)—This Company has a weekly service between Constantinople and Trebizond, Varna, Salonica, the ports of the Sea of Marmora. The departures are being constantly changed. English steamers and engineers.

"A duty of 8 % is charged upon goods brought coastwise from one part in Turkey to another. If therefore the traveller buys carpets, &c., at Smyrna, and intends to go to Beyrout, he should despatch them by steamer to England from Smyrna; not take them with him to Beyrout, and there despatch them. There does not seem to be any system of landing goods. An export duty of 1 % is charged, unless one produces a paper from the seller, shewing that the duty (if the article comes from another country, as in the case of Persian carpets,) has been paid. Bakshoesh will often get over all difficulties, however."—G. H. (October, 1871.)

Travelling—Travellers careful of their health should recollect that the climate in summer changes from one extreme to another, and that the same day, even the same hour, may be intensely hot and cold. They should wear cotton shirts and flannel; their outer dress should be of light make and colour, as for India, but they should have some very warm and portable outer clothing, to provide against a sudden change of temperature. On coming here they should not adopt the fez, which exposes novices to a *coup de soleil*, but they should wear white hats or caps, of such a make as to shelter the head and keep it cool. It should be recollected that the climate of Constantinople, with its thin, pure, and exciting air, is salubrious, but also very dangerous, and that persons of a full habit, or those that are intemperate, are liable to acute diseases of an alarming character. Catching cold very frequently leads to bronchitis or pneumonia; intemperance produces dysentery.

Money.—The money in circulation consists of the copper piastre, (*Groosh,*) of 40 paras, and ½ and ditto. The silver coins are 30 paras, 1 and 2 piastres.—Turkish shilling and silver Mejidieh, (1 Turkish lira) =20 piastres The gold coins are the Turkish lira, ½ and ¼ do. The gold moneys of all European countries pass. The Ottoman Bank issues paper money of £5 T and upwards, which can be got in London. The Turkish lira passes for 100 piastres (18s.); the English Sovereign for 110 piastres; the Russian half imperial 93 piastres; the French Napoleon, and Italian 20 franc piece, for 88 piastres.

The coinage is easy to understand:—Pound, 18s.; Dollar, nearly 4s.; Shilling, nearly a shilling. Twopenny piece, little more than 2d.; Penny piece, 1d.; Halfpenny piece, ½d.; Farthing piece, ¼. The traveller should avoid bargaining in English money or francs; but bargain in Turkish currency which will generally save him 10 per cent. There is a debased currency called Vesillete in circulation. The Vesillete 5 piastres is equal to the Turkish shilling. Gold is generally at a premium.

Postal Regulations.—There are separate post offices established by the British, French, Austrian, Russian, Egyptian, and Greek governments. 1. The Turkish post office, which is situated in Stambool, only receiving letters and papers for Turkey.—2. The British post office at Galata despatches a weekly mail every Wednesday, *via* Marseilles for England, the British Colonies, China, the United States, South America, Spain and Portugal. The rate of postage to the United Kingdom is 2½d. for ½ oz.: letters can be registered on payment of an additional 4d. Newspapers are charged 1d. per 4 oz. Books and printed matter 1d. per 2 oz. The postage of ½ oz. letters, new spapers 1

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books to the United States is at the same rate. The receiving box is closed at 5 p.m. A money order department is attached to the British post office, and orders are issued on the United Kingdom, Alexandria, Malta, and Gibraltar. The rates to and from the United Kingdom are for £2 and under, 9d.; not exceeding £5, 1s. 6d; £5 and not exceeding £7, 2s. 3d.; £10, 3s.; no single order for more than £10 issued. Pattern of merchandise at the same rate as books. The Postes, Pera, despatches mails to France, the French Colonies, Italy, Belgium, North Europe, and the English mail, *via* Marseilles is due at Constantinople on Saturdays.—3. The French post office, near the French Embassy and Missirie's Hotel, every Wednesday, *via* Marseilles. Postage to France, ½ franc per½ oz.; Newspaper 12 centimes. The receiving box is closed at 4 p.m.; but letters can be posted on board the steamer, (England included) up to the time of sailing.—4. The Austrian post-office is situated opposite the French office; mails are despatched for all parts of Europe, including the United Kingdom, *via* Trieste, e every Saturday morning, at 10 a.m. The receiving box closes at 8 a.m.; but letters can be posted on board the steamer up to the hour of departure. During the season, from March to November, mails are despatched for all parts of Europe, including England, by the Varna route every Saturday, Monday, and Thursday; Postage, 2½d per half ounce; may be posted up to four o'clock p.m., at the English, Austrian, and North German post-offices, arriving in Constantinople Sunday, Tuesday, and Thursday. Greek mails despatched by French mail steamers. 5. An Austrian overland post is despatched every Wednesday, at 6 p.m., and for Gallipoli, Dardanelles, Mytelline, Smyrna, Scio, the Syrian ports, and Alexandria, on Wednesday, at 4 p.m., returning to Constantinople on Mondays. A French mail is despatched for the same ports, except Alexandria, on the 3rd, 13th, and 23rd of each month, postage 40 centimes per ½ oz., arriving in Constantinople on the 1st, 10th, and 20th.—6. The Russian post-office is situated in the Consulate, Grand Rue de Pera; mails are despatched by all the Russian steamers, except those proceeding to Marseilles and London. —7. The Greek post-office is at Moomhaneh, Kapoo; mails are despatched from this office by the Greek Company's steamers.—8. North German post-office, Rue Tschoukour Djouma.—9. Italian post-office behind the French. The French Messageries and Austrian Lloyds steamers convey mails to all the ports they visit, and also for Jerusalem, *via* Jaffa. The Turkey in Europe posts are despatched from the Imperial post office, every Monday evening at sunset; the Asiatic posts on Wednesdays. Letters must be prepaid. Registered letters charged double. Remittances in specie are transmitted by the different posts, and the amount insured at the Central Office. The Turkey in Europe posts are due at Stamboul on Sundays, and the Asiatic ones on Tuesdays. A local post has been established, the delivery extending to the various villages on the Bosphorus, the islands, and the vicinity of the capital; Postage, one piastre per half ounce. A Turkish steamer with a mail for Brousa, is despatched for Moodamah and Ghemlek, on Tuesdays and Fridays, returning on alternate days. The Ismidt Steamer is despatched every morning at 8 a.m., arriving in Constantinople in the afternoon.

Railways.—Roumelian Line. Stamboul to Adrianople, Philippolis, and Bellova, opened June 1, 1873: 300 miles long. Pandek and Ghibzeh section of the Scutari and Ismidt Line, in Asia Minor; 12 miles; opened January, 1873. Extensions in 1874 include lines from Saloniki to Uschkah, in Europe; and Kassaba to Alasschehr, in Asia.

Telegraph Service.—Telegraph communication is open between Constantinople and all parts of Europe, the Ottoman Empire, Persia, and India. Telegrams for London are charged 11 francs; to all other parts of the United Kingdom, 12 francs; Belgium, 8 fr.; Denmark, 8 fr. 50 c.; Egypt *via* Syria, 20 fr.; France, 10 fr.; Germany, 7 fr.; Greece, 4 fr.; Italy *via* Avlona, 7 fr.; *via* Nissa, 10 fr.; Moldo-Wallachia, 5 fr.; Norway, 13 fr. 50 c.; Portugal, 13 fr. 50 c.; Russia in Europe, 9 fr.; in Asia, 12 fr.; Servia, 4 fr.; Sweden, 11 fr. 50 c.; Switzerland, 8 fr. 56 c.; Malta *via* Avlona, 22 fr.; Tunis and Algiers, 19 fr. To India, 48 f. 50 c.; 50 f and 63 f, according to distance. To Boston and New York (for 10 words, 5 allowed for address), 94 f. 50 c.; extra rates for further parts of the United States. The same rates are charged from the different countries. Messages may be sent in English, French, German, and Italian. Cypher messages pay a double tax

TELEGRAPH AGENCIES.—Reuter's, No. 11, Rue Tom-Tom. Bordeario's, Rue du Journal. Pangalo's, 19, Rue Hendek, Pera.

Dardanelles.—With the exception of one or two stoppages at the entrance of the Straits, there is very little to interest the tourist in the scenery through the Dardanelles. The shores are a succession of low hills, bare and monotonous, presenting no novelty to excite attention until the steamer reaches the now important town of Gallipoli, situated on the European side of the strait. A short distance beyond this the Dardanelles gradually enlarge until the steamer enters the Sea of Marmora, when the tourist will obtain his distant but first sight of Constantinople, situated on a tongue of land running into the sea. On the right are the Prince's Islands.

Bosphorus.—As the steamer dashes on apparently with increased speed at the sight of the Queen of the East, the white buildings and minarets glittering in the sun are seen more distinctly, until the traveller distinguishes the celebrated mosque of Santa Sophia, the Sultan's palace, the entrance to the Bosphorus, and then the steamer suddenly turns a jutting point of land called the Seraglio Point, and glides at half speed into the Golden Horn, or splendid harbour of Constantinople. At this moment, if the weather be fine and clear, the gorgeous panorama that opens to the view of the voyager is one of the

sea-views, the *coup d'œil* of the Golden Horn will elicit unqualified admiration. It is a bay or amphitheatre, surrounded by hills which are covered with buildings, domes, minarets, and fairy-palaces, down to the water's edge; those on the summits being intermingled with the foliage of cypress groves, and those on the shores appearing through the floating panorama of a thousand vessels in the harbour: ships, steamers, feluccas, and myriads of caïques, skimming in all directions. Added to which a clear blue sky, equally blue water, and a brilliant sun shining over the whole prospect, produces one of the most magnificent views in the world. The landing takes place in the Turkish Wapping, from which the handsome Frank quarter of Pera is reached.

On arriving in the Bosphorus the best mode of landing is in one of the large boats, not a caïque; the latter are exceedingly difficult to enter, particularly for ladies. Passengers' luggage has to be landed at the Galata custom-house. Passengers by the Marseilles steamers land at the French custom-house, attached to the offices of the Messageries Imperiales. Commissionaires from the different hotels are always on board the steamers on their arrival. The stranger should determine on the hotel he intends to stop at previous to landing, and inquire for the commissionaire of the hotel; who will render him what assistance he may require in landing his luggage, passing through the custom house, and engaging hamals to carry it. The Galata custom house is troublesome, but with a little civility and abstention from bullying, the passenger gets through with mere tumbling of his luggage. No stranger should try to land without a commissionaire to look to the customs and his luggage. A great improvement has taken place of late in the management of the hotels in Constantinople. The traveller will now find every attention paid to his comfort. The system is to charge so much per day for room, breakfast, and dinner; the price ranges from 12 to 17 francs; in addition there are in general, some extras which the traveller ought to ascertain on arrival. His merely saying the word is quite enough.

Persons residing in lodgings will find it best to take their meals at a *restaurant*, of which Pera has several; the prices charged are reasonable, and the *cuisine* in the greater number French, Italian, or Levantine.

Reigning Sultan.—Abdul Aziz, born 1830; succeeded 1861. **Population** of Turkey in Europe and Asia 40 millions, to 1,860,000 square miles **Army**, 922,000, **Navy**, 165 vessels (115 being steamers), with 2,090 guns. **Revenue** about 18½ millions sterling. **Debt**, 160 millions. Imports and Exports from and to England, 5½ and 3½ millions respectively.

Constantinople.—Pop. 600,000 to 1,000,000? (*With Map in Special Edition.*)

The immense increase which has taken place in the number of visitors to this capital, renders the present hotel accommodation totally inadequate; A grand hotel on the scale of the large establishments in London and Paris is shortly to be commenced. A special firman having been obtained from the Sultan, parties embarking in this enterprise will find a very handsome return for their investment.

HOTELS.—Hotel d'Angleterre, under the direction of M. J. Missirie under whose skilful management the tariffs have been carefully readjusted, and the comfort and convenience of the various classes of travellers carefully attended to; travellers are advised to telegraph for rooms. Hotel d'Angleterre at Therapia, by Petala; Hotel de Byzance, Rue de Pera, spoken of as excellent; Hotel de France Petits Champs, Pera, a quiet respectable house; Hotel de Pesth, Grand Rue, Pera; Hotel de l'Europe, Rue Dervich, and at Buyukdéré; Hotel des Etrangers, Grand Rue de Pera; Hotel de Paris, Rue Yeni Tcharsi; Hotel d'Amerique, Grand Rue de Pera; Hotel Luxembourg, Grand Rue Pera. Lodgings are numerous, and cheaper than hotels. Stone houses preferable, because safer in the frequent fires.

RESTAURANTS—Luxembourg, déjeûner, 3fr. 50c.; dinner, 4 fr. 50 c. Boarn's, Hotel des Etrangers; Amerique; St. Petersburg; opposite Russian Embassy, Jardin de Téké.

IN GALATA:—Chamber of Commerce, Rue Omar; Arnold's, Rue Tchesme; Perchembé Bazar, vis-a-vis Hanson & Co., Bankers; Bowley's, Rue Quarantine. Vogel (German beer), Rue Voivode, next to Omnibus station; Tobias, (German), Rue Voivode; Babylon, near Custom House; Phœnix, Main Street.

CAFES.—PERA—Valauri's; Lebas; Couronne de Fer; Luxembourg; Louvre.

CAFE CHANTANTS, PERA.—Concordia Gardens; Palais de Cristal; Flaunns; Croissant; Take Gardens. At the Municipal Gardens, Taxim, there is a Musical Promenade during the summer season.

GERMAN BEER HOUSES, PERA.—The Den, and Otto's, Rue de Pestes.

THEATRES.—Theatre Francais: comedies and vaudevilles four times a-week. Armenian Theatre: representations in Turkish and Armenian. There is at present no Italian opera in Pera, the theatre having been destroyed in the great fire of 1871. A new building is about to be erected.

DRAGOMANS or CICERONI.—Paid 7 francs a-day; mostly very ignorant, but necessary. Visitors should employ only those attached to the hotels. In making purchases, be on your guard.

CAIQUES—By water in the Caiques is the most delightful and easy way. The Caiques or the steamers will take you almost anywhere. They are the Bosphorus gondolas, elegant light skiffs, unsteady as a wager boat. Follow the directions of the caiquedji, and sit quiet at the bottom of the boat. The caiquedjis are a manly, hardy race of boatmen. Charges vary. Top-Hanè to Scutari, if several are in one party, 2 piastres. If alone, 10 piastres, and 4 or 5 for a row in the harbour. If you go a considerable distance, fix the price first. Fares vary according to distance, and number of rowers. A caique with 2 or 3 rowers, 80 or 100 piastres (16 to 23 francs), to Buyukdere (takes the day).

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Tramways.—On both sides of the Golden Horn there are now well arranged lines of Tramways, opened in 1872. On the Stamboul side the lines run from the Karakieu bridge, passing a considerable distance to Ak-Serai and Ou-Capou. On the Galata side, from the second bridge in the Inner Horn, Asap-Capou, running along the main street of Galata. Tophanah, Cabatash, passing beside the Sultan's palace at Dolma Bakteh, through the village of Bechiktash to Ortakieu, a distance of about 4 miles; the fare for the entire distance 3 piasters.

Omnibuses.—Well appointed Omnibuses belonging to the Tramway Company now run on both sides of the Golden Horn. In Stamboul from Karakieu bridge, to the beautiful Turkish suburb of Eyoub. In Galata, every five minutes from the Rue Voivode, in the immediate vicinity of the main street of Galata, running a distance of 5 kilometres, passing by the Petit Champs of Pera, the Grand Rue, Pera, the Taxim, Pancaldi, by the Protestant and Catholic Cemeteries, and Tchili; the fare is 2 piastres.

Carriages.—The Tramway Company has further supplied the wants of the public with a large number of well appointed Carriages for hire, which leave nothing to desire. Fares—a course, either in Stamboul or the Galata side of the Golden Horn, a quarter of a medijieh, (about 11 pence), and half a medijieh per hour.

The introduction of these very great improvements has been attended with the most extraordinary success. The traffic for the Tramways, Omnibuses, and the Carriages has far exceeded the expectations of the parties who have carried out the affair. The circulation of all classes of the Turkish population is immense, and the Company, although it has now been working but a short time, finds great difficulty in providing an adequate supply of vehicles, notwithstanding the large additions they are receiving from Vienna. The Tramway Company has been the greatest financial success of any undertaking ever brought out in Constantinople, and to those who have had any experience of the great inconvenience the population was subjected to before, from the difficulty of getting about, except on foot and horseback, and this not always easy even for persons who could manage to use such means of locomotion, it will be easily understood what a marvellous change there is for the better. Travellers will no longer have to complain that carriages are uncomfortable and expensive, and as Constantinople is now placed in so satisfactory a position, we may look forward to all other needful improvements following as a matter of course.

Railways.—(See Time Table, page 218.) The Adrianople station is in Stamboul, near the Karakieu bridge. Scutari and Ismidt, on the Asiatic side at Scutari, from whence there is a steam ferry conveying passengers, carriages, horses, &c. Omnibuses and carriages at Scutari.

Steamers.—From the Golden Horn for Scutari, every half hour, 15 min., 1 piastre. There are 16 departures from the bridge daily, mounting the Bosphorus on the European side, in addition to 12 to the shorter station of Arnoutkeiu, and 8 on the Asiatic side. The descents from Buyukderé (Europe), and Beicos (Asia), being the same number. Travellers are recommended to take the steamers going either side, and return by the other; they will thus have the best opportunity of seeing the unrivalled beauties of the Bosphorus. Mounting by the European side, after clearing the crowded shipping of the Golden Horn, the steamer passes the Imperial Gun Factory of Tophanah, and soon after the magnificent Palace of Dolma Bakteh, within a short distance of which comes the recently erected Palace of Tcheriglan. At the landing place at Ortakiero, is a very beautiful mosque, the proportions of which are very striking. The steamer keeping close in shore, next passes the column of the celebrated Barbarossa. Leaving the next stopping place Arnoutkieu, the extraordinary force of the current, running here at the rate of 5 knots, will be noticed. Next comes the picturesque Bay of Bebek, the residence of a number of English and other European families. Immediately afterwards is reached as a conspicuous object the splendidly placed American College, on the heights of Roumelie-Hissar. This admirable institution, founded by a philanthropical American, Mr. Roeert, of New York, has been now opened for a few years, under the presidency of the Rev. Dr. Hamlin, assisted by an able body of professors from the United States, a sound general education is given. The greater proportion of the students, of whom there are about 150 are chiefly Bulgarians, and the college has already exercised, and is likely to continue to have a remarkable influence over this community.

The kiosks and residences of the Pashas, the retreats of opulence, line these favoured shores, and these dwellings succeed each other quite as numerously as the houses on the road from Hyde Park corner to Hammersmith, and at places such as Therapia and Buyukderé, they are dense enough to form large villages, provided with hotels, shops, cafés, and lodging-houses. The waters abound in fish, and droves of porpoises and dolphins disport in myriads on the surface of the Bosphorus, splashing and playing about in the plenitude of their strength and security, till a sword fish takes a dig at them, and sets them off curvetting and snorting like sea-horses. The shores of the Bosphorus are enlivened by the innumerable wicked-looking felucca-rigged craft, darting by in all directions, and manned by wild, swarthy looking men, reminding one of Greek pirates, &c.

The prettiest spot to land at is a little village on the Asiatic side of the stream, above Therapia and Buyukderé, at the bend of the Bosphorus. From the summit of the hill above this village there is a fine view of the opposite or European shores of the Bosphorus, and even of the Black Sea, whence

"'Tis a grand sight, from off the Giant's Grave,
To watch the progress of those rolling seas
Between the Bosphorus, as they lash and lave
Europe and Asia."—Byron.

The return to Constantinople down the Bosphorus is delightful, going with the stream, and keeping close to the Asiatic side—glowing with all the purple glories of an Eastern sunset—the prospect

most enchanting the whole distance to the angle of the Golden Horn, and the landing-place of Tophana.

EXCURSION TO THE BOSPHORUS.—Every visitor from England who does not object to the great fatigue, will, no doubt, enjoy a sail up this celebrated strait, in one of the pretty little caïques, rowed by a couple of stout Turks. These men row very well and the trip is exceedingly pleasant. Or the excursion may be performed by the steamer. No voyager or artist has yet done justice to the beautiful scenery of the Bosphorus. The rounded outlines of the hills, the light rich green of the vegetation, the luxuriance of tree and flower and herbage, resemble the banks of Killarney or Windermere. For thirteen miles, the waters escaping from the Black Sea, now compressed by swelling hillocks to a breadth of little more than a mile, then expanding into sheets of four times that space across from shore to shore, rush along in a flood of dark blue, like the Rhone as it issues from the lake of Geneva, till they mingle with the sea of Marmora; passing in their course by a succession of wood and dale, ravine and hill side covered with the most profuse carpeting of leaf and blade; while kiosk and pleasure grounds, bastions and loopholed curtains, gay gardens, villas, mosques, and noble mansions, stud the banks in unbroken lines, from the very foot of the forts which command the entrance up to the crowning glory of the scene, where the Imperial city of Constantine, rises in many coloured terraces from the verge of the Golden Horn.

The hills strike abruptly upwards to a height varying from 200 to 600 feet, and are bounded at the foot by a line of quays, which run along the European side from Pera to Buyukderé, about five miles from the Black Sea almost uninterruptedly. These quays are very numerous on the Asiatic side also. The villages by the water side are so close together, that Pera may be said to extend from Tophana to the forts beyond Buyukdere. All along the water's edge there are a succession of villas and palaces, and small kiosks, which remind the traveller of an Italian lake—Como or Orta. There are several palaces belonging to the Sultan, situated on such eminences as one sees on the Rhine or the Moselle, wherever a beautiful view is to be commanded. In the absence of all artistic impressions, the Turks are great admirers of nature. Fields and forests, blue water and skies, sunny air and bright flower gardens, are the great sources of their happiness. The state of listless dreaming into which the contemplation of these objects throws them they call *kef*. These little kiosks, dedicated to the idlest inactivity of mind and body, are perched about the hills of the Bosphorus, and there the Turk dreams away his leisure time, drinking in the bright and lovely prospect around him, with only the bubbling of the narghilè to assist rather than intrude upon his contemplation.

Roumelie-Hissar is the narrowest part of the Bosphorus, and the submarine cable from Europe to Asia is laid here. The old Turkish fortifications are worth noticing. Shortly after the truly princely residence of the Khédivé of Egypt, at Enghiari, is reached; among extensive and exquisitely laid out gardens, which are unequalled on the Bosphorus. The steamer next touches at Yenikieu, and then at Therapia, the summer residence of a number of leading families. The English embassy, situated close to the water side, is a very unsightly structure, not only bad in design, but erected with a recklessness of expense that is anything but creditable to our Board of Works. Beside the English Embassy is the quieter looking residence of the French Ambassador. At THERAPIA there are two excellent hotels—Hotel d'Angleterre, kept by Mrs. Petalis, an Englishwoman; and the Hotel des Ambassadeurs. The scenery about Therapia is very lovely. The steamer in a few minutes crosses the bay to BUYUKDERE a large and populous village, in every respect a most enjoyable summer residence, so far as purity of air, magnificent scenery, and all that can make life agreeable are to be had. The traveller is recommended to spend a night, or, if possible, a little more time, here. There are three Hotels at Buyukdéré: Lafleuses, surrounded by an extensive garden, bath-(recommended), Hotel Bella Vista, and Hotel de l'Europe, near the landing-stage. There are many objects of interest about the place.

At the end of the bay is the celebrated plain where the Crusaders encamped under Godfrey de Bouillon. The immense plantain trees on the plain are very remarkable. Belgrade forest, celebrated by Lady Mary Wortley Montagu in her *Letters*, is near Buyukdéré and there is an excellent macadamised road to it, which passes the viaduct that conveys the very insufficient water supply to Pera from the bends at Belgrade. At Buyukdéré there is a very fine promenade along the water side, on which is situated the Russian Summer Embassy, and the handsome residences of the wealthy bankers and government functionaries of the capital. A band plays on the promenade during the evening; there is also a public garden. From Buyukdéré agreeable excursions may be made to the Giant's Mountain on the opposite side, commanding a splendid view, and to the Black Sea, a few miles distant.

Leaving Buyukdéré travellers can cross by steamer to BEICOS, and descend the Bosphorus by the Asiatic side. In the immediate vicinity of Beicos will be noticed the celebrated valley of Unkiar-Iskelessi, and the charming kiosk, built of marble, presented by Mehemet Ali, Viceroy of Egypt, to the late Sultan. The view from the kiosk is one of the best on the Bosphorus. The steamer keeps close in shore, affording an opportunity of a close view of the beautiful gardens and residences built close on the water. Passing Pashabaktche and Canlija, where the Yalis (summer residences) of some of the principal Pashas are situate, we arrive at Anatolie-Hissar, opposite to Roumelie-Hissar, where there are also the remains of old Turkish fortifications. After this is noticed a handsome white marble imperial kiosk at the head of the valley of the sweet waters of Asia—a favourite promenade of the Turkish ladies on Fridays (the Turkish Sunday). The next calling place is Candili, the residence of the numerous Hanson family, the English bankers, and

her English families. Coasting along by Vani-
ou, Tchenghelkeui, the Sultan's palace of Bey-
rbey is reached—an object of such attractive-
ess as cannot fail to leave a very strong impres-
on on the beholder. The palace and grounds
rm a *tout ensemble* which must be seen to be
ble to form any conception of their beauty.
he last calling place is at Cuscoundjouk; the
eamer then passing Scutari crosses to the
olden Horn, where the journey terminates at
arakieu Bridge. The time occupied in either
ounting or descending the Bosphorus may be
lculated, including stoppages, at 2 hours; fare
ther way, 5 piastres.

HORSES to be had in all parts of Pera, Galata,
amboul, and at all the villages on the Bosphorus.

FIRMAN FOR THE MOSQUES, SERAI, &c.—The best
ay is to apply direct to the Turkish Home Office
Stamboul. It costs 23 fr. for one person, and
bout 36 fr. for four. Some of the Mosques may
e seen without firmans. Only take off your
oes on entering.

Dancing Dervishes to be seen Sundays, at their
onvent of Kassem Pacha. Shouting Dervishes,
hursdays, at Scutari. Great assembly of Musul-
ans at the Eaux Douces (Kiahat-Hanè), Friday
fternoons, spring and summer.

NEWS-ROOMS.—The British Literary & Scientific
nstitution, Pera, has an excellent Library and
News-room, which is supplied with English and
ocal newspapers and periodicals; lectures are de-
livered weekly during the winter. A chess-club is
eld in the Institution. The rooms are open from
a.m., to 10 p.m.; strangers are admitted during
heir stay on the introduction of a member.

NEWSPAPERS.—*The Levant Herald*, an English
Newspaper, published every day in English and
French, with a Special English Edition for trans-
mission to Europe on Wednesdays. Office, 468,
Grand Rue Pera, next door to Hotel d'Angleterre.
The second English paper, *The Levant Times and
Shipping Gazette*, is published daily at Ipsick Khan,
Perchembé Bazar Galata, and has a very large
circulation. *La Turquie*, the official paper, is pub-
lished in French every evening. Newspapers are
also published in Turkish, Armenian, Greek,
French, Bulgarian, Arabic, Hebro-Spanish.

PLACES OF WORSHIP.—The English Embassy
Chapel; the Rev. C. B. Gribble, chaplain. Service
every Sunday at 11 a.m. and 3 p.m. Christchurch
Memorial Church, Pera), a handsome edifice behind
the Hotel d'Angleterre; open for divine service
every Sunday: in English, at 11 a.m. & 7.30 p.m.;
in French, at 3 p.m. Weekly communion; cele-
bration on first and third Sundays of every month,
8.30 a.m., on the other Sundays, 12. Daily prayers,
10 a.m. The fittings of the church are still
incomplete, and help is urgently required. Chap-
lain of Christchurch, and agent for the Society
for the Propagation of the Gospel in Foreign Parts,
Rev. Charles G. Curtis, M.A. Protestant service is
also held in the chapels attached to the Prussian,
Dutch, and Swedish Legations; Rev. A. Millengen,
M.A., in the chapel of the Dutch embassy. At
HASKENE, suburb, English Episcopal service is
celebrated in English every Sunday, at 3 p.m.
There is a Church of England at ORTAKEUE, a
village on the Bosphorus; and during the summer
there is Episcopal service at THERAPIA every Sun-
day. At Bebek on the Bosphorus, the American
Missionaries have service every Sunday in the Cha-
pel attached to their Educational Establishment.
There are numerous Roman Catholic Churches in
Constantinople and its environs; the principal
ones are St. Peter's and George, Galata; and Saints
Anthony, Mary, and Louis, Pera. The Jews have
several Synagogues in different quarters, and there
are a large number of Greek and Armenian
churches.

At Haskene, there is service every Sunday fore-
noon at 11, in the Lecture Hall in the British Lit-
erary Institution, according to the Established
Church of Scotland; Minister, the Rev. W. Brown.
This is a suburb on the E. side of the Golden Horn,
where several hundred English and Scotch arti-
sans are employed in the dock-yard.

ENGLISH AMBASSADOR—Rt. Hon. Sir H. Elliot.

SECRETARY OF LEGATION—J. N. Jocelyn, Esq.

CONSUL-GENERAL AND JUDGE OF SUPREME CON-
SULAR COURT OF THE LEVANT—Sir Philip Francis.

AMERICAN MINISTER—His Ex. G. H. Boker.

AMERICAN CON.-GENERAL—J. H. Goodenow, Esq.

PASSPORTS for Europe and Greece may be *viséd*
at the Legations or Consulates preparatory to re-
ceiving the *visé* of the countries to be visited.
Travellers designing to travel in the interior of
Turkey require a Firman or Teskereh, either of
which can be obtained on application to the Lega-
tions or Consulates.

BANKERS.—The Imperial Bank of Turkey, Rue
de la Banque, Perahembé Bazar. C. L. Hanson
& Co., Perahembé Bazar.

ENGLISH PHYSICIANS.—Doctors Hoyland Sarell,
Dickson, and Temple, Millingen and Werry.

ENGLISH DENTIST.—Dr. H. K. Burton, 2, Rue
Galvany, Pera.

John Patterson, M.D., Surgeon-Superintendent,
British Seamens Hospital, Galata

BARRISTERS.—Knight, Abbott, Pears.

SOLICITORS.—G. H. Clifton, Ed. Allan, Harvey
and Co.

BOOKSELLERS.—C. Roth, Passage Hazzopardi
Pera.

Constantinople or Stamboul, the city of the
Grand Signor, stands on the Western shore of the
Thracian Bosphorus, and its situation is equally re-
markable for beauty and security. A gently de-
clining promontory, secured by narrow seas, at the
S.E. corner of Europe, stretches out to meet the
continent of Asia, from which it is separated by so
narrow a strait that in a quarter of an hour a boat
can row from one continent to the other. This chan-
nel, which is called the Bosphorus, running about
20 miles from the Black Sea, looks like a stately
river, until it sweeps by the angle of Constantino-
ple, and enters the Sea of Marmora. But just
before it is lost in that sea it makes a deep elbow
to the right, flowing between the triangle of Con-
stantinople Proper, and its suburbs of Galata and
Pera, and forming the port the Golden Horn. At
this corner of Thrace, the Megarian leader, Byzas
planted the City of *Byzantium*, about 660-70 B.C.
It was taken by the Romans A.D. 73; and here
Constantine fixed the Eastern Seat of the Roma-

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Empire in 330, calling it *Constantinopolis*, the City of Constantine, of which the Orientals make Stamboul. "Room or Rome" is also a popular name for it to this day; and the province in which it stands is *Roumeli*. The line of Greek Emperors terminated with its capture by the Turks, under Mahomet II, 1453, after 53 days' siege.

Stamboul, like its prototype, is said to be built on seven hills, which appear to rise above one another in beautiful succession. The ridge of the first hill is occupied by the Seraglio, behind which, a little on the reverse of the hill, the dome of Santa Sophia can be seen. The second hill is crowned by the mosque of the Osmanieh, whose dome is strikingly bold and lofty. The still grander mosque of Soliman the Magnificent, towers on the third hill; whilst an ancient Aqueduct, whose bold arches have the happiest effect, unites the summits of the third and fourth hills. All these, intermingled with houses painted of different colours, the gilded domes, and the elegant and slender minarets crowned by the shining Crescent, impress the beholder with a high idea of the magnificence and splendour of Constantinople. Its situation upon these hills is not only the cause of its beauty, but of its salubrity, as it catches all the pleasant breezes from the Bosphorus, the Marmora, and adjoining plains of Thrace. It occupies the whole of a triangle, whose outline is fringed by old walls flanked by towers. Those on the side of the Sea of Marmora, and in some parts of the Golden Horn, have entirely disappeared. But on the land side there is a treble line of formidable ancient walls Much of Stamboul was burnt in 1865, and is now being laid out with wide roads and streets.

Galata lies on the water-side, and is the chief business quarter for European merchants, who are confounded under the general name of Franks. It resembles the very worst part of Wapping and other sea-faring purlieus on the banks of our own capital, and contains many bad characters, male and female. The steep street up the hill leads to

Pera, which is situated immediately above Galata, and stretches for more than two miles along the summit of a lofty hill. Pera has long been appropriated for the residence of the *Corps Diplomatiques* from the different nations of Europe, who have each of them a palace here. It is also the residence of the most wealthy merchants, and is only poorly built and lighted with gas In June, 1871, a tremendous conflagration destroyed the greatest part of Pera, upwards of 6000 houses were burned down, including the British Embassy, which being considered fire-proof, no precautionary measures were taken, and the building soon fell a prey to the devouring element. It is to be hoped, as the building is being restored, a proper fire-proof roof will be placed on the edifice. The general re-building of Pera is now going on. Stone and brick dwellings are taking the place of the former easily-ignited wooden shops and houses. It is, however, much to be regretted that no attempt has been made to lay out the streets in an improved manner. The greater part of the Grande Rue, Pera is so wretchedly narrow that two carriages can only pass with difficulty, and at only a walking pace, while the foot passengers scramble on by the wall as best they can—in some places hustled about by loaded porters and strings of pack-horses and donkeys carrying all kinds of building materials.

Pera is well supplied with *Shops* where the traveller can procure anything he may require. Among those which can be recommended are George Laurie, Tailor to H R.H. the Prince of Wales, in the Grande Rue, Pera. At the English shops of Hayden and Streeter, G. Baker, Hadley and R. Williams all descriptions of drapery goods can be had at reasonable prices. Mesdames Costello and Dalton have a well-supplied millinery establishment next the Derviches, in the Tê é At Galata, H. Arnold A Stampo, N. Carnano have well-stocked stores of British comestibles and drinkables. Minassian's American store, in the same quarter, has a large variety of articles from the United States. There are several booksellers, and some first-rate Photographic establishments in Pera. That of Abdullah Frères is considered the most perfect in existence. The visitor can supply himself at several shops with excellent views of the Bosphorus and environs of the capital.

Sights.—The following brief catalogue of the sights of the capital, and directions how they may be most economically seen in point of time, will be of assistance to tourists.

The first thing will be to hire a *valet de place*, interpreter, or dragoman. These men, however, are very ignorant and impudent, and cannot be relied upon, except they are recommended by the Hotels. As the seraglio, the principal mosques and bazaars are situated in the city of Constantinople, the traveller must descend the hill from Pera to Galata, and thence over the bridge of boats across the Golden Horn to Stamboul. The scene on this bridge defies description, from the strange combination of magnificent views with the extraordinary oriental crowd passing over the bridge jumbled together.

On one day, travellers can visit the Bazaars and Hippodrome, and ascend the tower of the Serashier, or ride on horseback round the walls of the city. In the latter case they may procure good horses and carriages in Pera, or they can obtain horses at the extremities of the bridges. They should ride to the Mosque of Eyoob, and visit its fine tombs; taking care not to attempt to enter the Mosque, which is of such superior sanctity in the eyes of the Mussulman population, as to close it against Christians. The view of the Golden Horn from the Hill above Eyoob, is extremely beautiful. After this, the excursion round the city walls, as the Seven Towers is very interesting, and near the latter the Greek Church of Bayaklise is worthy of a visit.

On another day a visit may be made to the old Seraglio, the Mint, and the Ancient Costumes of the Janissaries. This can only be done by Firman, to obtain which from an Embassy is a great expense and trouble. A party is made up at the hotels once a-week, at an expense varying according to season and bargaining from 10 francs to

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25 francs. On visiting St. Sophia, and other places of a similar description, the visitor must take off his outer boots and walk in slippers, which he ought to bring with him, or the dragoman will charge him two francs; no Turkish gentleman or decent person enters any house with dirty boots, or without taking off his galoshes or outer shoes. The Firman admits to the Seraglio and the Imperial Mosques.

The *Bosphorus* is a chief point of attraction of Constantinople. It is best seen in an excursion up it in a steamer or caique; a good caique with three pair of oars will hold four persons comfortably, and will row to Buyukdéré in favourable weather, in two and a half to three hours. In a larger boat, such as an Island caique, a party of travellers may go into the Black Sea as far as the Cyanian Rocks. Returning, they may land at the Sultan's Valley, (Unkiar Skelessi, which gives name to the Russian Treaty of 1833), on the Asiatic shore, drive up in a carriage, ride on horseback, or make a foot excursion to the summit of the Giant's Mountain, whence there is a splendid view of the Black Sea and Bosphorus. At Therapia and Buyukdéré there are excellent Hotels. At the first named the Hotel d'Angleterre; and at the latter, Lapierre's, where the traveller is recommended to pass a night, returning by steamer (leaving every hour) in the morning.

After an early breakfast, travellers may cross over to Scutari, in a steamer from the bridge, or take a caique with two pair of oars at Tophaneh. At the wharf where they land they will find Arabas (carriages) and horses for an excursion through a part of the great Turkish Cemetery to the summit of Bulgarlu, whence is a magnificent view of Constantinople. At one o'clock the Ruffayee (Howling) Dervishes hold a service in their convent, which is very desirable to see. A walk to the Great Barracks of the Sultan Selim affords a view of its vicinity. These Barracks are interesting from their connection with the name of Florence Nightingale, who superintended the Hospital, to which purpose the building was appropriated during the Crimean War. Immediately adjoining the Barracks the English Military Cemetery is situated, where upwards of 8000 of our countrymen are interred. Baron Marochetti's memorial column looks like a great chimney.

On Friday, the Sultan, as Caliph of the Mussulman world, attends Mosque at noonday. Information respecting the Mosque which his Majesty deigns visiting, can be procured in the morning of a policeman, or at the hotel. After witnessing the passage of the *cortège* which accompanies the Sultan, a visit may be made to the neighbourhood of the Heavenly Waters (*Gewk Soo*) of Asia, where generally from 1st July to 30th October, there is a large concourse of Mussulman visitors of both sexes.

The Traveller can go by a steamer in the evening to the Princes Islands in the Sea of Marmora, delightful spots, frequented in summer by the *ton* of Pera society. At Halki the best Hotel is the Hotel d'Orient; and at the neighbouring island, Prinkipo Giacomis is good although dear. The college at Halki, and the grave of Sir E. Barton, the first English Ambassador, adjacent to it, are both entire. The Monasteries at Prinkipo are also interesting.

Seraglio.—On the eastern promontory stands (what remains of the palace, which was destroyed by fire in 1865) the palace and gardens of the Seraglio, which cover one of the seven hills. The imperial palace was enclosed with lofty walls, and the whole space covered with suites of apartments, mosques, baths, gardens, and cypress groves. So many glittering domes, rearing their lofty heads above the verdant foliage and painted terraces, produce at a distance a very beautiful effect. The principal entrance, at a part which escaped the fire, is on the west, through the Babiheomyeon, or Sublime Porte, which is built of marble, and gives the Turkish Government its official designation. Within is the first court, which contains the Mint and the Vizier's divan; opposite is the Babi-i-Salem, or Gate of Health, which leads to the second court, where is the Audience chamber, in which Foreign Ambassadors were received by the Sultan in person. In this chamber is the Throne, which resembles a large four-post bed. The gate which terminates the second court is called Babi-i-Saadet, or the Gate of Happiness.

The Mosques. — There are fourteen imperial Mosques; sixty ordinary mosques, varying in size and beauty; and two hundred and more inferior mosques and mesjids; which latter are only distinguished as being places of worship, by having little minarets or towers contiguous to them. Of the mosques, the first place, both for magnificence and elegance of architecture, is due to the *Church of Santa Sophia*, situated near the principal gate of the Seraglio. It was dedicated, A D. 360, to "Holy Wisdom," (or Santa Sophia), by Constantius II., the son of Constantine the Great; and was rebuilt, 532-7, by Justinian. Among the numerous pillars which adorn this mosque, are six of green jaspar, which once supported the famous Temple of Diana at Ephesus; and eight of porphyry, that had been placed by Aurelian in the Temple of the Sun at Rome, but were removed hither by Constantine. The visitor should ascend the stairs and go up to the gallery, whence the view is exceedingly fine. The immense size of the building — the stupendous concave of the Dome, which is adorned with mosaic work—the magnificence of the columns and varieties of marbles —the singular manner in which it is illuminated with globes of crystal and lamps of coloured glass, and ornamented with ostrich eggs, &c., produce a striking effect. On looking down, and observing the number of believers at prayers, kneeling in rows across the body of the mosque, with their faces towards Mecca, who are constantly bending up and down, touching the ground with their foreheads, and springing up again on their heels, the impression is by no means favourable to a European's gravity, however grave may be the effect on the Musselman.

The most interesting mosques after St. Sophia are—the Ahmedieh, the Mohammedieh, the Suleimanieh, the Bayezidieh, the Osmanieh, and the turbé of Sultan Soliman, and the tomb of Ahmed.

1. The Ahmedieh, on the Et Meidan (built 1610) by Achmet I.), has six elegant minarets. Grand simple interior; dome supported by four enormous pillars.

2. Mohammedieh is an immense mosque. Has a vast dome, four half cupolas, and two minarets. Interior has three naves. Very simple, but grand in general effect. Contains a great number of establishments.

3. Suleimanieh—near the Seraskierat on the third hill—has four minarets, a great dome, and a number of little domes. Interior has three naves, and two enormous columns of Egyptian granite. Cupola 17 feet higher than that of St Sophia. The Mihrab and pulpit are beautifully worked. Tomb of Sultan Soliman, splendidly adorned with lustres, porcelain, &c. Schools, libraries, and charitable institutions within the enclosure.

4. Bayezidieh, on the great square of Bajazet Two minarets. Great gate is of marble, cut like stalactites. One great nave; two side naves.

5. Osmanieh, on the second hill, has two minarets, and contains a large red porphyry sarcophagus, considered the tomb of Constantine.

Every mosque has, in general, a large area in front, surrounded by a lofty colonnade of marble, with gates of wrought brass, and in the centre a fountain of polished marble. Adjoining to each is the sepulchral chapel of its founder, where his remains are deposited. Some of these *Tombs*, where the sultans, viziers, and great personages repose, are exceedingly good. In looking through the grated windows of these, the coffins, surmounted by shawls and turbans, and slightly elevated from the floor, with little lamps continually burning, and immense wax torches ighted on particular occasions, strike the eye with peculiar effect. The *Tomb of Sultan Mahmood* is a beautiful building, entirely composed of white marble, and only recently erected. The room is like a large saloon, well fitted up and carpeted; in the middle is the coffin or catafalque, surrounded by railings of mother-of-pearl, and covered with red velvet richly embroidered in gold. Four magnificent cashmeres are laid on the coffin, and generally there are crowds of women there at their prayers, with their yashmacs lightly folded, and only their eyes visible. A number of Turks in various costumes are also to be seen at prayers on their carpets. This is the most handsome tomb in Stamboul

THE MINARETS form one of the most pleasing and striking features in the architecture of Constantinople. Nothing, indeed, can surpass the effect produced on the nights of illumination at the Turkish capital, when long strings of lamps are hung in festoons from one to the other of these slender lofty towers. Near the summit of these minarets there is a little gallery, from which, at the five appointed seasons in the four-and-twenty hours, the Muezzin calls the Mahometans to prayer. Some of the grand mosques have two, others four, and one has even six of these minarets.

FOUNTAINS.—After the mosques, the public fountains are among the chief ornaments of this remarkable city. Some of these, indeed, with their marble fronts, elaborate arabesque ornaments, and Chinese-like reeds, are most beautiful objects. Their number is extraordinary. They meet you whichever way you direct your walk; they stand by every mosque—for before a Turk prostrates himself in prayer he must perform his ablutions. The immense quantity of water required to supply these fountains is brought from artificial lakes near the forest of Belgrade, about twelve miles from the city. It is conveyed by means of subterranean aqueducts, and souterari, or hydraulic pyramids, which latter are placed at regular distances, and ingeniously contrived to overcome the inequalities of surface presented by the country.

THE BAZAARS, where all the business of Constantinople is transacted, are very extensive and numerous, and essentially Oriental in appearance. They consist of lofty cloisters or corridors built of stone, and lighted by domes, which are admirably adapted for the climate, and in summer afford a pleasant retreat. Every trade has its particular quarter; and each dealer has a small shop in front, with a room behind for his wares. In one street nothing is to be seen but arms of different kinds; another is filled with jewels, diamonds and precious stones; some are lined with India stuffs, cashmeres, with brocade of silver and gold, &c.; while numbers of streets are occupied by shoe makers, furriers, pipe makers, cooks, or confectioners, each being confined to a distinct district. The different trades are also appropriated to different nations, and each has the proper custom of his respective country. The Turks with their immense rolled turbans; the Persians with their high sheep-skin conical caps, and every other variety of head-dress. Then the passengers in every Oriental costume—Turks, Albanians, Egyptians, Circassians, merchants, sheiks, dervishes, slaves, and water-sellers, &c.—give such a motley, yet picturesque appearance to these Bazaars, that they afford a constant source of amusement to the European. No spot in the world can boast of such an accumulation of valuable merchandise as the great Bazaars of Constantinople. They are perfect thorough-fares for horses, as well as for foot passengers. Not the least singular attraction are a number of Turkish women continually thronging these bazaars, in their ferijee, or folding mantles, peeping through their yashmac, or veil.

DANCING DERVISHES.—The Mevievee (or Dancing Dervishes,) have service in their Convent at the Tekeh every Wednesday, and at Cassim Pasha every Sunday at 2 o'clock. There are about twenty performers, with high, round, felt caps, and brown mantles. At a given signal they all fall flat on their faces, and rise and walk slowly round and round with their arms folded, bowing and turning slowly several times. They then cast off their mantles and appear in a species of long, full, bell-shaped petticoats, and jackets; their feet bare, and one after the other begin to spin; revolving, dancing or turning, for fifteen minutes with extraordinary velocity.

A HAN or KHAN is a square surrounded by buildings with galleries all round, a tree or two in the middle, and a fountain or coffee-house in the corner. There are nearly two hundred of these places in Constantinople for the accommodation of merchants arriving by caravans. No charge is

made for their use; but the rooms are entirely unfurnished, so that the occupier must bring his mattress, his little carpet, and such humble articles of cookery as he may require

Antiquities.—The obelisk of Theodosius, a monolith of rose-coloured Syene granite, 110 feet high. Well preserved hieroglyphs; rough bas-reliefs relating to the Emperor Theodosius, A.D. 390-5.

2. The hippodrome (Et Meidan), 250 paces long, 150 wide, south of Saint Sophia; few vestiges left save an obelisk and pyramid.

3. Column of Arcadius, a fine monument, raised to Arcadius and Eudoxia; nothing but pedestal left; calcined by fire. Fine view from it.

4. Aqueduct of Valens (Bozjohan Kemeri), about A.D. 370. Many remains of this work left.

5. Cistern of the Thousand Columns (Bin Bir Derek); has only 284 columns. People have met with accidents in visiting it. Several other ancient cisterns, and other ruins, can be visited by the antiquary.

Broussa, or Prusa.—Hotels:

Hotel d'Olympe, well situated and comfortable.

Stores, clean, comfortable, and moderate.

Broussa,—the ancient Prusa, *ad Olympum*, in Bithynia, Asia Minor, and the seat of the Turkish Sovereigns before they took Adrianople,—is brought into easy reach of all travellers to the East, by the establishment of a line of steamers from Stambool, which make the trip in about six hours to Moudania, (its port,) where horses and arabas are always to be had, with which they arrive here the same evening; and Ghemlek in eight hours: from the latter a good road has been constructed to Broussa. It is as celebrated for the beauty of its position, at the foot of Mount Olyinpus, as it has always been famous for its hot sulphur and chalybeate baths, which are much resorted to by the natives and residents at Stambool, but have not yet attracted sufficient attention in England. The invalid will here find three Hotels where every comfort may be had, and especially in that lately erected close to the baths, in a most picturesque locality. The bazaars of Broussa are worth notice. The place is celebrated for its silk: beautiful tissues of this material can be procured at reasonable prices in the bazaar. The traveller is recommended to ascend Mount Olympus, 8 miles distant, the view from the summit being exceedingly beautiful, and amply repays the fatigue of the journey up. Homer's Olympus is in Thessaly.

Broussa has a post to and from Constantinople twice weekly; it is also connected with the capital by telegraph. Travellers are recommended not to visit the city during the hot season. The wine-cellars—natural caves under Mount Olympus—of Mr. Falkheisen (a Swiss) are worth a visit. The delicious flavour of Broussa wine is well known.

Besides excursions up the mountain, there is much in the town of great interest in the study of Oriental life in all its freshness. The traveller should always bring sovereigns with him, as it is the coin most in repute.

Scutari.—It is a mile and a half across the Bosphorus from Galata to Scutari, which is situated on a sloping ground, and has a very picturesque appearance, from the mixture of trees, houses, mosques, and minarets, and is the most Oriental part of Constantinople. It usually serves as a rendezvous and an emporium to the caravans of Asia. The barracks used as the English military hospital during the Crimean war, the scene of Miss Nightingale's memorable labours, in ministering to our sick and wounded soldiers, is situated at Scutari and is well deserving of a visit. Steamers cross the Bosphorus every hour to Scutari and Kadi Kiou. Scutari contains very extensive burying grounds, which are the handsomest in Turkey. These cemeteries extend for miles on the East and South of the town, towards the sea. Above these is the hill of Bulgariu, from which there is the finest panorama of Constantinople. Far as the eye can reach over the ridge of hills rolls the Black Sea; Therapia and Buyukdere on the Bosphorus; the castles of Europe and Asia, the Golden Horn, Pera, Galata, and Stamboul, all in one beautiful encircling panorama. It is the ancient *Chrysopolis*, where Constantine defeated his rival, Licinius, A.D 325.

THE LEVANT.

(Chiefly in Asia Minor, belonging to Turkey.)

Smyrna.—*Stat.*—Pop. 150,000—Hotels:—

Hotel des Deux Augustes (Mille) the best; Herbert: Hotel Muller; Hotel de France.

Restaurant—Picöin (Picheen,) Marina.

There are European and Greek casinos with Reading, Billiard, and Ball-rooms. Opera-house for Italian opera and comedy; Armenian and some small theatres for occasional Italian and Greek comedy; Café Chantant, on the English Quay; Jardin des Fleurs; Janson's and Castellan's Libraries.

The second city, in Turkey, and the great port of Asia Minor, with a population including 60,000 Turks, 90,000 Greeks, 10,000 Jews, 8000 Armenians, 10,000 Levantines and Europeans, &c. The Byzantine Castle is on the site of the Acropolis, and has in it many remains; the corner nearest the city is Cyclopean, and the further walls were built by Lysander. The antiquities remaining in Smyrna, except the "burnt columns," are scattered. The Frank, Greek, and Armenian quarters are well built. The Turkish and Jewish towns and bazaars are extensive and picturesque; and the city, with its strings of camels and various population, presents constant scenes of interest. Here are English college for boys; Deaconesses Institution for English and other girls; Colleges for the various denominations; English and other hospitals

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English and other Masonic lodges; English Jockey Club, with Spring and Autumn races; Turkish baths. There are many warehouses for Turkey carpets and other local manufactures.

Smyrna claims to be the birth-place of Homer. Here Polycamp was martyred A.D. 169. Patmos, where St. John wrote the *Revelation*, lies in the direction of Rhodes.

The Smyrna district is very rich in archaic remains. It is the nearest point at which rock-cut monuments of Assyrian character can be found. These are the Pseudo-Sesostris and Niobe, mentioned below, and a colossal head outside the Caravan Bridge.

Smyrna has long been a capital for numismatists and coin forgers. The traveller must be on his guard against the latter. There are several valuable collections, including that of Mr. James Whittall. Mr. Lewis Meyer is the chief dealer.

Smyrna is a steam and telegraph centre for the whole Levant; and, on account of the fruit crops, has numerous steamers to Liverpool and London. (See Alphabetical List and Advertisements.) It is the great point of departure for the scenes of antiquarian interest in the interior: and has two stations, one at the northern extremity of the town for the Aidin Railway, and the other built on the site of the old calico printing establishment, called by the Turks Basmakhané, near the centre of the town, for the Smyrna and Cassaba Railway. From Smyrna, one of the *Seven Churches*, five others are accessible by rail (as below); the seventh, Laodicea, now called Eske Hissar, is about 50 miles from Philadelphia.

Excursions can be made to the Baths of Diana; the Lake of Tantalus; the Cyclopean cities of Sipylus and Nymphæum, the rock-cut Niobe, near Magnesia; Pseudo Sesostris, near Ninfi; the cave and Chair of Homer; the Baths of Agamemnon, (sulphureous); the Sepulchres and remains at Boornabat, Boojah, and Karatash (a bathing-place the bay). In the summer, the wealthy retire to the neighbouring pleasure towns and villages of Boudja, Bournabat, Narlikoi Hadjelar, Bournarbashi, Cordelio, Boldjah, and Sevdikoi to all of which the railway affords easy access. M. Consenry's silk filature is a large work.

N.B.—The environs are unsafe for walking, unless *armed* or *with a party*.

H. B. M.'s Consul.—R. W. Cumberbatch, Esq.

American Consul.—E. Smithers, Esq.

Consular Chaplain—Rev. James D'ombrain, who is also incumbent of St. Mary Magdalene Boornabat, and minister of the British School Chapel in Smyrna.

Religious Services—in English, French, German, etc, at the respective churches and chapels Smyrna is a principal station of the Church and Jewish missionaries.

English Physicians—James McCraith, R.N., M.D., F.R.C.S., Consular Surgeon and Surgeon to the English hospital: Edward McCraith, M.D.; Drs. Echstoff, Chassand, and Mauhias.

English Chemists—Mr. Craiths, and Mr. F. Pertnis.

Newspapers—in French, Greek, and Armenian.

Booksellers.—Castelan (Guide books, Maps, &c.), and Werth, German bookseller.

Bankers—Imperial Bank; Messrs. Amira; Mr. R. Van Lennep. (circular notes.)

Collector of Antiquities—Mr. F. W. Spiegelthal, Swedish and Norwegian Consulate.

Solicitors—Mr. Henry J. Rose, Mr. Roussi, Mr. Correr.

Tailors—Watkins, and Costi Mirale.

Photographers.—Svoboda; Abdullah Frères.

Conveyances—Boats, carriages, horses, and donkeys, can be hired. Conveyances run to the railway stations of Boornabat and Boudjah, or Boojah, and to the town stations.

Steamers to London, Liverpool, Malta, Tunis, Gibraltar; Marseilles, Messina, Corfu, and Trieste, Athens, Constantinople, Syria, and Alexandria. Salonica, Syra, Mytilene, Scio, Chesmeh, (in Autum,) Rhodes, Cape Baba, (for coast of Troy,) Tenedos, Dardanelles.

Railways—The Ottoman Line (see p. 297) conveys passengers to Boudja, Seidekeuy, Develekesy (for the island of Samos), Turbali (with omnibus to Bainder, and post to Endemish), Jelad Calfveh (with post over Saladin to Aidin), Ayasoulouk, for the ruins of Ephesus, Aziaieh, and Aidin. The Smyrna and Cassaba Line (see page 293) to Boornabat Cordelio, Menemen (for the ancient cities of Fogia, Pergamos, Avealy, and Edrenid), Magnesia (for Thyatira), and Cassaba (for Sardis and Philadelphia).

Aidin.—*Stat.*—Pop. 50,000, mostly Turks. No hotel.—There is a new Locanda or inn, kept by a Greek,—very dear. Travellers can get good accommodation by applying to the Railway Agency. There are Turkish khans.

This bustling and picturesque city, 91 miles from Smyrna, near the Mæander, abounds with fine fragments of the ancient city of Trallea, particularly the Uch Gueus, or Three Eyes, on the hill near the house of Dr La Chapelle. The Austrian Consul and Greek apothecary have small collections of antiques. It is a great cotton centre.

Conveyances.—Post-horses to Sultan Hissar, Nasli, Denisla, and the interior.

Baindar.—Pop. 15,000.—No hotel.—Good accommodation can be had by applying to the Railway Agency.

A large Turkish town, 53 miles from Smyrna, reached by railway to Toorbalu, and post-horses.

Boudja, or Boojah.—*Stat.*—Pop. 4000.—Hotels:—

Manoly's and Alexander's.

A summer town, 5 miles from Smyrna, with a few English residences, English Catholic, and Greek churches, English lady's school. It is reached by railway, *viâ* Paradise, omnibus, hired carriages, or donkey. It is cool in summer time, and free from mosquitoes. On the plain are fine drives, and the Grand Stand and course of the Smyrna Jockey club, where the Spring and Autumn races are run. The Sultan's Plate is run for in Autumn. There are good pic-nic places, particularly at Homer's Cave on the Meles, near Great Paradise. The branch line is continued to Seidikeuey.

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Boornabat.—*Stat.*—Pop. 12 000.—The small hotel of Petraki; and likewise another.

This is a cool summer retreat, on the Cassaba branch railway, 5 miles from Smyrna, with many good English residences, including the Villas of Mr. Whittall, visited by the Sultan in 1863, and of Mr. Paterson; also a handsome English church, built by Mr. Whittall and the English college of Mr. Turrell, &c. There are ancient remains in the mosque and cemeteries. A good turnpike road from Smyrna is planted with trees; and omnibuses, carriages, and donkeys, can be hired, for visiting the beautiful villages in the neighbourhood.

Cassaba.—*Stat.*—Pop. 12,000.

A large town on the Smyrna and Cassaba railways, carrying on a considerable trade. It is the Station for Sardis and Philadelphia, two of the Seven Churches, 25 miles and 47 miles distant; a third, Laodicea, is 50 miles from Philadelphia.

Cordelio.—*Stat.*

A pleasure village and bathing place, six miles from Smyrna, said to derive its name from Richard Cœur de Lion. It is accessible by rail or water.

Endemish, or Odemish.—Pop. 10,000—No hotel. For accommodation apply to the Railway Agent

A Turkish town at the foot of Mount Timolus, 70 miles from Smyrna, reached by post-horses from Turbail station, having a few remains of antiquity. The ruins of Hypæpa on the pass to Sardis, are near.

Ephesus, or Ayasoulouk.—*Stat.*—Pop. 500

Refreshment Room at the Station, kept by an Englishman; comfortable accommodation; horses can be hired. The ruins are ½ mile to 1 mile distant.

Special Trains from Smyrna may be hired.

This is the ancient metropolis of Ionia, the birthplace of Diana, the sacred city of Pagans and Christians, and a capital of the Saracenic Sultans. Mr Falkener's fine work on Ephesus, Mr. Hyde Clarke's guide and plan, the views of Mr Svoboda and the admiralty's plan, may be had of Castelan's, Frank street Smyrna.

The *Ruins* are spread over a wide district, in which are pointed out the Cyclopean city of the Amazons; the refuge of Latona, and birthplace of Apollo and Diana; the place of metamorphos's of Syrinx into a reed: the lurking place of Pan, the asylum of Apollo on Mount Solmissus, the deathplace of Orion at Ortygia; the Panionium under mount Mycale; the Temple of Diana "of the Ephesians," one of the Seven Wonders of the world, built in Alexander's time, remains of which discovered by Mr. J. Wood, are now in the British museum; the theatres; the so-called prison of St. Paul and other sites connected with the apostle; the tombs of St. John the Virgin Mary, St. Timothy, and Mary Magdalen, &c.; the school of Tyrannus, the baptistery of St John; the portico of the Agora, where Justin Martyr disputed with Tryphon the Jew; the cave of the Seven Sleepers; the so-called Mosque of Sultan Selim.

The Gymnasia are among the most remarkable remains. The great Mosque is a fine example of Saracenic architecture. Among names connected with Ephesus, not already mentioned, are Bacchus, Homer (by some writers reputed to be born here), Crœsus, Artemisia, queen of Caria, Alcibiades, Apelles the painter (born here), St. Onesiphorus, St Priscilla, St. Tychicus, St. Trophimus Julian the Emperor, Tamerlane, and Sultan Soliman. The council of Ephesus was held here. The present Sultan visited it in 1863 and inaugurated the new railway works. Some of the Columns of the temple of Diana are now in the Mosque of St. Sophia, Constantinople.

The visitor should telegraph from Smyrna for horses to visit the ruins. In 1863 some remarkable stalactitic caves were found in the hills.

Conveyances—By post to Aidin, Sokia and (for Samos).

Kookloojah.—A summer residence, 5 miles from Smyrna, by a carriage road, having some clean coffee houses. The view from the cliff above (1000 feet high) is very fine.

Magnesia.—*Stat.*—Pop. 45,000.

There is a small Inn.

A town 41 miles from Smyrna, founded by a Hellenic tribe of Magnetes, who established themselves at the foot of Mount Sipylus on their return from the war of Troy. Hence its full name was *Magnesia ad Sipylum*. It became the capital of the Byzantine empire in the thirteenth century: and in 1389, it fell into possession of the Turks. Sultan Mourad III. gave the town in 1591 several useful public edifices that still exist

Magnesia, seen from the plain, offers the appearance in every respect of a large city; the great commercial activity between it and Smyrna, especially since the opening of the railway, renders it very animated, and the rugged and picturesque mountain, towering above the city, forms a background of uncommon beauty. The great plain of Magnesia, watered by the Hermus, is very fertile and well cultivated. It is the last Station for Thyatira, one of the Seven Churches. Seven miles from Magnesia is to be seen the celebrated Statue of Niobe, chiselled in the rock; the figure is from six to seven yards high, and the ascent to it easy.

Conveyance by post-horses.

Menemen.—*Stat.*—Pop. 6,000.

An agricultural town 20 miles from Smyrna, the resort of the Armenian population, who appreciate its cool nights and mornings during summer, and the digestive properties of the water. It produces barley and melons in great perfection It is the Station for Pergamos, as below, one of the Seven Churches.

Mitylene.—A Turkish Island accessible by Austrian steamers from Smyrna, in 7 hours. No inns.

Nasli.—Pop. 5,000.

A town 30 miles from Aidin, and 110 from Smyrna, with many remains of antiquity. Accommodation at the railway agency.

Conveyance.—By post-horses from Ephesus station, or Aidin.

Nimfi.

The ancient *Nymphæum*, about 20 miles from Smyrna, beyond Boornabat. Here are the remains

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of a Cyclopean citadel, a romantic glen with springs rising, and a dripping cave. Some distance beyond is the monument of the Pseudo-Sesostris.

CONVEYANCE by post-horses.

Patmos, an island in the Turkish archipelago, to the south of Samos, on the way to Rhodes.

Pergamos, now *Bergama.*—Pop.—

One of the Seven Churches, 20 miles from Menmeen Station. Its architectural ruins are amongst the most striking and interesting of Asia Minor. In the centre of the city is the ruined Palace of a Roman emperor; the site of the Theatre commands a magnificent view of the plain and chain of mountains; and amongst the mosques is one that from its style, is doubtless a church of the early Christians. The Amphitheatre is a fine structure of beautiful workmanship and has a river running through it. From the castle the sea is visible

Philadelphia—Pop. about 12,000.

One of the Seven Churches now called ALLAH SHEHR, or "city of God", 47 miles from Cassaba, beautifully situated at the foot of Mount Imolous Its old name signifies "Love of brethren". It contains about 3000 houses, with several mosques, bazaars, baths, and khans, a liquorice and a cotton ginning factory; and some hot mineral springs in the neighbourhood. The walls of the ancient city are still standing, as well as some immense ruins of primitive Christian churches It is the residence of a Greek bishop. The railway is in progress to this interesting city.

Laodicea, one of the Seven Churches, and now called *Eske Hissar,* is 50 miles distant.

Samos.—Pop.

An island on the Coast of Asia Minor, — hours, by Steamer. It can also be reached in 7 to 10 hours, by way of Devellikeny Station (18 miles); thence by horse to Giagorkeui, and so by boat to Vathi; or by railway to Ephesus station (48 miles) thence by post-horses to Skala Nova, and so by boat either to Vathi or Tigani. Vathi is a good sized town, but the chief objects of interest are at Tigani, where is the Acropolis of Samos, and near it the Temple and birthplace of Juno. The accommodation is inferior.

Sardis,—Pop.—

One of the Seven Churches 25 miles from Cassaba, formerly the capital of Lydia, the residence of Crœsus, the seat of a bishop, and for generations the meeting place of General Councils. The remains of the theatre, stadium, and temples, attest its former grandeur. The House of Crœsus is in singular preservation; two Ionic columns of the colossal Temple of Cybele are standing; and the ruins of others are near. On the defeat of Crœsus by Cyrus, 545 B.C., it passed to the Persian dynasty; after the battle of Granicus it surrendered to Alexander the Great, and remained under Greek sovereigns until it was given up to the Romans by king Antiochus; in the 11th century it fell into the hands of the Turks; was taken and destroyed by Tamerlane, in the reign of Bajazet, and has since gradually fallen to decay. The Cygæan Lake and tumuli of the kings and people of Lydia are near: that of Allyattes, the father of Crœsus, remains, as described by Herodotus 2000 years ago. The railway, in course of construction, will pass within a mile of this ancient capital.

Sevdikoi.— Pop.—2,000

Coffee-houses and a small tavern.

It is a summer residence, 10 miles from Smyrna with some English residences. It is reached by railway, horses, and donkeys.

Scala Nova —Pop.—10,000.

Only small taverns.

A port opposite Samos, 60 miles from Smyrna and reached from Ephesus station by post-horses.

Sokia.—Pop —8000.

A town 65 miles from Smyrna, reached by post-horses from Ephesus station. Here are the large liquorice factories of Messrs. Clarke and Messrs. Forbes.

Scio.—Pop.—Only poor inns.

An Island in the Archipelago reached by Russian and Greek steamers from Smyrna weekly.

Thyatira.

One the Seven Churches, now called AKHISSAR, 30 miles from Magnesia, and full of the relics of a splendid city, though no trace of the site of any early building remains. The mouths of the wells are everywhere formed by the capitals of Corinthian columns. The country is rich, well cultivated, and picturesque.

Turbali or **Toorbalu.**—*Stat* —

A fair tavern.

Small village, railway and posting station. 29 miles from Smyrna; much frequented by sporting parties, and also by travellers to Bainder, Tireh, Endemish, Sardis, and Philadelphia. Near are the ruins of Metropolis, an ancient city so called.

GREECE.

ACCESS—1. The nearest and easiest way for English travellers, is through Paris and Marseilles. The steamers of the Messageries Maritimes start from Marseilles on Saturday at 5 p.m. The passage lasts five days; 1st class, 298 fr.; 2nd, 225 fr.; 3rd, 132 fr.; 4th, 79 fr. (including omnibuses on starting, and food on board). They put in at Naples; stay there a little; and 40 hours after, reach Cape Matapan; and thence, coasting the Morea near the Cyclades, reach Athens, passing Egina and Salamis.

The Boats of Fraissinet & Co., (p. 719), run from Marseilles to Piræus on Thursdays and stay 24 hours at Naples. Fares 1st class, 200 fr.; 2nd, 120 fr. The Italian Trinacria Line may also be used. 2. From Brindisi, the Austrian Lloyd and the Italian boats run to Corfu, and thence to Piræus; either round the Morea, or by Greek Steamers, (cheaper and more expeditious) up the Gulf of Lepanto, and over the Isthmus of Corinth. These last are indifferent; fare 88 drachmes, including table. Leaving Corfu at 5.30 p.m., they reach Cephalonia at 5.0 a.m., Zante 10.0, Patras

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(page 667) 5.0 p m., and New Corinth (page 665), at 5.0 a.m. Thence, the drive across the Isthmus is charming. The road is guarded by soldiers. As no baggage is allowed in the cabin, the traveller, on a flying visit (2 days) should take a handbag. (See page 666 for the return trip.)

3. Through Germany or Switzerland to Trieste; thence by the Austrian Lloyd's, on Tuesday and Saturday, to Corfu (where an excellent hotel, "St. George's," is kept by Mr. Muzzuchi), Zante, and Patras, to Syra and to the Piræus, reaching it 4 days after, in the evening. Boats reach Corfu two days after starting from Trieste. Passports are necessary. November and December are cold and rainy. With respect to travelling in Greece, a correspondent (Major M.) writing in 1875, says that he met two quiet Englishmen who had walked everywhere. Their report was, that "Travellers all over the interior of Greece may, with a slight *knowledge of modern Greek*, be as happy as possible. They will meet with great hospitality and kindness from the people; and there is no fear of banditti." They will require one or two lette a of introduction, to be obtained either in England or Athens. A stick should be carried as a protection against dogs; and a pocket revolver (if carefully concealed) might be useful against a solitary tramp; though, of course, it would be useless against brigands. The traveller must rely upon the honour of the people.

Piræus.—*Stat.*—Pop. 6,500.

Hotels at the Piræus (indifferent): Europe; and the Allied Powers.

BOAT to land, 1 drachma, (rather less than a franc). Italian is a useful language in the East and in Greece.

CONVEYANCES.—Railway from Athens to Piræus see pages 298, 297; 1st Cl., 1 drachma. Or by Calèche, from the quay, 5 to 6 drachmas.

ENGLISH CONSUL.—C. L. Merlin, Esq.

GUIDE and INTERPRETER.—Miltiades Vidis.

The Piræus is a pretty town with regular streets; and a small, but good port, with 10½ fathom water, muddy bottom. Principal antiquities:—Between Piræus and Mynichia, a ruined Temple, sepulchral cavern, remains of a theatre. Mynichia is ten minutes from Piræus. Tomb of Themistocles, 45 minutes from Mynichia. Vestiges of the walls of Themistocles, joining Athens and Piræus. At 45 mins. east of Piræus, are the channel of Salamis, and the site of throne of Xerxes during the battle of Salamis (B.C. 480).

Athens.—*Stat.*—7 miles by rail. Dusty road. Leave to the right the temple of Theseus, and enter Athens by the street of Hermes.

HOTELS.—Avoid the numerous second class hotels. One of the following may be selected:—NEW YORK HOTEL, in Æolus street, (English Proprietress); comfortable and moderate.—HOTEL DES ETRANGERS; HOTEL D'ANGLETERRE; HOTEL DE BYZANCE; HOTEL DE GRAND BRETAGNE; all good, and all situated in the Place de la Constitution, top of Hermes Street, near the Palace.

Hotel expenses are 10 to 12 fr. a day.

CAFES. Solon's (the best) Place de la Concorde Café of The East (ἡ Ἀνατολή), close to HOTEL D'ANGLETERRE. Coffee is good.

PENSION.—Mrs. Chrysicopoulos (a German lady, who speaks English). House of 'Epeedes," close to the Gendarmerie, (χωροφυλακεῖον), and near the English Church.—Comfortable and moderate; 6 to 7 francs a day, all included.

POST-OFFICE.—Stadium street. Postage to England. 2½ for ½ oz.

CAB STAND.—Place de la Constitution, in front of the Palace; 2 drachmas per hour, for a two horse carriage.

SHOPS, in Eolus street and Hermes street—Fine gold and silver embroidery can be got here. Make your own purchases for everything; if done through a guide, you will pay 25 per cent. extra. Consult your friends as to dictionaries, &c.

BATHS.—Turkish &c., *not* recommended.

OPERA.—Stall, 1½ fr.

Population (1871) 44,510. Two long streets cross each other, and are called Hermes and Eolus street. The bazaar is on the site of the Turkish town, in the merchants' quarter. Neapolis is the new town, containing the University, the Legations, and the Palace. Orders to see the Palace may be got by sending a card in the morning.

ENGLISH MINISTER.—His Ex. Hon. W. Stuart, C.B.

AMERICAN MINISTER.—His Ex. General Reade.

ENGLISH CHURCH.—A Gothic edifice, near the Palace.—Chaplain, Rev. Dr. Scott.

CHURCHES.—A new Cathedral in the Byzantine style, but with eccentric details. The old cathedral, a small Byzantine building, erected with the remains of Pagan temples, contains the body of the Patriarch Gregorius Kapnicaria, in Hermes street; is of the 11th century, and has some curious paintings. St. Theodore is the best preserved church. The Russian church is in the Byzantine style.

The King's *Palace* between Mount Lycabettus, and the Acropolis, is a vast square plastered building, in a heavy style of architecture. Most of the government offices and houses are newly erected buildings. The University, built in 1837 by Mr. Hansen, a Danish architect, is a fine edifice; with a library of 80,000 vols., and 5000 medals. There are two hospitals; an observatory on the hill of the Nymphs; several schools; and a very plain theatre, in which latterly the ancient dramas of Sophocles, &c., have been represented in the original Greek. The Bazaar is a small street in front of the Market or Agora. Notice, also, the English and Russian Legations; the Royal Gardens; and the avenue of pepper trees from Palace Square to the Acropolis.

ANTIQUITIES.—All these are on or close round the *Acropolis*, a rocky platform 570 ft. high, steep on all sides, 965 ft. long, and 430 ft. wide. Here are Pelasgic walls, the walls of Themistocles, Corun, and Valerian. The staircase of the Propylæum, of 23 mètres; the staircase and grotto of Pan. The Propylea in

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Pentelican marble, consists of walls, a portico and a vestibule. The Pinacotheca is thought to have been a picture gallery. Temple of Victory Apteryx, (*i.e.*, without wings). Above all, the *Parthenon*, built by Pericles B.C. 444–436, much destroyed by an explosion, 1687.

The celebrated bas-reliefs of its Cella are mostly in the British Museum. East front has almost disappeared; the west side remains. Six columns are still standing entire at the Posticum. The Cella has 8 columns on the front, and 17 on the sides.

The Erechtheum, finished under Alcibiades, 407 B.C., is a long rectangle of 20 mètres by 11, with an Ionic portico.

II. DISTRICT SOUTH OF THE ACROPOLIS.—The Theatre of Bacchus, East of and under the Acropolis; reconstructed by the Emperor Adrian. Orchestra and Proscenium well preserved. Adrian's triumphal Arch is of white Pentelican marble, and of the Corinthian order. This was in the part of Athens renewed by Adrian, and containing the temple of Olympian Jupiter, begun by Pisistratus: 16 of its 120 columns remain.

The Panathenaic Stadium is on the other side of the Ilissus. Length 235 mètres; width 41 to 83 mètres. Here the revived Olympic Games were held 1875.

III. DISTRICT N.W. OF THE ACROPOLIS—contains Tower of the Winds, anciently a kind of observatory; and has still a sundial. West of it, in the place called Πλατεια Πρυτανειου, are remains of what was probably the Prytaneum. W. of Tower of the Winds are the Temple of Minerva Archegetis, the Stoa or Porch of Adrian, and the Ὁδος Πτολεμαιου. Going E., you reach the Temple of Theseus, built 469, with 6 columns on each front, 13 on each flank, all of Pentelican marble. Length of temple, 32½ mètres; width, 13½ mètres.

Areopagus, or Mars' Hill, is a steep rock between the Hill of the Nymphs and the Acropolis. Pnyx is the hill following the Areopagus S.W. Here were held the popular meetings of the Athenians; and here St. Paul preached his famous sermon.

Among other remains at Athens are: the Museum Hill, with ruined walls, cisterns, &c.; and the well-preserved tomb of Philopapos.

WALKS AND EXCURSIONS NEAR ATHENS.—These are especially the following:—1. Pentelicus; 2. Hymettus; 3. Marathon; 4. Eleusis; besides many others, including Cape Sunium.

Pentelicus requires 6 or 7 hours. It can be reached on horseback; or by carriage within ½ hour of the top. It is 1100 mètres high, with a noble panorama over Attica, Salamis, Egina, Mount Parnes, Eubœa, and as far as Delphi and the Archipelago.

2. Hymettus.—Five to six hours up, and back; and less interesting than Pentelicus. Fine view of Attica and the Gulf of Egina. It is covered with aromatic plants, that give food to the bees noted for their honey.

3. Marathon.—7 hrs., or 35 kiloms. (22 miles). By sending on a change of horses to Cephisia you can go there and back from Athens in a day. The best road is by the village of Vrana, and past Cephissia or Kiphissia, 15 kils., or 3 hrs. The plain of Marathon is 6 m/s. by 3. About the middle of it, near the sea, is a tumulus (called Sono), said to be the grave of 192 Athenians.

4. Eleusis, through Daphni.—By carriage or on horseback, 4 hours; there and back easily in a day. Monastery of Daphni in a charming position, near ruins of a temple of Apollo. Remains of Pelasgic walls, propylæa, &c.

ITINERARIES FROM ATHENS.—These are to Corinth, Delphi, Olympus, Patras, Sparta, Thebes, Syra, and Corfu; though none can be undertaken at present, unless you come to terms with the *banditti* and their employers (but see top of page 665.) The only safe trip is from

ATHENS TO CORFU, (by water).—A steamer leaves the Piræus every Sunday early, for Kalamaki, in the Gulf of Egina, on the E. side of the Isthmus of Corinth, at the mouth of the old canal. Here carriages meet the boat, and drive passengers across the Isthmus in 1 hour. The road is guarded all the way by soldiers.

At *New Corinth*, on the W. side of the Isthmus is a small Hotel. It takes 1½ hour to ascend the famous "tower-capped Acropolis," on which are ruins of a Temple of Venus, and of Frank, Venetian, and Turkish buildings. The panorama embraces both gulfs, Delphi, Helicon, Parnassus, &c.

"Stranger, wilt thou follow now,
And sit with me on Acro-Corinth's brow?"
Byron.

Here Bellerophon caught his winged horse, Pegasus, drinking at the Pedrene fountain. Pegasus is seen on all old coins of this decayed city. Proceed by Greek boat down the Gulf of Corinth, reaching Patras about midnight; and calling at Zante and Cephalonia. It reaches Corfu; Monday night or Tuesday morning; and makes the return trip from Corfu on Tuesday. See p. 664.

ATHENS TO CORINTH (by land,) past Megara and Kalamaki, in 8 to 10 hours, supposing the road safe. **Megara**, 4 hrs., has Pelasgic remains, and ruins of walls, columns, &c. From Corinth to Mycenæ, about half a day's journey of five hours; through Nemea, with ruins of a celebrated temple. **Mycenæ** has unique remains of the heroic ages. The Gate of the Lions, and the Treasury of Atrides, stand in the great plain of Argos.

Continue through Kharvati (6 hrs. from Corinth), with ruins of the temple of Argive Juno; 1½ hour from which is Tiryns, with its celebrated Cyclopean walls of enormous blocks, and other remains. **Nauplia**, in the Gulf of Nauplia, 3 hrs. 20 mins. from Kharvati, has a hotel, with table d'hôte. Carriages may be hired. The steamer which calls from the Piræus, goes all round the Morea. After Athens and Patras, Nauplia is the prettiest town of Greece. No monuments. Capo d'Istria was assassinated in

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the church of St. Spiridion. Splendid view of the Gulf of Argos or Nauplia.

Two hours from Nauplia is **Argos**, with 500 inhabitants. Bad khans or inns; travellers lodge in private houses. The Acropolis has a theatre cut in the rock (137 mètres in diameter). From Argos you can reach, in 9 hours, **Mantinea**, with ruins of a theatre, and interesting as the scene of the last victory, and the death, of Epaminondas. His real tomb was on Mount Scopé, which commands a fine view of the plain of Tripolitza. *Tripolitza* is 2 hrs. 25 mins. from Mantinea, and has several good khans or inns; stands 659 mètres above the sea, and is chiefly a mass of ruins, though new streets are being planned. Leaving Tripolitza, you pass Tegea, with many remains of columns, temples; and, crossing the River Saranda, you come in 3¼ hours to Krya Vrysis, with other ruins; and, at the distance of 8 hrs. 30 mins. from Tripolitza, you reach Kravata. About an hour further, on a hill, with a magnificent panorama of the valley of Eurotas and the plain of Sparta is the khan of Vourlia. From hence the road, passing through a picturesque gorge, crosses the Eurotas by a bridge of one arch, and reaches **Sparta** (3 hrs. from Kravata). The modern town has a good broad street, with fair houses. The ruins consist of the tomb of Leonidas, the theatre, 137 mètres in diameter, a circus, the bridge Balyx, the Roman circus.

You can reach Patras from Sparta, through Messene, Navarino, &c., 9 to 10 days. It can also be reached by the Austrian Lloyd's.

Patras (in Italian *Patrasso*, in Greek Πατραί) —Two hotels near the port. The Hotel Britannique has a table d'hôte. It is the handsomest town of the Morea, having good streets and houses, except heaps of rubbish near the port. Pop. (1871) 19,645. It is unhealthy from fever in summer.

H. B M.'s Consul.—T. Wood, Esq.

American Con. Agent—E. Handcock, Esq.

Opposite is **Missolonghi**, where Byron died; famous for its siege in the War of Independence. Trade in currants. The Church of St. Andrew is on ruins of the temple of Ceres.

Patras or Corinth to Olympia. Only a few remains exist of the famous temple of Jupiter, formerly so splendid; but the valleys of the Cladeus and Erymanthus are very picturesque. The road from Patras passes Ægina, with a fine khan; remains of temple and also a good modern port. Eight hours from Patras, is the picturesque convent of Magaspilion, nothing but a vast cavern. In its church is a picture of the Virgin, attributed to St. Luke. Megaspilion is 14 hrs. from Olympia. On the road you pass Kalavryta (2½ hrs. from Magaspilion), where you can sleep at the house of the paredros, who lives in a house in the European style.

Athens to Delphi, by Thebes.—Passing Eleusis, you proceed, 6 hours, by rocky mountains, to Mount Cytheron, with a view of Bœotia. In 3 hrs. you reach **Thebes**, now an insignificant town, with few remains. In 2 hours you reach **Platæa**, noted for the defeat of the Persians under Mardonius, and showing many vestiges of antiquity. Pass Leuctra, (a tumulus) where Epaminondas beat the Lacedemonians, B.C. 371 (1 hour): Thespiæ (1¼ hour); to **Coronæa** (4 hrs.), noted for the victory of Agesilaus over the Thebans, B.C. 394; and having ruins of a theatre and a temple of Juno. Two hrs. from Coronæa is Livadia, near a gorge of the Helicon, and sulphureous springs, with a grotto, supposed to be the sanctuary of the oracle of Trophonius. In 2 hours you reach **Chæronea**, with remains of the famous marble lion, placed on the tombs of the Thebans who fell here, fighting Philip of Macedon. Other remains, are a theatre cut in the rock, and an aqueduct.

Advancing to Parnassus by the valley of Cephisus, in 2 hrs. you reach Davlia, and, passing (4 hrs.) the spot where Œdipus is said to have killed Laius, you come, in 5 hrs., to **Delphi** (now Kastri), 9 hrs. from Chæronea, with fair accommodation. Remains of the temple of Apollo, bas-reliefs, &c. Visit the fountain of Castalia; ascend **Parnassus** (10 hours.) It is 8,070 feet high, and commands a view over almost the whole of Greece. On the way back to Athens, the traveller may make an excursion to Thermopylæ.

Piræus to Syra, by sea,—10 to 12 hours, past Cape Sunium, Eubœa, Andros, and Tinos.

Syra, the chief island of the Cyclades, and the centre where the different routes in the Archipelago converge, 90 hours from Trieste. See list of Steamers, for Austrian Lloyd, and French Messageries Boats.

Greek steamers run between the different islands.

Syra, on the isle of Syros, built in an amphitheatre, is the second town of Greece in importance. Pop. (1871) 21,000. One drachma is paid to land. Near the port, are the steam offices, lazaretto, and principal Café, ἡ Ἑλλας. Hotel d'Angleterre; moderate prices; a room, 2 drachmas. If the quarantine be long, the proprietor of the hotel must be asked to send food and a bed to the lazaretto. The modern town called Hermopolis, has two principal streets, of the Merchants and of Eolus; also a theatre, casinos, a market-place, the square of Otho, and a new Greek cathedral. Old Syra is a labyrinth of dirty lanes, with a fine view of the Cyclades.

H. B. M.'s Consul, A. Raby, Esq, American Consular Agent, W. Ramsey, Esq.

Syra to Caste.—There is a steamer of the Austrian Lloyd's every Sunday at 8 p.m. alternately, calling at Canea, Rettimo, and Candia, and going direct to Candia. (English Consul, in Crete, T. Sandwith, Esq.) The steamer returns to Syra on the Tuesday night or Wednesday morning. One can land and spend an hour or so at these ports, which are very picturesque and Eastern.

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THE HOLY LAND.

DIRECT THROUGH BY STEAM FROM BRINDISI.

THERE is rail communication across the Continent, either through France or Germany, to Brindisi, see page 513; and steamers run direct from Brindisi to Alexandria in 75 hours. This is the shortest sea-passage to Egypt. The Continental routes join at Bologna; from which to

Brindisi, the distance, is 759 kilometres Time, 20 h. 25 m.

At Imola is the junction for Ravenna. Other remarkable places *en route* are: Faenza, Rimini, Ancona, Loretto, and Bari.

STEAMERS.—The Boats of the Peninsular and Oriental Company, carrying the Indian Mails, start regularly every Monday, for Alexandria. The Company's boats from Venice and Ancona are timed to meet the Mail boats here.

Alexandria, Cairo, &c.—See following Section,—"Egypt and Overland Routes." Should the traveller for the Holy Land get on from here to Cairo, he need not return hither, but may take the rail to Suez; thence by the Suez canal to Ismailia, and Port Said: and so to Jaffa. &c, as described in the next Section, (Cairo to Palestine, page 681.) If he is at Alexandria, the usual means of communication between Egypt and Syria by Austrian, French, and Russian steamers, which go on to Constantinople. The land route by Gaza is seldom followed.

Information on the Holy Land.

HOW TO VIST PALESTINE.—Time of starting—December, January, and February, are the rainy months, and, as a rule, travelling at that season is attended by too many contingences to be agreeable. Consuls, Missionaries, and others, being resident in Palestine, prefer March and April to any other season. The early rains usually are over by the 10th of March. The "latter rains" are in April. Travellers, therefore, who are here between those wet periods, will usually find delightful weather. They will be free from mosquitoes, bugs, and other nuisances, which appear in swarms later in the season. Nor will they suffer from intense heat. The springs will be full of fresh water, the earth dry for camping, the nights calm and serene. Clean and agreeable weather may be relied upon almost to a certainty.

Most travellers to the East go up the Nile in December or January; and the trip instead of occupying as formerly from 60 to 90 days of dull listless life on a muddy river, with a crowd of dirty Arabs for society, has been reduced to twenty days by steamers, and will be still further reduced to ten or twelve days, on the completion of the railroad to Thebes.

From Egypt the traveller to the Holy Land usually embarks with the intention of landing at Jaffa, but if the wind blows from the west or south, he will be carried to Beyrout.

Jaffa has no port, but merely a roadstead, where, if the weather is calm, a landing may be effected; but some seasons not half the steamers are able to land their passengers. The writer met a man who had been carried past three times, and who assured him he was well acquainted with the sea between Alexandria and Beyrout.

Those who wish to go through the country, visiting Nazareth, Galilee, and Samaria, will find Beyrout a better place to start from than Jerusalem. Many of the Dragomans live there; an outfit is more easily obtained there, and at much cheaper rates. All requisites for tent life—all provisions come by sea to Palestine, and Beyrout is the principal port at the head of the Mediterranean; while all supplies purchased at Jerusalem are transported from Jaffa. The mules and horses are chiefly owned in Beyrout. A saving of from 20 to 30 per cent may be made by taking a dragoman at Beyrout instead of making the contract at Alexandria, Jaffa, or Jerusalem. More than this, the interest which travellers take in visiting Bible lands increase as you go south. Starting from Beyrout, you have Tyre and Sidon, the land of the Phœnicians,—older even than Egypt; Tyre was the coloniser of nations—the mother of Rome and Carthage. Nazareth was the childhood home of Jesus. The next point is the Sea of Galilee and surrounding country, where he accomplished most of his life's work. Then you come to a region full of historic interest, where you may trace the great military movements of generals whose campaigns are recorded in the Bible; where the hosts of Babylon, Nineveh, Egypt, Damascus and Israel have met in battle array. Every day's journey brings one to old historic scenes, the interest deepening all the way to Jerusalem, and culminating at Olivet and Gethsemane.

Those travellers who do not intend to journey through the country, will of course land at Jaffa. It must be borne in mind that there are no carriage roads in Palestine; travelling is still of a very primitive kind, and much as Abraham travelled 3,800 years ago with horses and donkeys. One gentleman at Jaffa owns a light two-wheeled carriage and a cart, and he can drive out some four or five miles over the plain of Sharon; but apart from these there is not another wheeled vehicle in the country, not even a wheelbarrow; nor is there a road on which a carriage can be used.

When the Sultan was at Paris during the Exposition of 1867, it is reported that Louis Napoleon said to him, "Why don't you have roads in your country?" adding—"The Empress wishes much to visit Jerusalem."

"There shall be a road in one year from this time, from Jaffa to Jerusalem," was the reply of the Sultan; which at least is the popular account of what was said; at any rate there came an order

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from the Sublime Porte to construct this road. The people of the country were summoned, and the work has gone on by forced labour. It is reported that the French Company owning the diligence road from Beyrout to Damascus, are negotiating to obtain the making of this one; and it is probable that those who desire to make a pilgrimage to Jerusalem may do so in a few years, without fatigue, and at small expense. If they do not intend to go throughout the country, they may visit Jerusalem at any season of the year, and will find good accomodation.

Pleasant excursions can be made to Bethlehem, Mizpah, Bethel, and the cave of Adullam, returning at night. A visit to the Jordan and Dead Sea will involve only one night of tent life and can be made at any season.

Before making a contract to go through the country, travellers should think over what they can bear of fatigue, of long days in the saddle, and of two or three weeks of continuous hardships. Ladies especially who intend making this tour would do well to practice beforehand; riding up and down the steepest hills and rockiest declivities in their neighbourhood; though it is less the steepness of hills or the rocks on the road, than the continuous wear and tear of seven to nine hours a-day in the saddle. Robust constitutions and habituated riders can bear it; but a majority of people would have to summon all their power of endurance to go through it without breaking down.

DRAGOMAN.—A dragoman is a contractor who provides an outfit, tents, horses, food, protection, servants, &c., at a specified rate per day, and for a specified number of days. They swarm at Alexandria and Cairo. They lie in wait for travellers at Jaffa and Beyrout, but are most plentiful in Egypt. They are exceedingly anxious to make contracts in Egypt to commence the expedition at Jaffa. The traveller is informed that horses and mules cannot be obtained at Jerusalem or Beyrout, that dragomen in these places will charge twice or thrice as much, as they—assuming that travellers are ignorant of all things relating to such matters; as of the time required, of the cost. They will gravely inform him that the journey cannot possibly be made short of thirty-five to forty days, and at a rate not less than from thirty to forty shillings a-day for each person, if the party number six persons.

If a traveller cares at all for his comfort, his convenience and his purse, let him make no contract except at Jerusalem or Beyrout. It is best to make a contract for fifteen or twenty days, with a clause which will enable you to extend the time to any number of days that may be desired.

If any one wishes to visit Jerusalem, he may drive from Jaffa to that city in a diligence, find board in the hotel, obtain horses for about four shillings a day, and thus easily visit all the places of interest within a day of the city. To go to the Jordan, a tent for one night is needed. If Hebron be visited, a bed, and provisions for supper and breakfast, is all that is needful. There is a government building, just outside the town, where shelter can be found.

Dragomans reap their harvest during the travellers' season, and some of them obtain great prices for their services and outfits. One of the best dragomen in Syria conducted a party of eight through the country this year, at a guinea a-day each person; another dragoman obtained two guineas each person for a party of five.

It may seem a great price to pay, the sum of one guinea a-day; but you have hotel fare: dinners, with as much variety as is to be obtained there. Again, it requires a small army to take charge of some half-dozen people—at least ten men and twenty-two horses and mules. In making a contract with the dragoman, it will not be amiss to insert a specification, that the outfit of horses, saddles &c., shall be perfectly satisfactory, and then, before starting on a journey, to test the animals provided.

The Alexandria steamers call first at **Jaffa**, the ancient Joppa, situated on a conically shaped promontory, washed on three sides by the sea, and rising 150 feet above it.

ENGLISH CONSULAR AGENT, H. Amzalak, Esq.
AMERICAN CONSULAR AGENT, F. Hardegg, Esq.

The port is small, and, even if cleared, could only hold 20 vessels of 300 tons. In winter and early spring you cannot count on being able to land or embark here because of the swell. At present ships anchor for the most part in the roadstead, a league distant and insecure. Jaffa, seen at some remoteness, presents a picturesque appearance with its domes, its minarets, and its palms, rising like an amphitheatre from the sea. Nothing can be finer, especially than the luxuriant growth of its gardens, its orange trees, bearing immense golden fruit, and its hedges of nopals. The town, as usual in the East, is an assemblage of dismal houses, poor bazaars, and dirty tortuous lanes. It lives, in a great measure, on the passage of the pilgrims to Jerusalem. The Latin convent is a vast structure of bizarre architecture, answering the purpose of a vast hostelry, to accommodate the pilgrims and their steeds. The view of the town and bay from the convent terrace is very fine.

Jaffa has not much to attract, but its historical associations are of high interest. It is said to have been built by a son of Noah; the ark is reported to have been constructed here; Jonas embarked from this port on his memorable journey; the cedars of Lebanon, sent to Solomon for his temple, by Hiram, king of Tyre, were landed here; and St. Peter, who lodged here with one Simon the Tanner, raised to life the widow Tabitha, and taught the faith to Cornelius the centurion.

Jaffa also witnessed much fighting in the time of the Crusades. It was taken by Richard Cœur de Lion, and again by St. Louis; and, in its hospitals, Bonaparte is said to have poisoned the plague-stricken whom he could not take with him. (A story denied by Thiers.)

From Jaffa to Jerusalem, passing by Ramleh and Abou Gosh, is commonly travelled on horseback as there is no road. To Ramleh, 3 hours, over the plain of Sharon, once so renowned for fertility, and now a wilderness; for Isaiah said

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"Sharon has become as a desert." At ¾ of a mile from Ramleh is the Tower of the Forty Martyrs, an edifice of doubtful origin, supposed to be a church erected by the Empress Helena.

Ramleh is, for the most part, a heap of ruins, having been taken and sacked several times by Crusaders and Musulmans; yet Edrisi calls it, with Jerusalem, one of the most important towns of Palestine.

Here again the words of Isaiah apply: "your land is desert, your cities are consumed by fire, strangers eat up your country before your face."

Tradition represents Ramleh as the ancient Arimathea. This has been denied, but not disproved, by Dr. Robinson.

In the midst of its heap of ruins, rises the vast palatial Latin Convent, which has not enjoyed so high a reputation for hospitality as many others in the Holy Land.

Leaving Ramleh you reach some mountain passes, and pass a ruined village, Latroun, said to be the birthplace of the good thief of Calvary; Still continuing among rock ravines, you arrive at Kuryet et Enab, a village called by the Christians, Jeremiah, said to be on the site of Anathoth, where the prophet Jeremiah was born. The only interesting object which it has to shew is a fine ruined Church of Minorites, of the date of the Crusades. The prophecies of Jeremiah have been verified in the case of this place, if it be Anathoth for it has been quite lately head quarters of Aban Gosh, the greatest robber-chief of Palestine, who levied black mail on all travellers to Jerusalem by this route. This worthy had at his command 6000 men, and dwelt in a house like a castle, forming a counterpart to the baronial residences of the Middle Ages.

In the midst of a wild and desolate tract is the little valley of Terebinthe, forming an oasis of orange and of fig trees in the surrounding desolation. Here you cross the little brook, said to mark the scene of David's duel with Goliath: soon after you see the Castle of the Maccabees, and then you come to a ridge, and the guide cries out "Jerusalem." Rising in the midst of a wild hilly country the grey walls, towers, and domes of the Holy City, stand out clear against the sky, with an aspect appropriate to the desolation around. Yet its edifices present an imposing appearance when viewed from a distance. The special characteristic is the pale tint cast over the whole scenery of the place. Ramparts, towers, mosques, and terraces, all are of a faded white, with no relief, not even in the ground which offers the same colouring; no stir, no noise, all is as still as the tomb. The only living things are an occasional Bedouin in his monumental costume, or a woman drawing water at the well or a pilgrim telling his beads; so that the words of Jeremiah come up forcibly to the mind: "How doth the city sit desolate, solitary, that was full of people! how is she become a widow!".

Jerusalem can be reached by Vienna and Constantinople in less than 14 days. From Marseilles by steamer to Alexandria and Jaffa, in less than 10.

As to accommodation for the pilgrim, one of the best and most hospitable places is the Casa Nuova a dependance of the Franciscan Convent. It has handsome airy rooms, with a terrace. The Greek Christians have several convents; and the Armenians the richest monastery in the East. There are two large hotels where board can be obtained at cheap rates; also the Russian convent and Prussian Hospice.

ENGLISH CONSUL—N. T. Moore, Esq.
AMERICAN VICE-CONSUL—E. Hardegg, Esq.

It would be futile to attempt even a compendious sketch of the history of Zion in these pages. Its early times are familiar to us in the nursery, from the days of Joshua and the Jebusites to the episode of its siege under Titus. The City of "Vision of Peace," as its name denotes, is said to have been founded before the time of Abraham. It is called the most ancient of cities in the Icelandic sagas, and the "earth's navel" by the Greek monks. The reign of David and Solomon; the sieges of Egyptian, Assyrian, and Babylonian hosts; the Greek Conquest; the heroism of the Maccabees; the events of the Roman dominion; our Saviour's appearance; the siege of Titus; the Crusades, and its capture by Godfrey of Bouillon; Richard Cœur de Lion, and Saladin; all subsequent pages are unrolled before us, till we come to prophecy and the day announced when the last great battle shall be fought in the vale of Jehosaphat.

The streets are only half paved, and the houses have the look of fortresses; towards the street they present nothing but a blank wall, and they are surmounted in many cases by a dome. The bazaars are poor and badly supplied. The only trade of the city is in crosses and beads for pilgrims.

Amount of Population uncertain. At the time of Titus it was said to be one million; now it does not much exceed 12 000, of whom 3400 Christians, 8000 Jews, and 5000 Musulmans, each in a separate quarter. The Jews occupy the lower part of the town, between the ancient Temple and part of Mount Zion, enclosed within the ramparts. Their dwellings present a miserable appearance. The Greek Christians are for the most part Arabs, under a patriarch. The Armenians have a splendid church, ornamented with mosaics, tapestry, and bronzes. They are also under a Patriarch. The Catholics live for the most part near the Latin Convent; which has about 40 or 50 monks, chiefly Spaniards or Italians. The Guardian Procureur and Vicar are the heads of the establishment, and govern the order in Palestine, Syria, and Egypt. The Protestants have a Bishop, but their flock is very small.

The most important points to visit are—1. The Via Dolorosa. 2 The Holy Sepulchre. 3. The Mosque of Omar on Mount Moriah, the site of the Temple of Solomon. 4. The source of Siloa. 5. The Valley of Jehosaphat. 6. The Mount of Olives. 7. The Grotto of Gethsemane. 8. The Mosque on Mount Zion, said to contain the tomb of David.

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Passing down the Via Dolorosa, six legendary Stations are pointed out. (1.) Where Christ is said to have pronounced the words "Daughters of Jerusalem, weep not for me." (2.) Where the Virgin is said to have fainted on meeting her son. (3.) At a turncutated column where Jesus, falling under the Cross, they called on Simon of Cyrene to help him. (4.) The house of Lazarus, then that of Dives. (5.) Then a poor building said to be on the site of that from which the pious woman, Saint Veronica, a name invented for that purpose, issued to wipe the sweat and blood from the face of the Saviour. (6.) The Gate of Judgement, formerly making the limits of the town and the Calvary itself, now enclosed within the Church of the Holy Sepulchre.

Critics have wrangled and cavilled about the last site, but it is certain that the great events of the Passion have taken place nearly on the spot assigned to them. No wars or revolutions have been able to plane away Moriah, and Calvary, or their tenacious traditions.

2. The Church of the Holy Sepulchre does not present anything very remarkable in its exterior or interior. Fires and accidents have destroyed most traces of the splendid Church of Constantine and of the Crusades. The cupola is the only part about it that has an imposing appearance. Much scandal results from the bigotry of rival Christians in these precincts. The Greeks are accused of many encroachments of late years, and to them belongs the Chapel of the Calvary and the choir.

The Church contains the following chapels:—1. That of the Flagellation, with a pillar where our Saviour is said to have been scourged. 2. The Chapel of the Prison. 3 That supposed to be the spot where the soldiers cast lots for Christ's tunic. 4. The spot where the Empress Helena prayed while seeking the Cross. From thence 19 steps lead up to Golgotha. Calvary is 110 steps from the Holy Sepulchre. It presents a flattened summit, 47 feet long and wide, with 2 chapels, separated by an arcade. In one, a mosaic represents the place where tradition asserts that Christ was nailed to the cross; in the other is a marble slab or table pierced in such wise that you can see the holes where the 3 crosses were planted, and the split in the rock. This chapel belongs to the Greek rite. Descending from this chapel near a marble table surrounded with a balustrade, above which are many lamps, you are on the spot where our Saviour's body is said to have been embalmed after the descent from the Cross. Close at hand is the Holy Sepulchre. Under a gallery supported by 16 pillars and surmounted by a dome of which the form recalls that of the Pantheon at Rome is a white marble monument, 20 feet long, 6 wide, and 15 high, surrounded by an elegant cupola. This monument surrounds the Saviour's tomb. You ascend it by a few steps, and reach a chapel in which you behold a marble block 1½ ft. square, pointing out the spot where it is thought the Angel addressed the holy woman: "He is not here: He is risen."

Passing under a little curtain you enter the sanctuary, only large enough to contain 4 persons, having on the right the Altar of the Holy Sepulchre, with gold and silver lamps suspended above it and perpetually burning. The walls are covered with greyish marble, and the ceiling is all blackened by smoke.

This venerable spot is generally filled with at least 20 pilgrims, prostrate fallen to earth, kissing the ground. The monks lead the visitors to these shrines with lighted tapers and special devotions. The different Christian rites celebrate in turn masses at the Holy Sepulchre. They are guarded and watched by Turks, who have sometimes to interfere to prevent serious collisions, which have occasionally occurred at great festivals like Easter, with consequences of the most fatal kind. The Christians are strictly forbidden to enter the Mosque of Omar.

The Vale of Jehosaphat is a dismal, dark hollow near the Mount of Offence, and a Church of the Virgin. It is watered by the Kedron, and has in its arid flanks a multitude of tombs, including those of Absalom and Zacharias. The Grotto of the Agony is still pointed out, with the spot where Judas betrayed his Master.

Gethsemane is reached by a few steps, and consists of an embrasure about 15 feet in diameter. This grotto is held in great veneration, and on the spot is a Church said to have been erected by the mother of Constantine, containing the tombs of St. Joachim, St. Ann, and St. Joseph; though there is no sufficient evidence to authenticate this tradition.

Eight very ancient olives by the Grotto of the Agony have such venerable characteristics, that it is not improbable they are coeval with the time of Our Saviour. Ascending to the Mount of Olives, you pass several spots to which tradition has assigned memorable events, including the church said to mark the site of the Ascension. The view over the two mountains, Zion and Moriah, and the whole of Jerusalem from the Mount of Olives, is very striking.

Excursions.—The whole district around Jerusalem presents excursions to spots hallowed by the most venerable associations. We select in particular—1, Bethlehem. 2, The Jordan. 3, The Dead Sea.

Circular Tour from JERUSALEM, to BETHLEHEM, the DEAD SEA, JORDAN, JERICHO, and back to JERUSALEM;

in English miles.

Jerusalem to	Jerusalem.	Bethlehem.	Mar-Saba.	Jericho.	Bethany.	Jerusalem.
BETHLEHEM	6	...	...	...	...	...
MAR-SABA	16	10	...	...	...	...
JERICHO *via* the Dead Sea and Jordan	43	37	27	...	...	...
BETHANY	61	55	45	18	...	...
JERUSALEM	63	57	47	20	2	...

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The Jordan requires days, if you prolong your journey to the Dead Sea.

Bethlehem is a charming excursion, and offers a contrast to Jerusalem; as the country you pass on the road is undulating, and though only partly cultivated, is not a desert. Every spot on the road is full of legends of the Mother and the Child. About 3¾ miles from Jerusalem is the convent of Mar Elias, with a place connected with Jezebel. Further in is the Tower of Simeon. Passing the Tomb of Rachel and the ruins of Rama, you reach Bethlehem rising like an amphitheatre on the slope of a hill. The Latin convent is like a great fortress. The church of Santa Maria di Betlemme, formerly so splendid, is now bare and unadorned, except by 40 fine old columns of the Corinthian order. The most interesting spot is the underground grottoes, with a mausoleum to the Innocents massacred by Herod. The rock is of a porous character and honeycombed in all directions; hence those who have been most sceptical have acknowledged the exactness of the Biblical description. The Grotto of the Nativity has been enlarged, and its walls disfigured by marble slabs. A circle of jasper and agate marks the spot where the infant Jesus first saw the light. The circle has the inscription:—*Hic de Virgine Maria Jesus Christus natus est.* This chapel belongs to the Greeks; that of the altar of the Magi to the Latins. Many sepulchres of saints are seen around, including St. Jerome, one of the oldest Fathers of the church. Bethlehem has been from the earliest times an object of special veneration, and has received all kinds of gifts at the hands of kings and princes, including Baldwin I, who in 1110 established a bishopric there. The population is 3000, mostly Christians.

An expedition to the Jordan and Dead Sea requires more preparation, especially as the tribes of that district look upon visitors as fair game. The usual plan has been to apply to a consular agent, and to obtain an escort of a certain number of men (about 15 for 400 fr.). To obtain this a bargain must be struck.

The road to the Jordan takes you past **Bethany**, where a grotto is shown as the Tomb of Lazarus and what is called the house of Martha and Mary. The distance of the present village is exactly that of the ancient (15 stadia) from Jerusalem, and the Arabs, who have a retentive memory, call it El Azir.

The next point is a place called the Well of the Source of the Apostles. Advancing you reach a bare, arid, rocky country, channelled by winter torrents, covered with blocks of marble, and the horizon closed in by the mountains of Moab, with their purple and sharply defined outline.

Not long after you reach the vast plain of **Jericho** containing some water and verdure. Passing the mountain of the Forty Days' Fast of Our Saviour, you advance through a peaceful pastoral scene towards the Jordan.

To those who can stand a little roughing, this is a charming place for a bivouac or an encampment. You can thus obtain a complete taste of pastoral life; the same among Arabs as in the days of Abraham. The whole district of Jericho is of admirable fertility, full of balmy gardens and massive trees. Jericho is known in the Bible as the City of Palms. It was noted formerly for the balm-tree noticed by Pliny for its sweet perfume; also for hennah, for olive and carob trees. Those trees are now replaced by the zakkoum, resembling the plum-tree, and shrubs such as the dorn, or the morell, &c. A pious legend represents that the roses of Jericho sprang up in the desert wherever the Virgin planted her foot.

Riha, or Jericho, resembles an Egyptian village. It is one of the poorest of villages, marked by a single palm-tree. Two hours after the valley of the Sultana fountain, the **Jordan** is reached, flowing among willows, varying in depth and width. The depth varies according to the season, being three feet in July, but scarcely fordable in March. In some parts the width is 140 feet, in others 60, in others 40. Near at hand are the spots where Our Saviour was baptized by St. John, where Joshua led the twelve tribes into the Holy Land, and where Elijah was taken up to heaven in a chariot of fire. Opposite is **Mount Nebo**, where Moses, after viewing the Holy Land, was buried by God. From hence to the Dead Sea is a scene of perfect desolation. Not a blade of grass, not a breath over the leaden waters of the asphalte lake, sleeping in deadly calm, like a mass of molten lead, under a scorching, glaring sun.

The **Dead Sea** has a length of twenty leagues (sixty miles), and its width varies from four to five leagues (twelve to fifteen miles). The taste of the water of the lake, which has been analyzed by many scientific men, is more bitter than that of saltpetre. The black stones picked up on the beach burn like phosphorus, and smell like bitumen. It is nearly 600 feet lower than the level of the Mediterranean, and is cased in by mountains 2000 to 2500 ft. high. What has been said about the absence of all animal and vegetable life on its banks, and in its waters, is perfectly correct.

The road back to Jerusalem is over a wilderness of sand and rock. The whole district is like an ocean of aridity, cut by troughs and precipitous ravines, where your horse slips at every step. Many of the hills are honeycombed by grottoes, used as retreats and refuges by early Christian anchorites.

The quickest way to reach the northern parts of Palestine, is to return from Jerusalem to Jaffa, and thence to take steamer to Acre.

From Jerusalem to Nazareth, by Acre.

The Alexandria and Constantinople steamers call at Jaffa, and take you to Acre in a few hours. At Acre there is good accommodation at the convent.

Acre, the ancient *Ptolemais*, is interesting from its history, extending from Elias to the Crusades, to Bonaparte, to Sir Sydney Smith, and Sir Charles Napier. The town is very dilapidated, and has little to attract notice. There are a few remains of Christian churches, and of

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the great hospice of the chevaliers, in Crusade times. **Mount Carmel** is every thing at Acre. It is twenty-two leagues in circumference, and ft. high, commanding a splendid view of the sea and of the plain of Esdraelon. The slopes are covered with crops of corn, with maize, and with forests of oak and olive. The road to the convent is very steep, but the fathers offer a most liberal hospitality. The mountain is honeycombed with grottoes, and hallowed with countless traditions. One grotto is consecrated as that of Elias, another as that of St. Louis. It gives name to the Dacre or D'Acre family, whose first progenitor was at the Crusades.

ENGLISH VICE-CONSUL.—M. Finzi, Esq.

To reach **Nazareth** from Acre you cross a broad plain then a range of hills, and afterwards another plain, that of Zabulon, an arid district, with a few scattered tamarisks and acacias, passing the site of Diocæsarea, the strongest town of Galilee. At length, amidst sandy hills, you descry the terraced roofs and domes of Nazareth. Hospitality is offered to the pilgrim at the Latin convent. At hand is the Church of the Annunciation, where they point out the site of the holy house, said afterwards to have been transported to Loretto. In a grotto under the choir are two columns, marking the spot which tradition assigns to the angelic salutation of Gabriel. A white marble altar, vases of flowers, and silver lamps, adorn this sanctuary. On the stone is the inscription, *Verbum caro hic factum est.*

Other sights at Nazareth are the Mensa Christi supposed to be the table of the last supper, the Mount of Precipitation, and **Mount Thabor**, the scene of the Transfiguration. The town has a picturesque position on an outlier of Anti-Lebanon. Population 3,000. Houses solidly constructed of stone. From the neighbouring hills the eye commands Hermon, Thabor, Endor, Naim, Emmaus, Capernaum, Cana, and the lake of Tiberias.

From Nazareth you easily reach Caiffa in 6 hours, passing a chain of hills, with narrow defiles, said to be infested with robbers, but, probably, not more so than Calabria and other parts of Italy.

Caiffa is a little town, with one of the best harbours on the coast, receiving vessels that cannot put in or anchor at Acre. Caiffa stands near the ruins of the ancient city of that name, at the north side of the Gulf of Acre and near the foot of Mount Carmel. Hence by Sea to Beyrout.

Beyrout.—Pop. 100,000.

HOTEL DE L'ORIENT, kept by Bassoul; "very good; 10fr. a day, every thing included. Landlord speaks English, meets visitors at steamer, and arranges boat-fare, custom-house transit, &c."—*G. H.*

ENGLISH CONSUL GENERAL.—G. Eldridge, Esq.

AMERICAN CONSUL GENERAL.—J. B. Hay, Esq.

ENGLISH CHURCH.—Rev. Dr. Parry.

BANK.—Ottoman Bank.

The chief port of Syria, and the port of Damascus, to which a coach runs on a good road, made by the French, through the Lebanon mountains. There is also a night post.

From Beyrout, Damascus may be reached by diligence in fourteen hours. The halfway-house is in the valley between Lebanon and Anti-Lebanon; and the keeper of the diligence station has horses and will accompany travellers to **Baalbec**, a six hours' ride, making an arrangement with him on the way to Damascus. On the return journey you reach the station at 11 a.m., and may reach Baalbec the same night, view the ruins the next day, and on the third return to Beyrout.

Damascus.—Pop. 120,000.—HOTEL:—Demetri's: "very good; 11fr. a day, all included. There is a good honest dragoman who speaks English."—*G. H.*

A most ancient city, in a beautiful spot on the "Abana and Pharpar," on a plain of the Anti-Libanon, with mosques, khans, a cathedral, bazaars, &c.

ENGLISH VICE-CONSUL—W. K. Green, Esq.

AMERICAN C. AGENT—N. Meshaka, Esq.

Starting from Beyrout along the sea-shore, the places of historic interest may be reached in the following order; the place last named each day, being the camping-ground for the night.

1. Sidon; 2. Sarepta, Tyre; 3. St. Jean d'Arc; 4. Haifa, Carmel; 5. Nazareth; 6. Cana, Tiberias; 7. Magdala, Capernaum, Bethsaida, by boat, tents remaining at Tiberias; 8. Mount Tabor; 9. Endor, Nain, Shunem, Jezreel. Gilboa, the battle fields of Barak, Gideon and Saul, camping at Zenni; 10. Dotham, Samaria; 11. Shiloh, Bethel; 12. Ramah, Gibeah, Gibeon, Mizpah, Jerusalem. The expedition to the Jordan, Dead Sea, and Hebron, has already been spoken of. These days will require from six to eight hours in the saddle, not fast riding, for that is next to an impossibility.

There is no land where visitors are so enthusiastic as in Palestine; none where there are such disappointments. Some shed tears of joy in beholding Jerusalem; while others turn away in disgust from its crumbling walls, its heaps of rubbish, its filthy streets.

At the hotel table in Beyrout, you may hear your right hand neighbour say—"I can't understand how any one can visit Jerusalem without giving up pretty much all his belief in the Bible. That is the place where Christianity was taught, and what do we see?—a set of lazy monks fighting like cats and dogs over a place they call the Holy Sepulchre. They point out the spot where Mary stood, where Jesus stood, and a dozen other places, all absurdities. I can't imagine any one going there and not coming to the conclusion that a good deal of what we have supposed to be truth in the Bible is not to be believed."

Another will reply—"On the contrary, having been through the country, my convictions of the truth of the Bible have been deepened. There are wonderful points of contact between prophecy and history, exact fulfilments of prophetic words. I have seen places just as the Bible describes them, and men doing just what

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the old prophets said they would do—cultivating grapes on the hill of Samaria, and spreading their nets on the foundations of Tyre."

Travellers in Palestine are multiplying every year. The English are numerous, but our American cousins are as four to one; occasionally a Prussian or a Frenchman is seen, sometimes an Italian; but the hotel-keepers at Jerusalem, Damascus, and Beyrout, look for the arrival of English-speaking travellers just as we look for the cuckoo and swallow in spring. As the facilities and means for travelling increase, the number of travellers will also increase; for the world has but one Palestine. There is but one Jerusalem, one sea of Galilee, one Nazareth; and, as long as the religion of Jesus endures, there will be pilgrims to a land consecrated by the unfailing memorials of His life and death. Thousands will come, and other thousands will dream of coming, and lay plans to come in the future.

DISTANCES IN SYRIA AND PALESTINE,

IN ENGLISH MILES.

Damascus to	Damascus.	Chtaura.	Beyrout.	Saida.	Sur.	Tibnin.	Safed.	Tiberias.	Nazareth.	Kubatiyeh.	Nablous.	Ramallah.	Jerusalem.	Ramleh.	Jaffa.
Carriage (CHTAURA (25 m. fm. Baalbec)	40	...	...	...	...	...	...	...	...	...	...	...	...	...	...
rd. 70 m. (BEYROUT	70	30	...	...	...	...	...	...	...	...	...	...	...	...	...
SAIDA (Sidon)	97	57	27	...	...	...	...	...	...	...	...	...	...	...	...
SUR (Tyre)	120	80	50	23	...	...	...	...	...	...	...	...	...	...	...
TIBNIN	140	100	70	43	20	...	...	...	...	...	...	...	...	...	...
SAFED	165	125	95	68	45	25	...	...	...	...	...	...	...	...	...
TIBERIAS (*via* Tel Hum)	190	150	120	93	70	50	25	...	...	...	...	...	...	...	...
NAZARETH (*via* Mount Tabor)	215	175	145	118	95	75	50	25	...	...	...	...	...	...	...
KUBATIYEH	240	200	170	143	120	100	75	50	25	...	...	...	...	...	...
NABLOUS (Sychar) (*via* Samaria)	260	220	190	163	140	120	95	70	45	20	...	...	...	...	...
RAMALLAH (near Bethel)	290	250	220	193	170	150	125	100	75	50	30	...	...	...	...
JERUSALEM	309	269	230	203	180	160	135	110	85	60	40	10	...	...	...
RAMLEH	330	290	260	233	210	190	165	140	115	90	70	40	30	...	...
JAFFA (Joppa)	340	300	270	243	220	200	175	150	125	100	80	50	40	10	...

EGYPT AND OVERLAND ROUTES.

OVERLAND GUIDE TO INDIA, &c.—See BRADSHAW'S RAILWAY AND THROUGH ROUTES and OVERLAND GUIDE to INDIA, TURKEY, EGYPT, CHINA, JAPAN, AUSTRALIA, and NEW ZEALAND, published annually, Price Five Shillings. It contains, among other matter, a Gazetteer of the Civil and Military Stations in India.

WEIGHTS AND MEASURES OF INDIA.

BENGAL.—LENGTH.—Gus = 1 yard; Coss (of 4000 Gus) = 2 8-11ths English miles. Yojan (of 4 Coss) = 5 8-11ths miles. SURFACE.—Beegah (of 20 Cottahs, each of 20 Gundas). 1600 square yards, or about ⅓ of an English acre. WEIGHTS.—Tola = 180 Troy grains; Maund (of 40 Seers, each of 16 Chittaks, each of 5 Tolas) = 82 5-7th lbs avoirdupois English. Hence 280 Tolas = 2 lbs. avoird.; 35 Seers = 72 lbs. avoird.; 40 Maunds = 36 cwt.

MADRAS.—LENGTH.—The English foot and yard are almost always used. Kole and Gun = 36 inches English Mooium (of 24 Unguliums) varies from 16 to 21 English inches; Baum about 6½ English feet; Nálli-valli = about 1½ English miles; Kadam (of 7 Nálli-valli) = about 10 English miles. SURFACE—Cawnie (of 24 Grounds or 160 Coolies) = 1·33 acre English. WEIGHTS—Candy (of 20 Maunds, each of 8 Viss, each of 5 Cutcha Seers, each of 8 Pollums, each of 8 Tolas) = 498 7-10ths lbs., avoid.; Tola = 180 Troy grains; Pollum = 1·28 lb. avoid. In commerce Viss = 3½ lbs.; Maund = 25 lbs.; and Candy = 560 lbs. English.

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BOMBAY.—LENGTH.—Gaz (*of* 24 Tussoos) 27 inches English; Hâth (*of* 16 Tussoos) = 18 inches. SURFACE—Beegah (*of* 20 pund, each *of* 20 Kattles) = 8-9ths of an English acre (3027 sq. yds.); Chahur (*of* 120 Beegah) = 97½ English acres. WEIGHTS—The Bengal weights are being introduced, but there are still the following local weights: Candy (*of* 20 Maunds) = 560 lbs. avoird.; Muund (*of* 40 Seers = 28 lbs. avoird.; Seer (*of* 79 Tanks *or* 80 Pice) 11 1-4th oz avoird.; Tank (*of* 4 Mashas) = 2¾ drs. avoird. The Candy varies in different districts from 560 lbs. to 2235 lbs. The Candy of cotton (28 Maunds) = 7 cwt. English.—*From "The Merchant's Handbook," by W. A. Browne, LL.D. London: Edward Stanford, 6, Charing Cross*

Indian Money.—In 1835 a uniform system for all the Presidencies was established; it is as follows: 12 pies = 1 anna = 1½d.; 16 annas = 1 rupee = 2s. Silver is the only legal tender, but a gold standard is advocated; at present the gold coins are merely tokens representing a certain sum in silver money. GOLD COINS.—Gold mohur (15 rupees) = £1 10s.; 10 rupee piece = £1; 5 rupee piece = 10s. SILVER COINS.—Rupee; half-rupee; quarter-rupee; double-anna; worth respectively 2s., 1s. 6d., 3d. Annas, each worth 1½d., were minted in 1835, but are now seldom met with; a double-rupee = 4s was authorised by the government, but never issued. A lac is 100,000 rupees, and is worth £10,000; a crore is 100 lacs, and is worth 1 million sterling.—*See The Merchants' Handbook, by W. A. Browne, LL.D., London, Stanford, Charing Cross.*

1. ROUTE via SOUTHAMPTON, and MALTA.

By means of the Steamers of the Peninsular and Oriental Company, carring the Indian Mails weekly, see Bradshaw' "Overland Guide to India," for full particulars.

2. ROUTE via MARSEILLES.

The railways have so considerably facilitated the performance of the journey from London to Marseilles, as to render it easy of accomplishment in a few hours. Thence travellers can proceed to Malta, Alexandria, and Constantinople, or to any of the intermediate ports, either rapidly *per* direct packets, or more leisurely *via* Italy, thereby visiting *en route* the most remarkable towns of that country —such as Genoa, Florence, Rome, Naples, &c.; all of which will be found described in this GUIDE under the head of Italy, and in the Routes laid down in "Bradshaw's Overland Guide to India."

Coupés are attached to 1st class trains on the Mediterranée lines, and are charged from 2fr. 50c. to 15fr. per place (according to distance) in excess of the 1st class fare Coupé beds cost four times the ordinary coupé fares.

The steam-ships of the "Administration des Services Maritimes des Messageries Nationales," Rue Nôtre-Dame-des-Victoires, convey the French mails between Marseilles and the principal ports of the Mediterranean Sea. They average from 120 to 220 horse-power. For particulars in reference to Times and Fares. see alphabetical list of Steamers, also for notice of the other different lines, viz., the Italian, Levant, Greek, Egypt and Syrian, between Constantinople and Alexandria, and the various lines they correspond with.

Passengers wishing to visit Genoa, Leghorn, Florence, Rome, Naples, and Messina, *en route* for Malta, or any destination beyond it, can embark in the packets of the line of Italy, leaving Marseilles every Thursday. They are privileged to stay at any of the intermediate stations, proceeding to their destination by subsequent packets, within a delay of four months. On re-embarking, they are only entitled to such berths as are vacant when due notice of the departure is given at the company's office. The passage-money is always to be paid in advance, and is in no case returned.

Passengers must strictly adhere to the printed regulations on board. They cannot have the exclusive occupation of a state-room, unless engaging all the berths therein. The tariff of luggage is given in pages of the GUIDE already referred to; and the following is the charge for *extra* luggage on board the packets, viz.:—10 frs. per 70 kilos. between Marseilles and Malta, and 25 frs. per 70 kilos. to any destination beyond Malta. Goods and merchandise are not admitted as luggage. CARRIAGES are charged as follows:—

Large size.... at 1½ fares of 1st class passages.
Small size (2 wheels) ditto. ditto.

In addition to the instructions given in reference to Passports, under the column of "General Instructions," at p. xlvii and xlix., the following tariff of charges will be found useful to the traveller:—French police *visé*, gratis; British, 2 frs. 30 c.; Italian, 4 frs.; Roman, 3 frs. 50 c.; Greek, 1 fr. 50 c.; Russian, 6 frs.; Spanish, 5 frs. 50 c.; Dutch, 5 frs.; Belgian, 4 frs. 50 c.; Prussian, 4 frs.; Austrian, 3 frs. 90 c.; Swiss, 2 frs. 50 c.; Turkish, 2 frs. 50 c.; American, 10 frs. 50 c.; Danish, 5 frs.

NOTICE TO HOMEWARD TRAVELLERS RETURNING FROM INDIA.—The Steam communication between Kurrachee, Bushire, and Bussora. corresponding with the small steamers on the Tigris and the Euphrates, will convey the traveller to the different Overland Routes given in Bradshaw's "Overland Guide to India." The packets of the Marine

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Service of the "Messageries Nationales," on their return voyage from Alexandria, are accompanied by a Surgeon.

3. ROUTE via TRIESTE.

GENERAL INSTRUCTIONS, &c.—BAGGAGE.—A recent regulation enables passengers for India, *viâ* Trieste, who are encumbered with heavy baggage, to ship it at Southampton by one of the P. and O. steamers leaving that port for Alexandria, but this must be done a fortnight in advance. By adopting this plan much trouble and annoyance will be saved and the Traveller need only take with him such portion of his baggage as he may require until his landing in India; and the less he takes the better. Passengers returning from India should adopt a similar course, and leave the cumbersome portion of their baggage at Alexandria for shipment to Southampton. Much inconvenience, arising from delay, &c., will be avoided by parties forwarding keys of packages subject to duty, with the address of the owner, and the list and value of the contents, to 127, Leadenhall-street, London; or to Hickie, Borman, and Co., Oriental-place, Southampton. Personal baggage, when declared for transit at Ostend, can be forwarded to Trieste free of Custom-House examination. The same course is adopted in reference to baggage from Trieste, which need not be examined until arrival in London. It may be well to state that luggage declared for transit cannot be used until its arrival at its destination. Venice is a few hours from Trieste. The P. and O. Company, now run boats from Venice and Ancona to Brindisi, in connection with the Mails to Alexandria.

Passengers, on their arrival at Trieste from Alexandria, can have the extra quantity forwarded to England, &c., by giving the necessary instructions at Trieste. Two pounds per cwt. is the tariff to England, exclusive of Custom-House charges.

Passengers must not take sealed letters into Austria, such being contrary to the postal regulations of that country. Persons going to Trieste, *viâ* Ostend and Vienna, are recommended to obtain a Foreign Office passport visé'd first by the Austrian Ambassador, and afterwards by the Belgian Consul, if *viâ* Ostend. If there be different members of a family travelling together, their names can all be included in the one passport. (See pages xlvi l. to l.)

MONEY.—Sovereigns, are the best to take from England. No paper money or Foreign coin, should be taken beyond the Austrian frontiers, as it will be refused.

4. ROUTE from LONDON to BRINDISI, via FRANCE, and MONT CENIS, or via GERMANY and the BRENNER PASS.

For particulars, see "London to Alexandria," in the Alphabetical List of Steamers.

5. ROUTE TO BRINDISI, THROUGH SWITZERLAND,

TIME.	ROUTE AND MODE OF CONVEYANCE.	Page in Guide.	Cost 2nd Class Rail. Fr. Cts.	
1st Day.	London to Paris, via Folkestone or Dover	—		£2 0 0
2nd Day.	Paris to Basle, rail, 7.30 a.m. to 8.5 p.m., 1 el. only.	—	43 85	
3rd Day.	Basle to Lucerne, rail, 10.30 a.m. to 1.49 p.m.	—	7 0	
	Lucerne to Flueln, steamer, 1.45 p.m. to 4.20 p.m.	—	6 0	
	*Flueln to Altorf, Diligence or Carriage, 4.45 to 5.0 p.m.	—	1 25	
4th Day.	Altorf to Bellinzona, Diligence over the St. Gothard Pass, stopping half an hour at Andermatt to dine; 8.0 a.m. to 10.30 p.m.	—	22 0	
5th Day.	Bellinzona to Magadino, Diligence, 9.0 to 11.0 a.m.	—	2 0	
	†Magadino to Sesto Calende. Steamer, 11.30 a.m. to 6.0 p.m.	—	5 30 (first)	
	Sesto Calende to Milan, Rail, 6.38 to 8.50 p.m.	—	5 15	
6th Day.	Milan to Bologna, 9.30 a.m. to 2.40 p.m.; dine and rest one hour, and go on to Ancona and Brindisi, 4.5 to 12.30 p.m.	—	12 95	
			64 0	
			167 50	=£6 13
	Embark 1½ hour after arrival of Train at Brindisi, and arrive at Alexandria after 74 hours' voyage	—	275 (1 cl.)	=£11 0 0

* There is only a small inn at Flueln, and therefore most would prefer to go on to Altorf, which is close by.

† Dine on board while waiting at Arona half an hour: no time to land: order beforehand.

[For those who wish to see more of Switzerland a pleasant alteration may be made by going from Paris to Lucerne at once, then by the early steamer from Lucerne as far as Hospenthal, near Andermatt, there leaving the diligence and walking across the Furka pass and the Rhone glacier, returning the next morning to Hospenthal in time to enter the diligence at half-past one, and go on to Bellinzona as before.]

6. OTHER ROUTES OUTWARD.

These are mostly to Trieste; from whence it is a few hours to Venice, and from that the steamers may be taken to Ancona and Brindisi.

1. London to Trieste, by Cologne, Dresden, and Vienna. This is a very lengthy journey, as it occupies five days sixteen hours. Fares: first class, £10 11s.; second class, £7 13s. 6d.; and third class, £5 13s. 10d. At Magdeburg the traveller can continue onward to Berlin, he can reach Vienna by rail, through Breslau, but the expense will be a little more than by the direct route.

2. By Ostend, Cologne, Frankfort, Ratisbon, the Danube, and Vienna, at the cost of £8 19s. 6d. for first class, £6 10s. 2d. 2nd class, and £5 8s. 9d. third class.

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3. By Mayence, Frankfort, Ratisbon, Bruck, and Laibach.—London to Mayence, Railway and Steamboat, Mayence to Frankfort by rail, Frankfort to Ratisbon by rail, Ratisbon to Linz by steamer and diligence, Linz to Bruck by rail, Bruck to Laibach by rail, Laibach to Trieste by rail.; Cost: 1st class, £7 16s. 8d.; 2nd class, £6 7s. 8d.; 3rd class, £6 3s.

4. By Mannheim, Carlsruhe, Stuttgard, Augsburg, Munich, Salzburg, and Bruck.—Journey performed in 134½ hours. Cost: 1st class, £7 14s. 2d. 2nd class £6 3s. 6d.; 3rd class. £5 5s. 5d

5. By Ulm, Fussen, Innspruck, Botzen and Verona. The journey is made in about 140 hours, at the cost of £6 11s. 8d. 1st class, and £5 9s. 10d 2nd class.

6. By Bale, Lucerne, Milan, Verona, and Venice. Cost: 1st class, £6 19s. 4d.; 2nd class, £5 8s. 10d Time occupied, 127 hours.

7 By Amiens, Paris, Geneva, and Milan. Cost: 1st class, £11 2s. 2d.; 2nd class, £9 4s. 8d. Time, 121 hours.

8. By Paris, Strasburg, and Kehl, to Vienna, in 8 hours; thence as in Route 1.

9 Travellers anxious to enjoy the magnificent scenery between Vienna and Trieste, should proceed by the day train from Vienna to Gratz, where they should stop a short time and then proceed by day train to Adelsberg, to see the magnificent grotto close to the station.

ROUTES HOMEWARD.

1. Brindisi to Milan, Magenta, Novara, and Arona by rail; Arona to Brieg and Martigny by diligence over the Simplon; Martigny to Bouveret by rail Bouveret to Geneva by steamer or rail.

2. Milan to Como, by rail, in about two hours; thence by diligence to Lake of Lucerne, by the St. Gothard Pass, in 25 hours. Steamer in four hours down the Lake to Lucerne; thence to Bâle, by rail. From Bâle to Strasburg and Paris, by rail, in 12 hours.

3. Trieste, Vienna, Prague, Dresden, (to Berlin,) Halle, and Cassel, by rail. Cassel to Frankfort, Mannheim, Nancy, and Paris—or Cassel to Hamm, Dusseldorf, and Aix-la-Chapelle, by rail—thence to London by rail and steamer.

At Cologne, Vienna, Berlin, and Breslau, the stations of the North and South Railways are at opposite ends of the town. The conveyance thereto and from, as the case may be, will cost, including toll on the bridge, 8 silber groshen. The station porter will be found useful to travellers, and his services can be secured for 6d.; for this trifle he will attend to the luggage, see it weighed, marked, and bring the ticket, which must be produced before the baggage will be given up on arrival at the station to which it is booked.

From Brindisi, parties anxious to visit the Ionian Islands, Greece, Constantinople, Asia Minor, and Egypt, can do so at a comparatively small outlay from Ancona. Travellers from Greece and the Ionian Islands are admitted to free *pratique*. Those from the Levant and Greece are accompanied by health officers, and the quarantine is performed on the voyage, so that passengers can now proceed on shore immediately on arrival at Brindisi provided the vessel has a clean bill of health. Tickets are available on all the lines for two months; and travellers may land at any port on the line, provided they inform the captain of their intention, and afterwards can proceed on by the Company's next vessel

Travellers by Trieste or Brindisi should provide themselves with passports before starting; and if there is quarantine at Alexandria, should insist on being landed at the railway station, and going right through to Suez, and embarking at once.

For the Austrian Lloyd's Steamers to Alexandria and to other parts of the Levant, see the Alphabetical List of Steamers.

Passengers embarking on board, or landing from the Austrian Lloyd's steamers, who require a boat to themselves must pay 2s.; several passengers in one boat, pay each 8d.; families, 4s.; and luggage—viz., trunks, boxes, mattrasses, and portmanteaus, for each package, 2d.; hat-cases, carpet bags, &c., are free.

Alexandria.—*Stat.*—Pop. about 250,000.

HOTELS:—ABBAT'S HOTEL is very good.

HOTEL PRINCE OF WALES.

PENINSULAR AND ORIENTAL HOTEL, Grand Place des Consules: recommended.

ENGLISH CONSUL GENERAL, Major Gen. Stanton, C.B. Consular Chaplain. Rev. E. J. Da is.

AMERICAN AGENT and CONSUL GENERAL, E. Beardsley, Esq.

Port Said, at the Mediterranean end of the **Suez Canal**, to which the Southampton steamers of the P. & O. Co., the French Messageries, & others, proceed, is about 140 miles further east. See p. 680.

The traveller by Overland Rail no longer passes by Cairo, but follows a more direct route by Zagazig and Ismaila, (see pages, 294 and 681.) Previous to arrival, passengers on board the P. & O. Company's boats make up parties for the railway carriages across Egypt. The lists are handed to the purser, who communicates with the railway authorities; and, on reaching the station, passengers find carriages told off for them according to the lists made up They should take refreshments, especially where there are children, with them on the railways. The transit sometimes lasts 10 to 12 hours, with only one stoppage long enough for refreshments, often in the middle of night, or during a sandstorm, when it is impossible to leave the carriage.

Bradshaw's *Guides* on sale at DAVID ROBERTSON & Co., ENGLISH BOOKSELLERS and FORWARDING AGENTS, 10, Grand Square, where every assistance and information will be afforded to Travellers, free of expense. A visitor's list is kept. Messrs. Robertson are booksellers to H. H. the Khedivch, and have a similar large establishment at Cairo.

Alexandria, the ancient capital of Lower Egypt, is situated on the Mediterranean, between the Lake Mæriotis and the Isle of Pharos. Few cities present more attractive features to the traveller than this. It is enclosed by walls of Saracenic structure, supposed to have been built by one of the successors of Saladin, in the 13th century. The original city was built by Alexander the Great soon after the fall of Tyre, about 333 B.C., and it realised the hopes of its founder, as, not long after

its erection, it became the emporium, not only for merchandise, but also for all the arts and sciences of Greece. Strabo tells us that ancient Alexandria was 30 stadia in length from east to west, and 7 or 8 stadia even where narrowest. The circumference was 9 miles. Lake Mœriotis bathed its walls on the south, and the Mediterranean on the north. It was also intersected by straight parallel streets lengthways, and a free passage was left to the northern wind, which alone conveys coolness and salubrity into Egypt. At the gate near the sea, a street of 2,000 feet began and terminated at the gate of Canopos. This street was decorated with magnificent houses, temples, and buildings. Along its extensive range the eye was never tired of gazing on its marble, the porphyry and obelisks which at some future day were destined to embellish Rome and Constantinople. The great street, the handsomest in the world, was intersected by another of the same breadth, which formed a square of half a league in circumference at their junction. From the middle of this great place the two gates were to be seen at *coup d'œil*, as also vessels arriving under full sail from the north and south.

The Palace, which projected beyond the promontory of Lochras, occupied more than a quarter of the city. Each of the Ptolomies added to its magnificence. It contained within its enclosure the Museum, an Asylum for learned men, groves, and buildings worthy of royal majesty, and a Temple, in which was deposited the body of Alexander in a gold coffin. This beautiful monument was violated by the infamous Seleucus Cibyofactus, who carried off the gold coffin, putting a glass one in its place. Alexandria also extended along the northern bank of the lake, and in its eastern view embraced the Gymnasium, with its portico of more than 600 feet long, supported by several rows of marble pillars. Without the gate of the Canopos there was a spacious circuit for chariot races, whilst beyond that the suburb of Nicopolis stretched along the sea shore, and seemed a second Alexandria. A superb amphitheatre was built there, with a race-ground for the celebration of the Quinquenalia. Such is the description left us of Alexandria by the ancients, but, above all, by Strabo.

The architect employed by Alexander in the construction of this city was the celebrated Dinocratus, who acquired such great reputation by building the Temple of Diana at Ephesus. Ptolemy Soter, one of Alexander's captains, was the first to render this city populous. He was appointed Governor of Egypt soon after the death of the Macedonian monarch, assumed the title of King, and made Alexandria the royal residence, B.C 304 years. Ptolomy Philadelphus also added much to the embellishment and grandeur of Alexandria. In the first year of his reign, the celebrated watch-tower of Pharos was erected, which, when finished, was considered one of the wonders of the world. The tower was a large square structure of white marble, on the top of which fires were kept constantly burning, for the direction of sailors. The building cost, if Attic, 800 talents, or £165,000; if Alexandrian, twice that sum. A curious stratagem was resorted to by the architect of this tower to perpetuate his name in connection with it, and take all the glory to himself. Being ordered to engrave upon it the following inscription—"King Ptolemy, to the Gods the Saviours, for the benefit of Sailors"—instead of the king's name he substituted his own, and then filling up the hollow of the marble with mortar wrote upon it the above-mentioned inscription. In process of time, the mortar having fallen off, the following inscription appeared:—"Sostratus, the Cnidian, the son of Dexiphanus, to the Gods the Saviour of Sailors."

The Temple of Serapeum had within its vast the celebrated Alexandrian Library, containing 700,000 volumes. In collecting books for this library the following plan was adopted, viz., to seize all those which were brought into Egypt by Greeks or other foreigners. The books were transcribed by persons appointed for that purpose. The copies were then handed back to the proprietors, and the *original* laid up in the library. The works of Sophocles, Euripides, and Æschylus, were borrowed from the Athenians by Ptolemy Euergetus, who returned them the copies transcribed in as beautiful a manner as possible, presenting them at the same time with £30,000 for the exchange.

This city, like all others of note in the early ages, was often the scene of terrible massacres. About 141 years before Christ, it was all but destroyed by Ptolomy Physcon. At this epoch nearly all the learned men fled to Greece, Asia Minor, and to the Islands of the Archipelago, where they revived learning, and the arts. From this period the fortunes of Alexandria were dimmed by feuds and scenes of carnage, until taken by Amron, who, astonished at the richness and grandeur of the city, wrote to the Caliph:—"I have taken the City of the West. It is of immense extent; I cannot describe to you how many houses it contains. There are 4,000 palaces, 4,000 baths, 12,000 dealers in fresh oil, 40,000 Jews who pay tribute, and 400 theatres or places of amusement." From this period until the year 924 the city remained subject to the Caliphs, and then fell into the hands of the Magrebians. The chief thing which contributed to raise Alexandria to the pitch of extraordinary splendour which it enjoyed for so long a period, was its being the centre of commerce between the Eastern and Western world. And, though the revolutions which occurred in the government of Egypt, after it fell into the hands of the Mahometans, frequently affected this city to a very great extent, yet the excellence of its port, and the innumerable conveniences resulting from the East India trade to the different Governors of Egypt, preserved it from total destruction when in the hands of the most barbarous nations; and in the thirteenth century, when the European nations began to acquire a taste for the elegancies of life, the old mart of Alexandria again revived, and its port became celebrated once more as the centre of commerce. But its ancient greatness declined after 1498, when it became subject to the Turks, when a passage was discovered round the Cape of Good Hope by the Portuguese in that year. In the ruins of ancient

lexandria we behold a total wreck of vast grandeur, and the desolation which spreads around hows the utter fallacy of human greatness. Among the events of its later history are the invasion of Egypt by Bonaparte, and Nelson's battle of he Nile, in 1798, the victory and death of Sir R. bercrombie. 1801, and the reign of Mehemet Ali; s modern reviver, who recognised its admirable osition, and saw what might be made of the place. or 20 years his iron will was directed to make a great commercial emporium. He cut a canal t a terrible loss of life, which brought all the ommerce of Egypt to the doors of Alexandria. he Mediterranean basins were cleared out, and he defences of the place greatly strengthened. he Arsenal, planned by Mr. Cerisy, in 1829, was ompleted 1833, and a fleet was soon after created, s if by magic. The neighbourhood of the town, vhich was simply the desert, has been refreshed rith water conduits, and covered with gardens.

Great improvements have taken place in the nterior of the town. The Turkish quarter has een drained and made healthy, and the Frank uarter, lately an unsightly heap of rubbish, is ow quite an ornament to the town. It has a long treet, offering large, handsome shops, a square of egular shape, flanked with handsome houses; nany of the most conspicuous being occupied by he great European consuls. This Frank quarter as quite a European character, including printng offices, reading-rooms, Paris tailors and fashons, Austrian ironmongery, and the luxurious abits of the rich merchants of the West.

ALEXANDRIA MODERN.—The present city stands n a peninsula, situated between the two ports; and lthough a few years ago it presented little more han half-ruined houses and piles of rubbish, with the emains of a few magnificent edifices; still, at the resent time it is gradually assuming the appearnce of a large populous city, many of its streets re wide, clean, and lined with rows of handsome ouses. The commerce of Alexandria is still most xtensive, as all the exports from and imports to gypt pass through. The English and other Foreign overnments have Consuls at Alexandria, and there re several eminent Greek as well as British merantile houses established there. There are also everal wealthy Jewish merchants. The growth f cotton has added considerable importance to lexandria; as also the naval expeditions equipped ere by the Pacha. It has two ports, viz.: the old and he new one; the former of which is the best. The ew one being clogged with sand; and in stormy eather vessels are subject to bilge: the bottom ing rocky, the cable soon breaks, so that one essel dashes against another, and many are lost. fatal instance of this occurred many years ago, hen forty-two vessels were dashed to pieces on he Mole, in a gale of wind from the north-west; nce which numbers have been wrecked there.

The country about Alexandria is completely estitute of water, excepting that which is brought om the Nile by a canal of twelve leagues, every ear, at the time of the inundation. Vaults and eservoirs are dug under the ancient city to reeive the supply which must last until the next year ome parts of the old wall are yet standing, and are flanked with large towers about 200 paces distant one from the other; below are magnificent casements, which serve as galleries to walk in. The lower part of the towers contains a large square hall, the roof of which rests on thick columns of Thebac stone; and above this are several rooms, over which are platforms more than twenty paces square. The reservoirs are vaulted with much art; and though 2000 years have rolled by since their construction, they are still perfect. Only a few porphyry pillars and the front portico of Cæsar's palace remain; but they appear very beautiful. The palace of Cleopatra was built upon the walls facing the port, having a gallery on the outside supported by several fine columns.

Not far from the palace is an obelisk, commonly called **Cleopatra's Needle**, 60 feet high, of Thebac stone, and covered with hieroglyphics, in three columns on each of its four faces, which are about 7 ft. each way. An obelisk presented by Mehemet Ali to England, but not considered worth the expense of removal, now lies buried 4 feet under ground, with a prospect of being built over. The Pillar of Luxor, which matched it, was given to France, and is now in the Place du Carrousel, at Paris. Near the gates of Rosetta are five columns of marble, on the place formerly occupied by the porticos of the Gymnasium. The barbarism of the Turks has since destroyed the remainder of the colonnade. But the chief object of attention is **Pompey's Pillar**, situated about a quarter of a league from the southern gate: it is built of red granite: the capital, which is Corinthian with palm leaves, and not indented, is nine feet high; the shaft and upper member of the base are of one piece, of nearly ninety feet long, and nine feet in diameter. The base is a square of about fifteen feet on each side. This block of marble, sixty feet in circumference, rests on two layers of stones bound together with lead, but which has not prevented the Arabs from forcing out several stones to seek for imaginary treasure. The entire column, 114 feet high, is beautifully polished, but shivered a little at one side. Nothing can equal the majesty of this monument. Seen at a distance, it overtops the town, and serves as a signal for ships.

The beauty of the capital, the height of the shaft, or the extraordinary symplicity of the pedestal excites unbounded admiration. The column was considered inaccessible until within the last half century, when, in a wild frolic, a party of English sailors, conceiving the project of emptying a bowl of punch on the top of it, scaled it by means of a rope. It has since been rendered more accessible. Dr. Madden mentions an English lady who breakfasted and wrote a letter on the top of it. Much research and fruitless study have been expended in attempting to discover in whose honour the pillar was erected. Denon on this subject expresses himself thus:—"After having observed that the column is very chaste both in style and execution; that the pedestal and capital are not formed of the same granite as the shaft; that their workmanship is heavy, and appears to be merely a rough draught, and that the foundations, made up of fragments, indicate a modern construction—it may be concluded this monument is not antique, as

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that it may have been erected either in the time of the Greek emperors or of the caliphs, since if the capital and pedestal are of sufficiently good workmanship to belong to the former of these periods, they are not so perfect but that art may have reached so far in the latter." The catacombs are also worth a visit. They begin at the extremity of the old city and extend some distance along the coast, forming the Necropolis, or City of the Dead. The excavation is from 30 to 40 feet wide, 200 feet long, and 25 feet deep, and is terminated by gentle declivities at each end. One of these openings can be easily entered. Within there are no mummies; but the places which they occupied, and the order in which they were ranged, is still to be seen. Niches 20 inches square, sunk six feet horizontally, narrowed at the bottom, and separated from each other by partitions in the rock seven or eight inches thick, divides into checkers the two walls of this subterranean vault.

SUEZ CANAL.

This great work was first projected by Baron Lesseps, who held a diplomatic post in the country, in 1854, when he first opened the scheme to the late Viceroy, Mehemet Said. A firman having been obtained from the Sultan, and a concession granted by the Pacha, 1856, the works were commenced in 1859, by "La Compagnie Universelle du Canal Maritime de Suez," constituted in France, where the principal part of the capital was subscribed in 500 franc shares.

It was opened in state, 17th November, 1869, by a procession of English and foreign steamers, in presence of the Khédive, the Empress Eugénie, Emperor of Austria, the Crown Prince of Prussia, and other personages. On the 20th, the "Brazilian" went through, a ship of 1,809 tons, 380 feet long, 40 feet broad, drawing 17½ to 20½ feet of water. From that time passages have been made almost daily, chiefly by British vessels, as recorded in the *Isthme de Suez*, French newspaper. The armour-plated turret ship "Magdala" passed through in January, 1871, on her way to Bombay. The distance this way from England to India is 6,500 miles, against 11,000 round the Cape.

The allowed rate for steamers is five to six knots an hour. It will not do for paddle wheel boats or long ships; and the sand storms and excessive evaporation to which it is liable, are among the weak points demanding constant attention. Sidings, called *gares* in French, are provided here and there for meeting ships. A telegraph wire runs through from Port Said to Suez, following the rail and Sweet Water Canal along the second half, between Ismailia and Suez. The Red Sea tide, which rises five to six feet at Suez, is felt up to the Bitter Lakes; and the Mediterranean tide to Kantara.

Ships of 3,000 to 4,000 tons, drawing nearly 22 feet of water, go through in 12 to 13 hours. In the first ten months of 1872, 587 ships went through, being more than in all the four half-years preceding. Toll is now levied on the net instead of the gross tonnage. The receipts in May, 1873 went up to £83,440, against £13,219 in May, 1872. They are now considerably lower.

The Isthmus, at its narrowest part, where traversed by the Canal, is 72 miles wide, by a straight line from Pelusium in the Mediterranean, to Suez in the Red Sea. The level of the two seas is nearly the same, the Red Sea being only six inches higher at a mean level than the Mediterranean.

The Canal, according to the Admiralty survey, made in 1870, is 86 geographical miles long (about 100 English miles) from Port Said Light to the lights at Suez, and consists of about one-fourth canal, artificially made, while the rest runs through natural lakes lying in the hollows, chiefly the Bitter Lakes and the Lake Timsah, which, though shallow, are sufficiently deep to be taken to account. The canal cutting is, or is intended to be, 327 feet wide at the surface of the water, 72 wide at the bottom, and 26 feet deep. Where the cuttings are hard and costly, the surface width is reduced to 196 feet. About one third of the whole is embanked, the rest being at or below sea level. It begins at

Port Said—18 miles west of Pelusium, 140 miles from Alexandria, and 12 hours from Jaffa, in Palestine.

H. B. M.'s Consul.—C. Perceval, Esq.

A modern town, named after the late Viceroy, containing 10,000 inhabitants, laid out in regular streets, and standing on a platform made by stuff excavated from the canal. It has a quay, basin of 137 acres, and dry dock, 440 feet long, for shipping, outside which is the Port, or roadstead. This lies between two breakwaters, or moles, running out from the land, the western one 7,000 feet long, the eastern 6,000 ft. The western one slopes towards the eastern, so much so, that while their shore ends are 4,600 feet apart, the sea ends are only 2,300 feet. They are 17 feet wide at the top, and are composed of blocks of artificial concrete of sand, mud, clay, lime (in proportion of 1 to 4 of sand), and salt water. The port is to have a uniform depth of 30 feet, by means of steam dredges, consuming about 1,000 tons of coal per week. The lighthouse, with its electric light, is 180 feet high.

Ismailia is a sort of half-way capital between the two seas, 44 geographical miles from Port Said—54 miles from Suez; named after the present Viceroy, and forming the central depôt of the company's works with a mosque, church, banks, hotels and cafés, theatre, bazaar, hospital, avenues and square, offices and dockyard, and central railway station. Here the Sweet or Fresh Water Canal from Zagazig (a sort of New River) falls in, a necessary work, 40 feet deep, opened 1862, before the ship canal was made, to supply drinking water along the line. It turns off south to Suez, to supply that place with water, and sends branch pipes to Port Said on the north. It is also used by small sailing craft and for irrigation.

ITINERARY of the SUEZ CANAL

FROM PORT SAID.

Geographical Miles.	
8	—Wasel Echv llave, south side of Lake Menzaleh.
31	—Part of a dried up lake.

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Geographical Miles.

5—Kantara s'dine, 1,300 feet long, on the old road and telegraph route to Syria. High waters reach to this, and sands drift heavily in east winds.

28 to 34 } Ballah Lakes; between clay swamps and low hills.

36—El Ferdane village.

39—El Guisr village. A cutting between banks, 70 to 100 feet high; mosque and floating bridge.

41—Khédivé's summer house, on Lake Timsah. A slight northerly current felt here.

42—Opposite **Ismailia**, 44 miles from Suez.

46—Toussoum.

49—**Serapeum** railway station, on a plateau; banks 30 to 40 feet high; ruins of a monument, on a hillock, with Persian and Egyptian characters, close to a station and remains of old canal.

54—Light, on north side of Great Bitter Lake (Lake Amers); Chebrewet Peak, in the Géneffé Hills, to the south-west.

62—Light at south end of Great Bitter Lake.

65—Kabret el Aïsh ahe (two or three houses), at north end of Little Bitter Lake; near ruins of a Persepolitan monument. **Geneffe** station and hill five to six miles distant.

70—Middle of the Lake (the channel is buoyed), where the Red Sea tides begin to be felt

75—**Chalouf** railway station, on a stone plateau, near remains of the old canal and El Tarraba Hill. Here the cutting, four miles long, is narrowed, between banks 40 feet high.

81—Madama. Pantoon bridge, and a ruined monument on a hill, with remains of the old canal.

86—**Suez**, near the harbour lights, and the late Pacha's dry dock.

A bust of Waghorn was set up at Suez by the Canal Company, 1872. For Suez, see page 684.

The Overland Railway between Alexandria, Zagazig, Ismailia, and Suez, is now open by the direct route, avoiding Cairo. The distance is 130 miles to Cairo, and 90 miles from Cairo to Suez. It is the sole property of the government for the time being. The time occupied between Alexandria and Suez is about twelve hours. For Fares and Departures, see page 294.

The engineers and drivers with the overland passengers are all English, under agreement between the Viceroy and the Peninsular and Oriental Co. Most of the others are Arabs. The road to Cairo was laid by Robert Stephenson, on iron sleepers, and is considered much smoother than any in Europe.

Passengers should take as few packages or articles with them on their *route* as possible, as they are solely responsible for such which should be kept under their own personal charge; but parties who intend stopping at Cairo are requested to give notice of their intention to the agents at Suez and Cairo, and deliver to both a list of their packages, that the necessary assistance may be given for the separation of their luggage. On landing from any steamer, or embarking therein, First Class Passengers pay 1s., and Children and servants 6d. Parties are to embark only from the transit wharf.

Omnibuses are provided at the expense of the transit administration to and from the landing places and the hotel, and the hotel and railway at Alexandria. These conveyances will leave the hotels half an hour before the appointed time of starting. The donkeys are fine and spirited animals.

The best place for a sojourner in Alexandria to stop at is Ramleh. This is a collection of suburban villages, from 3 to 5 miles from the city, reached by an English railway. The hotel is closed. Ramleh in summer time is cool at night, and tolerably free from mosquitos.

BARRISTER.—E. W. J. Tinney, Esq., Boulevard de Ramle.

MONEY.—The lowest value of £1 now is 195 piastres current, in silver — 97 20-40th Egyptian piastres tariff, and 1s. — 9 piastres current; Gold is higher in value in proportion to silver. 1 Napoleon — 154 piastres current. 1 franc — 7 piastres current.

Passengers from India proceeding to Europe by the Austrian Lloyd's steamers must separate their luggage from that of the booked-through passengers on its arrival at Alexandria, otherwise it will go on to Southampton.

The departure of the Austrian Lloyd's *direct* steamers from Alexandria for Trieste altogether depends on the arrivals of the mail packets at Suez. They generally leave for Trieste in a few hours after the arrival of the mails and passengers at Alexandria.

There are three lines of steamers to Syria and the Levant, Constantinople and the Black Sea. By the Russian steamers the fare from Egypt to Constantinople, touching at twelve places on the Syrian coast and in the Levant, is £16, the voyage occupying about 13 days. There are also Austrian and French boats, both of which have fixed times for sailing, while the Russian are uncertain.

English or Dutch subjects proceeding from India, China, or Java, *viâ* Trieste, to England or Holland, should obtain a passport from their respective Governments, and obtain the visés of the Austrian Consul either at Bombay, Madras, Calcutta, Ceylon, China, Singapore, Batavia, or as the case may be.

ENGLISH CHURCH with a stated clergyman. Services at 11 a.m. and 3 p.m.

SCOTCH CHURCH.—St. Andrew's—Rev. J. W. Yule, D.D., Resident-Chaplain of the Church of Scotland. Sunday at 11.0 a.m. Services in connection with the Church on board the Victoria Bethel Ship at 11 a.m. and 7 p.m.

Boulac.—About one mile distant from Cairo, of which it is the port. Its appearance is not at all striking, as it possesses only one building worth notice—the palace of Ismael Pacha—an intermixture of Italian, Greek and Arabian architecture.

Cairo.—*Stat.*—Population (1872) 350,000 made up chiefly of Copts, Turks, Greeks, and Jews, about 19,000 are foreigners.—HOTELS: —

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The Oriental Company's "New Hotel," a splendid stone building by far the finest in Egypt, with 400 feet of frontage towards the garden of the Ezbekieh, has lately been opened. This fine, first-class hotel is under the excellent management of Mr. Sier. It is handsomely furnished and fitted with baths and all modern conveniences, and under good management bids fair to render Cairo a popular place of resort for visitors.

HOTELS: Shepheard's Hotel, d'Orient, des Ambassadeurs, Railway Hotel, near the Railway; du Nil: at either of which information may be obtained respecting boat or caravan. One of the best places to obtain information is Robertson House, on the Ezbekieh; Messrs. D. Robertson and Co., Booksellers and Forwarding Agents, and Booksellers to H. H. the Khedíveh. Bradshaw's "Guides," &c., on sale; reading-room, with papers, &c.

ENGLISH VICE CONSUL.—J. Wallis, Esq.

AMERICAN CONSUL.—V. Barthow, Esq

ENGLISH CHURCH SERVICE is held in a room in the New Hotel. A Church is in progress; site given by the Viceroy. Service is regularly held.

American Presbyterian Mission service.

Guide, or Dragoman, 6s. a-day, finding himself.

Cairo is the head-quarters for tourists in Egypt, as being the point of departure for the Nile as well as for the Desert journey. The traveller will provide himself with a boat and all the necessaries for his voyage better at Cairo than in Alexandria, besides saving the hire and expenses of his boat for at least half a month, the time employed between Alexandria and Cairo, with scarcely a single object of interest on that part of the voyage. Wines and provisions for the Nile or the Desert will be as well provided in Cairo as in London. There is an Italian warehouse and biscuit bakery kept by Mr. Ablitt, where the English traveller will find as great a variety of condiments as he can reasonably desire.

The Bazaars are more picturesque than those of Constantinople. Cairo being the emporium for the Mediterranean, the Red Sea, India, and the Desert; its bazaars are rich in the produce of Europe, Asia, and Africa. Steam and caravans supply them with the gold and silk tissues of Damascus, the treasures of Bombay and India, the ivory, ostrich plumes, and slaves of Abyssinia, Darfour, Nubia, &c.

The native Baths are worth a visit The Cairo baths are like the well-known Turkish baths and are thought very useful as a remedial agent At hand is the frank Bazaar presenting every imaginable convenience in clothing, &c., for overland travellers.

TABLE OF NILE DISTANCES.

IN ENGLISH MILES.

From Boulac. (the port of Cairo 1 mile distant). to	Boulac.	Bedresheyn.	Beni-Souef.	Minieh.	Beni-Hassan.	Rodah.	Assiout.	Tahta.	Girgeh.	Beleanah.	Dishna.	Keneh.	Luxor.	Esneh.	Edfou.	Silsileh.	Kom-Ombos.	Assouan. (7 miles from Philæ.)
BEDRESHEYN (Memphis.)	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
BENI-SOUEF	77	62	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
MINIEH	159	144	82	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
BENI-HASSAN (Tombs)	174	159	97	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...
RODAH	189	174	112	30	15	...	...	...	...	...	...	...	...	...	...	...	...	...
ASSIOUT or SIOUT	254	239	177	95	80	65	...	...	...	...	...	...	...	...	...	...	...	...
TAHTA	294	279	217	135	120	105	40	...	...	...	...	...	...	...	...	...	...	...
GIRGEH (Mosques)	342	327	265	183	168	153	88	48	...	...	...	...	...	...	...	...	...	...
BELEANAH (for Abydos)	352	337	275	193	178	163	98	58	10	...	...	...	...	...	...	...	...	...
DISHNA	392	377	315	233	218	203	138	98	50	40	...	...	...	...	...	...	...	...
KENEH (for Dendera)	406	391	329	247	232	217	152	112	64	54	14	...	...	...	...	...	...	...
LUXOR (for Thebes, Karnac, &c.)	454	439	377	295	280	265	200	160	112	102	62	48	...	...	...	...	...	...
ESNEH (Temple)	486	471	409	327	312	297	232	192	144	134	94	80	32	...	...	...	...	...
EDFOU (Temple)	516	501	439	357	342	327	262	222	174	164	124	110	62	30	...	...	...	...
SILSILEH (Quarries)	538	523	461	379	364	349	284	244	196	186	146	132	84	52	22	...	...	...
KOM-OMBOS (Temple)	554	539	477	395	380	365	300	260	212	202	162	148	100	68	38	16	...	...
ASSOUAN (for the Cataracts & Philæ)	578	563	501	419	404	389	324	248	236	226	186	172	124	92	62	40	24	...

Cairo, the capital of Egypt, is situated in a plain at the foot of a mountain, in long. 32° E., lat. 30° N. It is entered by a pretty good road, and has a very imposing appearance. Jawhar, a Moggrebin general, founded it in the middle of the 10th century, and named it "Alkahira," or the victorious. It soon became the residence of the Caliphs, and, consequently, the capital of that country. It contains 240 principal streets, 46 public squares, 11 bazaars, 140 schools, 300 public cisterns, 1,166 coffee houses, 65 public baths, 400 mosques, and *one* hospital for the bad and infirm. English hotels and lodging houses are established at Cairo. English medical men are also practising here. It is divided into the old and new cities. The new city is about 2½ miles from the old one, on the same side of the river. The citadel, rising above the lofty buildings, appears to issue forth from a grove of the richest foliage, and presents a most imposing appearance. The city should be viewed from it. The streets are narrow and unpaved, and the houses are gloomy. Each street has a gate, which is closed at nightfall. The number of inhabitants is about 350,000, though some tra-

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vellers estimate it at 400,000. A canal, called Khalis, flows along the city from one end to the other, with houses on both sides. In its progress it forms very many small lakes, called *berks*, the principal of which lies in the great square near the castle. On its banks are built the most beautiful houses in the city, but, being dependent for its supply of water on the inundation of the Nile, it is dry for several months in the year, and covered with beautiful verdure. In the water season the barges and barks of the aristocracy may be seen constantly gliding up and down on its surface, especially in the evenings, when curious fireworks and a variety of music enliven the scene. Stone walls and handsome battlements, with very fine towers at every hundred paces, surround the modern city of Cairo, which is badly defended. The citade , or fortified Palace, erected by Saladin in the 12th century, was the only place of defence in the city, and yet the Turks let it fall into ruin, until it was thoroughly repaired, not long since, by the Pacha. Within the precincts are a cannon foundry, a printing press, a fine mosque the mint, Joseph's Well (mentioned below), and the gate memorable for the slaughter of the Mamelukes. Its principal apartment was a magnificent hall, environed with twelve columns of granite, of prodigious height and thickness, brought from the ruins of Alexandria. These sustained an open dome, under which Saladin distributed justice to his subjects. A magnificent view of the city, and above 10 miles along the Nile, including the ruins of Old Cairo, the suburbs of Boulac, and Djiah, site of Memphis, great Pyramids, Obelisk of Heliopolis, ruins of Matarych, Pyramids of Sakara, and the "Eternal Nile," is obtained from this palace. The Khédivé does not now reside there, but at Choubra Palace, outside. A Military College, and other institutions, have been founded lately, with the view and for the purpose of introducing European arts and improvements. In the city here are about 300 *Mosques*, some of which have six minarets, and are adorned with beautiful granite columns, brought from Heliopolis and Memphis. About 20 deserve notice as works of art. The largest mosque is that of El Azhar, standing in the centre of the city. The next in size is that of Sultan Hassan, in the Roumeyleh square, the finest structure in modern Egypt, and extremely light and elegant. It is built in the form of a parallelogram, and has a deep frieze running round all the wall, adorned with Gothic and Arabesque sculpture. Some of the others which are most remarkable are the Moualed, Kalaoun, and Kaïbaï mosques. In the desert behind the citadel is an extensive Necropolis, in which there are many splendid tombs, including a magnificent one built by the Pacha for his family, adorned with five spacious domes. There are several Khans and Caravanseries. These are in general several stories high, and are always full of people and merchandise. Cairo being the centre of the trade with the interior of Africa, and having caravans departing at intervals from it for Fezzan, Darfur, and other quarters.

Joseph's Well will also interest: it is situated in the fortified palace, and is said to have been made by King Mohammed, or Saladin, 700 years ago, because the Egyptians attribute every thing to this remarkable character. The well is cut in a rock, and is 280 feet deep. The water is drawn to the top by means of oxen, placed on platforms at proper distances, which turn about the machine that raises it.

Old Cairo.—Here is the Mosque of Amrou, the oldest and most venerated in Cairo, having a square gallery, supported by 200 marble columns. There is very little else to interest or amuse, except the Granaries of Joseph, which, as subject of special notice in the pages of Holy Writ, must deeply interest the Christian traveller. In it we also find a pretty church, used by the Christians and Copts, the latter being the original inhabitants of Egypt. At Old Cairo there are two distinct and separate Cemeteries for Roman Catholics and Protestants, both are in a very quiet situation, and very nicely kept, in the latter are several monuments to Indian officers, who have found a last resting-place here on their way home.

The apartment, called the Nileometer, built over against Old Cairo and above the river is worth notice: it admits the water, and a column, with lines at a distance of every inch, marks every two feet as far as thirty in its periodical rising.

Sights in the Neighbourhood.—These are Choubra Palace, the Gardens of Rhoda Island, and the Nileometer, the Tombs of the Caliphs, the Cemetery of the Mamelukes, Burkhardt's Grave, the Petrified Forest, Toura Quarries, the sites of Memphis and Heliopolis, and the Pyramids.

Should the traveller prolong his stay at Cairo for some days, and visit the Pyramids, he is recommended to take with him a guide and a supply of provisions and candles. In returning, he can visit the Isle of Rhoda and the Nileometer; Sakhara and the site of Memphis will require another day. The other objects worth seeing are the Mosques. The Egyptian Museum, under the direction of Mariette Bey, is one of the finest Egyptian Museums in the world, and particularly rich in Jewellery. **Choubra**, or **Shoubra Palace** (one hour's distance), where the Khédivé resides, is a magnificent structure, with a marble kiosk, or pavilion, 200 feet by 200 feet, adorned with mirrors, divans, etc., in the Oriental style. The stud is near the Palace. The **Cemetery of the Mamelukes** is the finest burial place in Egypt: it is not far from the city, and on the way of the Desert: the tombs present various forms, some of them being magnificent, having domes supported by finely carved transparent marble columns. At the distance of a mile, in another direction, in a bare sandy valley, are the **Tombs of the Caliphs**; they are beautiful structures, being of the light and elegant style of the Saracenic architecture, and have some exquisitely worked domes and minarets. On the edge of the Desert, (which he was attempting to explore,) is Burkhardt's grave, under a small tombstone scarcely discernible.

Memphis, it will be remembered, was taken and sacked by Cambyses, the Persian king; it was afterwards visited by Alexander the Great, previous

to the foundation of Alexandria. The final ruin of Memphis was accomplished by the Arabs, who used up its materials in building Old Cairo in 638.

Heliopolis (3 hours' ride), or the City of the Sun—the oldest, perhaps, in this land of antiquities—was a sort of sacerdotal and university town, where Herodotus sought the wisest men in Egypt. Here the illustrious Plato is said to have graduated. Strabo says that they pointed out the house where he resided then. It was here also that lived Potiphar, who bought Joseph the patriarch. It consisted for the most part of temples and colleges. Nothing, however, of these now remain but a few isolated mounds, and one solitary Obelisk said to have been erected by the Pharoah mentioned in the history of Joseph. They show, at the village of **Matarych**, a spot where the Virgin, St. Joseph and the infant Jesus stopped; including a source under a sycamore (half dried up and withered), in which the holy mother is said to have washed her Divine infant's linen. The very Musulmans view the spot with the greatest respect.

A league from the Tombs of the Caliphs, on the old Suez caravan road, is a hill covered with the relics of a **Petrified Forest**, palms, olives, sycamores, &c. This phenomenon deserves notice.

To reach the **Pyramids** you can take some of the young asses that abound at Cairo, fiery and swift like the wild ass of Arabia described by Job. Ladies may prefer to drive, which can easily be done, as a bridge of boats now connects the two banks of the Nile. The drive to the Pyramids and back is 20 fr., with a small backasheesh of 2 fr. to the sais or footman. The road passes the decayed town of Fostat, the granaries of Joseph, seven Towers supposed to be connected with the patriarch and the years of famine, near the Rhoda Island on the Nile, with the Metyas or Nilometer of Sultan Ommiad Suleyman; and after 4 hours you reach the foot of the Pyramids. A magic charm surrounds them when seen from Cairo. As you draw near they look smaller, which diminution results perhaps from optical effect. Arrived at their base they once more astound you by their proportions, and you remain full of admiration at those immense blocks poised in the air higher than the cross of Strasbourg cathedral. The pyramid of Cheops employed 100,000 men the space of two years only to erect it as a tomb. Even the study of its bibliography is curious. From the days of Herodotus to Napoleon it has occupied the pens of genius to describe it. Herodotus attempts to give a description of the manner in which its stones 2 to 3 feet thick and 6 to 7 long were raised and smoothed. Napoleon at St. Helena wrote:—"This pyramid contains a million one hundred and twenty-eight thousand cubic fathoms, and sufficient stones to make a wall 4 fathoms high and 563 leagues long, extending from the Red Sea at Suez to Raphia in Syria." Many active persons can scale the pyramids in 5 minutes, scaling 283 steps. The view from the summit includes the Nile, the minarets of Cairo, the plain where the French defeated the Mamelukes, the site of Memphis, the great African desert, and a multitude of tombs stretched all around, including Chepheenes' Pyramid explored by Belzoni, and a third Pyramid.

Cairo to Palestine. A new route little known has been quite recently pointed out leading from Cairo to Palestine. For the benefit of those who may desire to take this route, it will be proper to add that it is the most direct communication to Syria, and enables the traveller not only to see the works of the Suez Canal but saves the ride back to Alexandria, and a long voyage by sea. There is now a regular line of passenger boats, which go by night in about 12 hours to Ismailia. At Ismailia as at Suez there is a comfortable hotel where passengers can remain over night, and take steamer next day for Port Said. By the regular communications it only occupies two days' time from Suez to Port Said, and at this place a small hotel is established for the convenience of persons awaiting steamer for Jaffa. There is never much delay in finding steamers at this point, as it is a regular stopping place for the steamers of the principal lines. The time occupied in traversing the distance between Port Said and Jaffa is twenty-four hours. Referring to the passage from Suez to Ismailia, boats can be chartered for the trip at higher rates than the usual fare, and by such an arrangement the traveller is enabled to make the journey by day instead of by night, thus enabling him to see more of the country.

Suez.—*Stat*—Pop. (1871) 13,625.

English and French houses, offices, and warehouses have been erected in every direction, and the bazaars are assuming a respectable appearance. This is owing to the works for the Suez Canal, and to the Fresh Water Canal, as well as the enormously increasing traffic of the Peninsular and Oriental Company overland. See page 688 for the **Suez Canal.**

ENGLISH CONSUL—G. West, Esq. AMERICAN VICE-CONSUL—T. Smith, Esq.

HOTEL AT SUEZ.—There is an excellent hotel kept by Mr Schembrel, a Maltese, under the patronage of the Peninsular and Oriental Co. The wines, spirits, bottled ales, &c., are supplied by the Company from their Steamers, and sold at about English prices.

The HOTEL DE SUEZ, the largest and best situated, is generally overcrowded, and the proprietor perhaps too much occupied in superintending the sales in a bazaar attached to the hotel.

MINISTER—Rev. T. Forbes, M.A., Church of Scotland.

The Red Sea.—At the head of this sea lies Suez. It is 1200 miles in length, and not more than 200 miles broad, in some parts not more than 30, being comparatively a long narrow sea. The coral reefs with which the channel abounds are very beautiful in appearance, though extremely dangerous to sailing vessels, but not so to steamers which keep the middle of the sea.

On the east side of the head of the Red Sea there is one opening, and only one, through which Mount Sinai may be seen.

Payments for transit fares, overweight

aggage, &c., must be made in English gold, Egyptian piastres, Spanish or Austrian dollars, Napoleons or five-franc pieces, at the government rate of exchange. (See *Bradshaw's Overland Guide*, page 96.) English bank notes will not be received.

Aden, a seaport of Arabia, called "The Gibraltar of the East." It was ceded to the East India Company after the unsuccessful treaty for Socrota, and has since been a scene of warfare. Here the steamer puts in for coal; during the shipping of which the voyagers have an opportunity of surveying the curious places about, and of refreshing themselves at the Hotel, where capital mutton and fruit are generally obtained. Leaving this station, they sail through a portion of the Gulf of Aden into the Indian Ocean.

Bombay—(*from Bom Bya*)—Pop. 686,000—Fortnum—Esplanade Hotel; Byculla Hotel; Adelphi Hotel, comfortable. An island city connected by a causeway with the Island of Salsette and the mainland. It came into the hands of the English by the marriage of Charles II. with Catharine of Portugal, and was made over to the East India Company in 1668, at which time it became the seat of government of all their possessions on the west side of Hindostan, which was previously at Surat. Bombay is now one of the three Presidencies by which our Oriental territories are governed. In conjunction with the adjacent islands of Colaba, Salsette, Butcher's Island, Elephanta, and Caranjah, it makes a commodious and well sheltered harbour. It contains a spacious fortress, dockyard, and marine arsenal. The best and finest merchant ships are built here of teak, which is brought from the neighbouring countries, being found more durable than the best English oak. The country in the vicinity is well wooded; good water now obtained from the Vehar Lake, is sufficiently plentiful; cocoa nuts abound; and the markets of which the Arthur Crawford market erected 1869, is the principal, are well supplied with meat fish, and fruit.

The town and suburbs of Bombay, continuously built over, are 6 miles in length from Colaba Light House to Malabar Point. The new public buildings, the Secretariat Post Office, etc, are of very low appearance; and others are in course of construction, notably a Palace of Justice, to accommodate the High Court, the Court of Small Causes, and the Police Magistrate. There are two gates towards the sea, which have commodious wharfs and cranes built out from each, with a landing-place for passengers. Bombay Castle—a regular quadrangle, of hard and durable stone, having the advantage, in one of the bastions, of a large reservoir of water—is situated between these gates. The old town was fortified by the Portuguese on Vauban's first system; but for the sake of ventilation, the walls were razed by Sir B. Frere's government, in 1865. The harbour is completely commanded by a range of batteries. Many large and beautifully-built houses are centered in the space called the Green. The Protestant Cathedral is an imposing building, and has lately been restored and enlarged. There are also Protestant Churches at Colaba and Byculla.

The Catholic Cathedral is a large building at Girgaum; there are besides several Catholic Churches and a Presbyterian Church; and on the left of the Green is the Government House, presenting a very showy appearance; and the Bazaar, which is crowded and populous, is on the right. The native merchants' houses of business are situated here. Its commerce is now enormous, exceeding that of Calcutta and Madras. It carries on a valuable trade with the countries situated in the Arabian and Persian gulfs, the western coast of India, its eastern parts, and the islands in the eastern ocean; and an immense opium and wool trade with China, from which Government derives a large revenue. It enjoys a considerable trade with Europe, and different parts of America. The inhabitants are composed of persons from almost every Asiatic nation.

Bombay was until lately the head quarters of the Indian navy; that force has been abolished, and the Imperial fleets are now charged with the protection of Indian trade. The Bombay army consists of about 20,000 Sepoys, and five thousand or more British soldiers, scattered over the Presidency, from Jacobabad to Belgaum. The Bombay High Court of Judicature consists of a Chief Justice, and five Puisne Justices selected from the District Bench and the English Bar. Original jurisdiction, civil and criminal, is exercised throughout the Presidency by District and Session Judges of whom there are twelve. Subordinate to them there are local Courts and District Magistrates. The climate of Bombay is healthy, and not very hot from June to March. The Government of Bombay is vested in a Governor (1871, Sir Philip Wodehouse, K.C.B.), and three Members of Council, the Commander-in-Chief and two Members of the Covenanted Civil Service. There is also a Council for local legislation, subject to the veto of the Viceroy in Council.

The travelling distance from Bombay to Calcutta is 1,300 miles; to Delhi, 965; to Hyderabad, 480; to Madras, 770; to Poonah, 90; to Seringapatam, 620; and to Surat, 177 miles.

Ceylon.—An island of the Indian ocean, lying off the S.W. coast of the promontory of Hindostan, from which it is separated by the Gulf of Manaar and Palk's Strait. Its early history is involved in obscurity; but it is supposed to be the Taprobane referred to by Strabo, Pomponius, Mela, and Pliny. Little was known of Ceylon beyond its existence as an island, until it was visited by the Portuguese after the discovery of the passage by the Cape of Good Hope. The Dutch expelled the Portuguese, and possessed themselves of the entire circuit of the coast for ten or twenty miles from the sea, and the whole of the north part of the island, confining the dominion of the King of Candy entirely to the interior. In 1815 the British marched in with an armed force, and, after deposing the king, incorporated the whole island as a part of the British dominions.

Galle.—A sea-port and coaling station of the P. & O. Company, where steamers to and from Australia, China, Calcutta, and Madras, touch en route.

There is a spacious, airy, and well conducted Hotel here belonging to the Oriental Hotel Company, and is under the Management of Mr. Barker

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and his wife, who are always found most attentive to visitors. Should the traveller find all the rooms taken—a by no means rare occurrence—there are several other hotels which afford very fair accommodation.

The approach to the island on the outward voyage—after leaving the cinder heap called Aden—is exquisitely pleasing. In no part of the world is a more luxuriant vegetation to be found. Eight or ten steamers belonging to the different companies, may often be seen here from the ramparts There is a charming drive of six miles to Wakwelle; from the bungalow of which a very good idea of the scenery and farming may be had. The valley is devoted to the cultivation of padda, while the hill-sides are covered with cinnamon, nutmeg, coffee, and Ceylon tree *par excellence*, or cocoa nut.

At Galle you may see the Cingalese with his comb, flowing hair, and combo y or white petticoat; the Tamil in turban and breech-cloth; and the Moorman, like the Cingalese, but clean shaved, with conical basket hat and long-pointed shoes. For the Veddahs, the real men of the woods, a long jungle trip must be undertaken. Quantities of sham precious stones are offered for sale by the Moormen; with ivory, ebony, porcupine quill, and other work. The pearl fisheries in the Gulf of Manaar have ceased to yield a revenue to government.

A fortnight may be well spent in Ceylon. To *Colombo* by coach in ten hours for 45s., halting for tiffin, when raw oysters are to be avoided: it is mostly through groves of cocoa nuts and the cinnamon gardens, first planted by the Portuguese. There is nothing to keep one at Colombo; the Dutch fortifications are levelled. From Colombo to *Kandy*, the capital of the old kings of Kandy, 2000 ft. above sea level, 72 miles; the last twelve up an incline of extreme beauty. Here is the Temple containing the sacred tooth of Buddha; with the botanical gardens, and the fine specimens of talipat palm It grows straight and tall, as large as the mast of a ship; a single leaf will cover fifteen men: when dried they fold up like a fan; every soldier carries one to serve for a tent. Kandy to *Nuwera Eliya*, 47 miles, through the best coffee districts in the island, and up the steep and grand *Pass of Rangbodde*, 16 miles long. Nuwera Eliya is the Island Sanitarium, 6000 feet abovet he sea. Pedrotallagalla, the highest point n the island, is seen to the N.E. 8200 feet above the sea.

Calcutta is the capital of Bengal, the seat of the Indian Government, and residence of the Governor-General of the British dominions in the East Indies. It is situated upon the river Hoogly, which forms the western channel of the Ganges, and is one of the principal of its numerous branches navigable for large vessels. The name is derived from Kalè, a goddess, and Cuttah, a temple, dedicated by the Hindoos to Caly, the goddess of time, situate between the villages of Chultanuttty and Goburdpore, where the agents of the English East India Co.'s Service, in 1680, obtained permission of the Emperor Aurungzebe to establish a trading factory, which, in consequence of the disturbed state of the Province of Bengal, they were allowed to fortify in 1690. The town is about 100 miles from the mouth of the river, the navigation of which is difficult, and very often dangerous, it being filled with numerous sand-banks, constantly shifting their position. From the mouth of the Hooghly to Diamond Harbour the scenery on both sides of the river is thickly wooded.

As we advance up the river the shipping and boats on the river increase, and the beautiful country-seats on its banks announce the approach to the capital. The town and suburbs extend about six miles up along the left bank of the river. An immense square is in the middle, which, together with the adjacent buildings, forms what is properly called the town of Calcutta. The intermediate space is the Esplanade. The Citadel of Fort William is the most regular fortress in India, but would require 10,000 men with 600 pieces of cannon to defend it. It was erected by Lord Clive, in 1757, immediately after the battle of Plassey. The Government House, the largest and most beautiful edifice in the town, was built by the Marquis of Wellesley, on the west of the Esplanade. In it the Governor-General resides, and here the Government business is transacted. The other public buildings are the Town House, Hall of Justice, Hospital, and Jail, (all of which are within the esplanade); two English, Portuguese, Greek, and Armenian churches, together with several small Hindoo pagodas, Mahommedan mosques, Sikh temple, &c. &c.

For a select list of works on India, the traveller referred to "Bradshaw's Overland Guide."

ALGIERS.

A *Railway Stat.*—Pop. (1872) 48,903; now said to be 80,000, chiefly French and Arabs.

HOTEL D'ORIENT; excellent and moderate, with capital table de hôte; on Boulevard de la République. Much frequented by the English.

HOTEL DE LA REGENCE.—Place du Gouvernement; good. DE L'EUROPE; comfortable and moderate; good cookery. Stands near to the Consulate, with a view of the Bay and mountains.

HOTEL DE GENEVE.

PENSION ZARMIT, in the suburb of Mustapha Superieur.

Prices at all the hotels are very reasonable. Bedrooms from 2 francs a-day; bedrooms with sitting-rooms, from 9 francs. Déjeûners 3 francs, table d'hôte 4 francs—wine included.

At the Café Maure, real Turkish coffee may be got.

ACCESS.—A daily express leaves Paris at 7.45 p.m., and arrives in Marseilles at noon Steamers leave for Marseilles four times a-week Fares, 1st class, £2 16s. From Marseilles, the best are those of the Messageries, leaving every Tuesday, and Saturday at 5; passage, 36 to 40 hours.

BOATS for landing, 30c.; besides 20c. for each article of luggage. Omnibuses, 15c., 20c., and upwards. Public carriages, 2fr an hour.

H.M.'s CONSUL GEN.—Lieut.-Col. Playfair.

AMERICAN CONSUL.—W. Barger, Esq.

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CHURCH SERVICE, in the new Church at Porte d'Isly. Chaplain, Rev. J. Gnisburg. Service at 11 a.m. and 4 p.m. every Sunday.

ENGLISH PHYSICIANS—Drs. Playfair, Evans, and Tothill. Drs. Evans and Playfair have apartments in the town; Dr. Tothill has a villa at Mustapha Supérieur.

HOUSE AND GENERAL AGENT.—Mr. W. P. Vaughan, Rue des Trois Couleurs. THEATRE, rood. Several Music Halls. A Band every Thursday and Sunday, Place du Gouvernement.

POST AND TELEGRAPH OFFICE.—Place de la République. Letters received every Monday, Thursday, and Saturday. Letters despatched to France and England every Tuesday, at 6 p.m.; Wednesday, at noon; Thursday, at 6 p.m.; and Saturday, at noon.

Algiers was bombarded by Exmouth, 1816; and captured by the French, 1830. Gen. Chanzy is Governor General. It has become of late years a great resort of the English, on account of the lovely climate, which, from October to March, is as warm as an English summer, and equal, if not superior to that of Egypt. In fact winter is not known; and snow is not seen, except on the distant mountains.

It consist of two towns, tier above tier; that is, the old Moorish town, of dazzling white houses, on the hill overlooking the beautiful Bay; and the new French town below, comprising many fine houses and regular streets, boulevards, quais, and squares, built by the French. A statue of the Duke of Orleans, stands in Place du Gouvernement.

The Old Town has curious native streets, some not more than four feet wide, and fearfully steep. It is dirty but picturesque, abounding in specimens of Moorish architecture, shops and bazaars; and surmounted by the old Kasbah at the top.

The harbour is capacious and sheltered, and the bay is not far inferior to the bay of Naples. A range of hills, extending to Oran, adds to the effect.

Algiers is justly pronounced to be the best, or almost the best, place in the world for invalids, and especially consumptive or delicate ones, to winter in. The heat not too great; one degree of frost is the most ever known. December, January, April and May are delightful; February and March are usually variable and wet. Carobs, oriental plane, and eucalyptus, are the trees chiefly seen in the streets. The fish market is worth a visit early in the morning; all kinds of Mediterranean fish, some of them of most brilliant colours, are to be had. Grapes are good, about 1d. per lb.; but not to be bought in winter; pomegranates only early in the season; dates, bananas and oranges are good and plentiful all the winter season. The hills are covered with fruit trees of every kind. Vegetation is extremely luxuriant. The roads are excellent, and the promenades are delightful.

There are plenty of pretty walks, rides, and drives in the immediate neighbourhood. Carriages and horses may be hired at reasonable rates. The beautiful suburbs of St. Eugène and Mustapha Supérieur are dotted with villas, which may be rented, furnished or unfurnished, at 300 to 1000 francs per month, according to their size and distance from the high road. St. Eugène is a charming suburb on the west side of the city.

Every plateau has a Moorish house on it, white and simple, in the midst of scenery such as we read of in fairy tales. The very rocks are trellissed with creepers. There are several well-cultivated farms round Algiers; but native agriculture is in a state of infancy. Two pieces of wood nailed at right angles, with a third piece nailed across them, make a plough. The land is merely scraped, and the seed sown broad-cast.

OBJECTS OF NOTICE.—The Gov. General's Palace—permission to see which is readily granted. The Mosques, the oldest being Djama Kebir, of the 10th century. You are expected to take off your shoes at the doors.

The Cathedral, formerly a Mosque; with the Archbishop's Palace, in an old Moorish house. Several Orphanages, in charge of nuns. Museum and Library, in Rue Lothopage, containing many Roman stones and sarcophagi &c., from neighbouring sites, with illuminated Korans from the 14th century. Jardin d' Essai, or botanical garden, where specimens of the date and fan palms, bread fruit, and plantain may be seen, besides oranges and citrons. The Kasbah Barrack, an old Arab fort, at the top of the city, near the Palace of the last Dey; who here boxed the French Consul's ears, and so brought in the French. They landed at Cape Sidi Ferruch, near the Trappist convent. Arab Cemetery of Abd-er-Rhaman, with its mosque and tombs. Jewish burial places and tombs. Grotto, called the Negresses' Sacrifice, near the Seven Fountains Spring. Maison Carrée, or Prison, about 6 miles from the town; where there is good snipe and quail shooting.

Among the people, notice the Moors or Town Arabs, as distinguished from the wandering Arabs; the Jews; the aboriginal Berbers or Kabyles, who were not conquered by the Arabs; the Biskris or hamals (porters); the Yibanis, or water carriers.

CONVEYANCES.—Steamers from Algiers to Marseilles, Oran, and to Nemours, were Abd-el-Kader gave up to the French; from Algiers to Phillippeville and Bona. Railway to **Blidah** (in two hours), which is a pleasant day's excursion. Here are the principal head-quarters of the cavalry of the French army, the horses are particularly good; about 120 Arab and Syrian horses may be seen in their stalls; Hotels Géroude and d'Orient are good. **Miliana**h, about four hours from Algiers, is worth seeing. To **Oran**, 18 hours, where there are extensive mines.

EXCURSIONS.—Among these are the Roman antiquities of **Cherchel**, formerly *Cæsarea*, and capital of the Mauritanian kingdom, destroyed by the Vandals; and the Kabylia mountains; each requiring four or five days. To **Tlemcen**, along a wild road, past a salt lake. At this fine old place are mosques worth notice, and the tomb of the patron saint, Sidi el Haloui. The **Mers-el-Kebir**, the Roman *Portus Divinus*, near a sulphur spring, good for skin and rheumatic diseases. In passing up to the interior, the traveller passes from the Sahel or sea shore, through the Tell, or plains, to the Atlas mountains, or Highlands beyond which is the Sahara or Desert.

TRAVELLERS' VOCABULARY

IN

ENGLISH, FRENCH, GERMAN, and ITALIAN.

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Travelling by Railroad and Steamboat.	**Voyage par Chemin de Fer, et par Bateau a Vapeur.**	**Die Eisenbahn-u. Dampfschiff-Reise.**	**Viaggio sulle Strade Ferrate e sui Battelli a Vapore.**
Baggage—Luggage	Le bagage	Gepäck	L'equipaggio
Baggage-receipt	Un reçu de bagage	Gepäck-Schein	La ricevuta del bagaglio
Booking-Office	Le bureau	Einschreibebureau	L'ufficio
Brandy and Water	De l'eau et de l'eau-de-vie	Cognac und Wasser	Dell' acqua e del cognac
Does the train stop at intermediate Stations?	Le convois s'arrête-t-il aux Stations intermédiaires?	Hält der Zug auf Zwischen-Stationen?	Il treno si ferma nelle stazioni intermedie?
First Class Carriage	Une voiture de première classe	Erste Wagenklasse	Una carrozza di prima classe
On Board	A Bord	Am Board	A Bordo
Railway	Le Chemin de fer	Eisenbahn	La Strada Ferrata
Refreshment	Des rafraichissements	Erfrischung	Il rinfresco
Sleeping-berth	Couchette	Schlafstelle	Il letto
Station	La Gare	Station (Bahnhof)	La stazione
Steward—Stewardess	Le maitre d'hôtel—La femme de chambre	Schiffsaufwärter - Wärterin	Il locandiere—la cameriera
Third-Class Carriage	Une Wagon de troisième classe	Dritte Wagenklasse	Una carozza di terza classe
Ticket	Un Billet	Billet	Il biglietto
To Start	Partir	Abgehen	Partire
On the Road.	**En Route.**	**Auf der Landstrasse.**	**Sulla Strada.**
Change Horses	Changer des chevaux	Pferde wechseln	Cambiare cavalli
Cigars	Des cigares	Cigarren	Zigari
Conductor	Le conducteur	Schirrmeister—Conducteur	Il conduttore
Return Carriage	Une voiture de retour	Retourwagen	Una carozza di ritorno
Stop (at a place)	Arrêter	Anhalten	Fermare
Stop!	Arrêtez! halte!	Halt!	Fermatevi!
Stop to dine—to breakfast	Arrêter pour diner—pour déjeûner	Zum Mittagessen (zum Frühstück) anhalten	Fermarsi per pranzare —per far colazione
Posting — The Post-Office.	**Voyage en chaise de Poste.—La Poste au Lettres.**	**Die Extra-Post.—Brief-Post.**	**Viaggio per la Posta. La Posta delle Lettere**
Closure of the Post	La clôture du bureau de poste	Postschluss	L'ufficio è chiuso
Distribution of Letters	La distribution des lettres	Brief-Ausgabe	La distribuzione delle lettere
Letter	La lettre	Brief	La lettera
Letter addressed to the Post office till called for	Une lettre, adressée poste-restante	Poste-Restante-Brief	Una lettera fermata in posta
Post-Office	La poste aux lettres	Postamt	La posta delle lettere
Postage of a Letter	Le port d'une lettre	Porto	Il porto d'una lettera
Postage Stamps	Timbres de poste	Poststempel	Il sigillo della posta
Put to the Horses	Attelez	Anspannen	Attacare
Single Letter	Une lettre non chargée	Einfacher Brief	Una lettera semplice
Custom-House.	**La Douane.**	**Das Zollhaus—Mauth.**	**La Dogana.**
Bonnet-box	Un carton à chapeau	Haubenachachtel	La Scatola da capelli
Box	Une caisse	Kiste	La Scatola di legno
Carpet-bag	Le sac de nuit	Reisesack	Il sacco da notte
Clothes	Des hardes	Kleidungsstücke	Abiti—panni
Custom-House Officer	Le Douanier	Zollbeamte	Il Doganiere
Dressing Case	Une nécessaire de toilette	Toilette	Un astuccio di toiletta

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ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Duty	Le Droit	Zoll	Il dazio
For my own use	Pour l'usage personnel	Zum eigenen Gebrauch	Per proprio uso
Frontier	La Frontière	Grenze	La frontiera il confin
Hat-box	Un étui à chapeau	Hutschachtel	La Capelliera
Key	La clef	Schlüssel	La Chiave
Linen	Du linge	Leinenzeug	La biancheria
Luggage	Les bagages	Gepäck	Il Bagaglio
Necessary Articles	Objets de première nécessité	Nothwendige Dinge	Oggetti indispensabili
Portmanteau	Un portemanteau—une valise	Mantelsack	Una valigia
Prohibited	Prohibé	Verboten	Proibito
Search	Visiter	Visitiren	Visitare
Things liable to Duty	Sujet aux droits	Zollbare Sachen	Sogetto al dazio
To Open	Ouvrir	Oeffnen	Aprire
To Plumb	Plomber	Plombiren	Piombare
To Shut	Fermer	Schliessen	Chiudere
To Wait	Attendre	Warten	Aspettare
Traveller	Le Voyageur	Reisender	Il viaggiatore
Trunk	Une malle	Koffer	Il baule
Worn Articles	Des objets qui ont servi	Gebrauchte Artikel	Oggetti usati
Passport and Police Office.	**Bureau des Passports et de Police.**	**Pass. Polizei.**	**Ufficio de' Passapor e di Polizia.**
Have I anything to Pay?	Y-a-t-il quelque chose à payer?	Habe ich etwas zu zahlen?	E da pagare qualche cosa
I leave this evening	Je pars ce soir	Ich reise diesen	Parto questa sera
Merchant—Artist	Marchand—Artiste	Kaufmann—Künstler	Il negoziante. L'art:
Private Gentleman	Particulier	Privatmann	Il particolare
Scholar	Homme de lettres	Gelehrter	L'uomo di lettere
Stop	Séjourner	Verweilen	Restare, fermarsi
Vise the Passport	Viser le passeport	Pass visiren	Vidimare il passaporto
The Inn.	**L'Hotel—L'Auberge.**	**Der Gasthof.**	**La Locanda.—L'Albergo.**
A light	Une lumière	Licht	La lume
A quiet room	Une chambre où l'on soit bien tranquille	Ein ruhiges Zimmer	Una stanza fouri d'ogni rumore
Bed	Le lit	Bett	Il letto
Bottle of drinking water	Une carafe d'eau	Flasche Trinkwasser	Una bottiglia d'acqua da bero
Bread and Butter	Du pain avec du beurre	Butterbrod	Il pane con burro, di burro
Breakfast	Le déjeûner	Frühstück	La colazione
Brush the clothes	Brossez les habits	Kleider reinigen	Nettare spazzolare
Cold Milk (boiled)	Du lait froid (ou lait chaud)	Kalte (heisse) Milch	Latte freddo (caldo)
Clean Towel	Une Serviette blanche	Reines Handtuch	Uno sciugamano netto
Clean the boots	Faire les chaussures	Stiefel putzen	Nettare i stivali
Cup	Une tasse	Tasse	La tazza
Double-bedded room	Une chambre à deux lits	Zimmer mit zwei Betten	La camera con due
Feather-bed	L'édredon	Federbett	Letto a suste
Foot-bath	Un bain de pieds	Fussbad	Il bagno ae piedi
Glass	Un verre (à boire)	Glas	Il bicchiere
Hot water	De l'eau chaude	Heisses Wasser	Dell acqua calda
Landlord	Le maître de l'hôtel	Wirth	Il padrone
Night-lamp	La veilleuse	Nachtlicht	Il lume da notte
Room	L'appartement	Zimmer	L'appartamento
Sheets	Les draps	Ueberzüge	I lenzuoli
Sitting-room	Le salon	Wohnzimmer	La sala
To call—to awaken	Réveiller	Aufwecken	Destársi, svegliarsi
To light the fire	Allumer du feu	Einheizen	Accendere il fuoro
To Shave	Raser, se faire le barbe	Rasiren	Farmi la barba
Waiter	Garçon	Kellner	Il cameriere
Water-closet	Le Cabinet d aisance	Der Abtritt	Il necessario
The Dinner.	**Le Diner.**	**Das Mittagessen.**	**Il pranzo**
Beefsteak	Beefsteak	Beef-steak	Cottoletta di manzo

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Beef	Du bœuf	Rindfleisch	Del manzo
Do. Boiled	Bœuf bouilli	do. gekocht	Manzo bollito
Do. Salt	do. salé	do. gesalzen	do. salato
Do. Hung	do. fumé	do. getrocknet	do. affumato
Do. Smoked	do. fumé	do. geräuchert	do. affumato
Do. Stewed	do. en ragoût	do. geschmort	do stufato
Do. Roast	do. rôti (rosbif)	Rindsbraten	Del manzo arrosto
Beer	De la bière	Bier	Della birra
Biscuit	Un biscuit	Zwieback	Un biscotto
Bottle	Une bouteille	Flasche—Bouteille	Una bottiglia
Brandy	De l'eau de vie	Cognac, Franzbranntwein	Dell acqua—vite cognac
Bread	Du pain	Brod	Il pane
Burgundy	Vin de Bourgogne	Burgunder	Vino di Bergogna
Butter	Du beurre	Butter	Del burro—butirro
Cabbage	Du chou	Kohl	Dei cavoli
Capon	Un chapon	Kapaun	Un capone
Cheese	Du fromage	Käse	Del formaggio
Chicken	Un poulet	Hühnchen	Un pollastro
Chocolate	Du chocolat	Chocolade	Della cioccolata
Chop	Une côtelette	Cotelette	Una cotoletta
Claret	Du vin de Bordeaux	Bordeauxwein	Del vino de Bordeaux
Coffee	Du café	Kaffee	Il caffè
Cup (tea or coffee)	Une tasse (à thé, à café)	Obertasse	Una tazza da caffè
Decanter	Une carafe	Karaffe	Una caraffa
Dining room	La salle à manger	Speisezimmer	Il salone de pranzo
Egg	Un œuf	Ei *pl.* eier	Della nova
Fish	Du poisson	Fisch	Del pesce
Fork	Une Fourchette	Gabel	La forchetta
Fowl—Poultry	Une volaille	Geflügel	Un pollo —pollame
French wine	Du vin de France	Franzwein	Vino di Francia
Game—Venison	Du gibier—De la venaison	Wildpret	Della cacciagione
Glass	Un verre	Glas	Un bicchiere
Grape	Du raisin	Weintraube	Dell' uva
Half a bottle of wine	Une demi-bouteille	Halbe Flasche Wein	Una mezza bottiglia
Ham	Un jambon	Schinken	Un presciutto
Have you a table d'hôte here?	Y-a-t-il une table d'hôte ici?	Haben Sie eine Table d'hôte hier?	Ce tavola rotonda quest' albergo?
Lamb	De l'agneau	Lammfleisch	Dell' agnello
Leg of Mutton	Un gigot	Hammelkeule	Uno coscitto di castrata
Lemon	Un citron	Citrone	Un limone
Lettuce	De la laitue	Lattich	Della lattuga
List of wines	La carte des vins	Weinkarte	La lista dei vini
Meat	De la viande	Fleisch	Della carne
Milk	Du lait	Milch	Del latte
Mineral water	De l'eau minérale	Mineralwasser	Dell' acqua minerale
Mulled beer	De la bière chaude	Warmbier	Birra calda
Mulled wine	Du vin chaud	Warmer wein	Vino bollente con arromi e zucchero
Mutton	Du mouton	Hammelfleisch	Del castrato
Mutton-chop	Une côtelette de mouton	Hammel-Cotelette	Una cotoletta di castrato
Omelet	Une omelette	Eierkuchen	Una frittata
Oyster	Une huître	Auster	Un ostrica
Parmesan cheese	Du fromage de parmesan	Parmesankäse	Del Parmegiano
Pastry	De la pâtisserie	Mehlspeise	Della pasticceria
Peach	Une pêche	Pfirsiche	Una pesca—persica
Pie	Un paté	Pastete	Un pasticcio
Poached egg	Des œufs pochés	Eier, gesetzte	Della nova affogate
Port	Du vin d'Oporto	Portwein	Del vino di Porto
Potatoe	Des pommes de terre	Kartoffel	Delle patate—dei pom terra
Rabbit	Un lapin	Kaninchen	Un coniglio
"	Un petit pain	Weissbrod (Semmel	Un panette

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Salad	De la salade	Salat	Dell' insalata
Salmon	Du saumon	Lachs	Del salmone
Sandwich	Des sandwiches (tartines beurrées à la viande	Fleischbutterbrod (Fleischbutter-schnitte)	I sandwich (fette di pane con della carne in mezzo
Send up the dinner	Faites servir le dîner	Lassen Sie anrichten	Ordinate il pranzo
Sherry	Du vin de Xérès	Xereswein	Del Scerri
Spirits	Des liqueurs fortes, spiritueuses	Geistige Getränke	Dello spirito
Spoon	Une cuillère	Löffel	Un cucchiajo
Sugar	Du sucre	Zucker	Dello zucchero
Tumbler	Un grand verre	Bierglas	Un bicchiere
Vegetables	Des légumes	Gemüse	Dei vegetali
Water	De l'eau	Wasser	Dell' acqua
Wine	Du vin	Wein	Dell vino
Departure.	**Départ.**	**Abreise.**	**Partita.**
For the attendance	Pour le service	Für die Aufwartung	Per la servitu
Paying the bill	Paiement du compte	Bezahlung	Per pagare il conto
Small change	De la petite monnaie	Kleine Münze	Moneta piccola
I want change for a gold Napoleon	Voudriez-vous me changer un Napoléon d'or?	Wechseln Sie einen Napoleon d'or	Avrei bisogno di cambiare un Napoleone d'ore
Letter-writing.	**La Correspondance.**	**Das Briefschreiben.**	**La Corrispondenza**
A pen	Une plume	Gänsefeder	Una penna
Blotting-paper	Du papier brouillard	Löschpapier	Della carta sugante
Direction	L'adresse	Adresse	La direzione
Envelope	Une enveloppe	Umschlag	Una sopracarta
Letter paper	Papier à lettre	Postpapier	La carta da lettere
Letter to be left till called for	Poste restante	Postrestante	Posta restante — lettere ferme in posta
Post	La poste	Post	La posta
Sealing-wax	De la cire à cacheter	Siegellack	La cera lacca
Stamps	Timbres de poste	Francomarke	Stampiglie per poste
Steel pen	Une plume d'acier	Stahlfeder	Una penna d'acciajo
To prepay Postage	Affranchir une lettre	Frankiren	Affrancare
Wafer	Un pain à cacheter	Oblate	Un' ostia
In a Town.	**Dans une Ville.**	**In einer Stadt.**	**In una Città**
Address	L'adresse	Adresse	L'indirizzo
Apothecary	Un apothicaire	Apotheker	Uno speziale
Bank	La banque	Bank	La banca
Cabman	Le cocher	Droschkenkutscher	Cocchiere
Cab stand	Une station de voitures	Droschkenstation	Stazione di carozze
Collections of natural curiosities—of works of art	Un cabinet d'histoire naturelle—un musée	Naturalien—Kunst-sammlungen	I gabinetti di storia naturale—d'arti
Custom House	La douane	Zollhaus	La dogana
Dining house	Le restaurant	Speisehaus	La trattoria
Everything worth seeing (curiosities)	Les curiosités—Tout ce qui mérite d'être vu	Merkwürdigkeiten	Tutto quello che merita da esser veduto
Garden—Public walks	Le jardin public — La promenade publique	Garten—Öffentliche Spaziergänge	Le passeggiate publiche
Glover	Le gantier	Handschuhmacher	Il guantajo
Goldsmith—Jeweller	L'orfèvre	Goldschmied—(Arbeiter)	L'orefice
Hotel	L'hôtel	Gasthof (Hotel)	L'albergo
Hotel keeper	L'aubergiste	Gastwirth	L'albergatore
Money changer	Le changeur	Geldwechsler	Il cambiatore
Palace	Le palais	Schloss (Palais)	Il palazzo
Police magistrate	Le commissaire du quartier	Polizei	Il commissario del rione
Police office	Le bureau de police	Polizeibureau	L'ufficio di polizia
Theatre	Le théâtre	Schauspielhaus	Il teatro
The best way	Le chemin le plus courte	Der kürzeste Weg	Il cammino più corto
Turn to the right—the left.	Tourner à droite — à gauche	Rechts (links)—wenden	Volgerse a destra—a sinistra
Washerwoman	La blanchisseuse	Wäscherin	Lalavandaja

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ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Hiring Furnished Lodging.	**Pour louer un Appartement Meublé.**	**Eine Wohnung zu Miethen.**	**Per pigliare in fitto degli Appartamenti Mobiliati.**
Blanket	Une couverture de laine.	Wollene decke	Una coperta di lana
Bottle	Une carafe—une bouteille	Flasche (bouteille)	Una bottiglia
Candle	La chandelle	Licht	Una candela
Candlestick	Le chandelier—le flambeau	Leuchter	Un candeliere
Chair	Une chaise	Stuhl	Una sedia
Chamber	Une chambre (qu'on ne peut chauffer)	Zimmer (Kammer)	Una camera
Coal	Du charbon de terre	Steinkohle	Il carbon fossile
Glass	Un verre	Glas	Un vetro ; cristallo
Key	La clef	Schlüssel	La chiave
Landlord	Le propriétaire	Hauswirth	Il padrone di casa.
Room	Une chambre (qu'on peut chauffer)	Zimmer (Stube)	Una stanza
Snuffers	Les mouchettes	Putzscheere — (Lichtscheere)	Lo smoccolatoje
Soap	Le savon	Seife	Il sapone
Staircase	L'escalier	Treppe	La scala
Story	Un étage	Stockwerk	Un piano
Towel	Une serviette	Handtuch	Una sciugamano
Wax candle	Une bougie	Wachslicht	Una candela di cera
Water-closet	Le cabinet d'aisances	Abtritt or "No. 100"	Il comodo ; necessario
In a Coffee-house.	**Dans un Cafe.**	**Im Caffeehause.**	**In un Caffe.**
A small cup of coffee	Une demi tasse de café	Kleine tasse caffee	Una chicchera di caffè
A glass of water with sugar	Un verre d'eau sucrée	Ein glas Zuckerwasser	Un bicchier d'acqua succhero
Beer	De la bière	Bier	La birra
Coffee with hot milk	Du café au lait	Caffee mit heisser Milch.	Il caffè con latte
Glass of Cognac, negus, lemonade, punch	Un petit verre de Cognac, de vin chaud, de limonade, de punch	Glas Cognac, Bischof, Limonade, Punsch	Un bicchierino di Cognac, di vino caldo, di limonata, di ponzio
Waiter	Le garçon	Kellner	Il cameriere
The Banker.	**Le Banquier.**	**Der Banquier.**	**Col Banchiere.**
Account	Compte	Rechnung	Conto
Advance	Avance	Vorschuss	Anticipazione
Advice	Avis	Bericht	Avviso
Bank note	Un billet de banque	Banknote	Biglietto di banco
Cash	Argent comptant	Baar Geld	Cassa
Check	Un bon au porteur	Anweisung	Un' ordine
Clerk	Un commis	Handlungsgehülfe	Uno scrivano
Course of exchange	Le cours du change	Wechselcours	Il corso del cambio
Gold	De l'or	Gold	L'öro
Letter of credit	Une lettre de crédit	Creditbrief	Una lettera di credit
Receipt	Quittance	Quittung	Una ricevuta
The Theatre.	**Le Theatre.**	**Das Theater.**	**Il Teatro.**
Actor	Un acteur	Schauspieler	Un' attore
Actress	Une actrice	Schauspielerin	Un' attrice
Box	Une loge	Loge	Un palco—una loggia
Interlude	Une petite pièce	Zwischenspiel	Un intermezzo
Lobby	Le vestibule	Vorhalle	Il corridojo
Opera	Un opéra	Oper	Un' opera
Orchestra	L'orchestre	Orchester	L'orchestra
Pit	Le parterre	Parterre	La platea
Play-bill	Affiche	Theaterzettel	Il programma
Scenery	Les décors	Decoration	La decorazione
Stall	Une stalle	Gesperrter Sitz	Un posto numerato
Ticket	Un billet	Billet	Un biglietto
A Hackney-Coach.—A Cab.	**La Voiture de louage—le fiacre—le cabriolet.**	**Ein Miethwagen—Fiaker—Droschke.**	**La Carozza d'affitto.**
Drive me to——Street No. —	Conduises moi à la Rue—Numéro —	Fahrt mich nach der—Strasse—No.	Conducite mi alla —— Numero—

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ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
ngage by the hour	Prendre à l'heure	Stundenweise miethen	Prendere per ora
acknay-coach	Un fiacre	Lohnkutsche	Una carrozza da nolo, d'affitto
will be back directly	Je reviendrai dans un instant	Ich komme gleich zurück	Ritorno subito
:op here	Arrêtez	Haltet hier	Fermatevi qui
What have I to pay?	Qu'ai je à payer?	Was habe ich zu zahlen?	Quanto devo dare?
What is the fare?	Quel est le prix de la course?	Was ist die taxe?	Quant' è il prezzo corsa?
Gentleman's Toilet.	**De la toilette d'un homme.**	**Herren Toilette.**	**Per la toeletta d'un Signore.**
oot-jack	Le tirebotte	Stiefelknecht	Il cava-stivali
rush	Une brosse	Bürste	Una spazzola
ollar	Un collet	Kragen	Un collaro
omb	Un peigne	Kamm	Un pettine
ravat—neckcloth	Une cravate	Halstuch	Una cravatta
rawers	Des caleçons	Unterhosen	Le mutande
reat-coat	Un surtout—un paletôt	Oberrock	Un cappotto
andkerchief	Un mouchoir	Schnupftuch	Un fazzoletto
hirt	Une chemise	Hemd	Una camicia
tockings	Des bas	Strumpf	Le calze
'aistcoat	Un gilet	Weste	Un corpetto
A Lady's Toilet.	**De la toilette d'une dame.**	**Damen-Toilette.**	**Per la toeletta d'una Signora.**
ap	Un bonnet	Haue	La cuffia
hemise	Une chemise	Hemd	Una camicia
hemisette	Une chemisette	Chemisette	Una camiceita
love	Un gant	Handschuh	Un guanto
ace hole (of stays)	Oeillet	Schnürloch	Un occhiello—asolo
inen	Du linge	Leinwand	Della tela
orning-cap	Le bonnet du matin	Negligéhaube	La coffia di matina
eckkerchief	Fichu	Halstuch	Un fazzoletto
etticoat	Jupe—jupon	Unterrock	Una sottana—sotto veste
hoe	Un soulier	Schuh	Una scarpa
hawl	Un châle	Shawl	Uno sciallo
kirt	Le pan	Rock	La veste gonella
The Washerwoman.	**La blanchisseuse.**	**Die Waschfrau.**	**La Lavandaja**
pron	Un tablier	Schürze	Un grembiale
ap (of a man)	Bonnet d'homme	Mütze	Un berretto
ap (of a woman)	Bonnet de femme	Haube	Una cuffia
hemise	Une chemise de femme	Frauenhemde	Una camicia da donna
ollar	Un col de chemise	Kragen	Un collo da camicia
otton stockings	Des bas de coton	Baumwollen-strümpfe	Delle calze di cotone
ravat	Une cravate	Halsbinde	Una cravatta
irty linen	Le linge sale	Schmutzige Wäsche	I panni sporchi
rawers	Un caleçon	Unterhose	I sottocalzoni
ress, gown	Robe	Kleid	Una veste—gonna
ressing-gown	Une robe de chambre	Schlafrock	Una veste da camera
lannel waistcoat	Un gilet de flanelle	FlanellJacke	Dei corpetti di flanella
inen to be washed	Faire blanchir du linge	Schmutzu waschen	Far lavare la biancher
apkin	Une serviette	Serviette	Una salvietta
light-cap (of a man)	Bonnet de nuit	Schlafmütze	Una berretta da notte
light-cap (of a woman)	Une coiffe de nuit	Nachthaube	Una cuffia da notte
light-shirt	Une chemise de nuit	Nachthemde	Una camicia da notte
etticoat	Un jupon	Unterrock	Una sottana
ocket handkerchief	Un mouchoir de poche	Schnupftuch	Fazzoletto da abcoccia
heets	Des draps de lit	Bettlücher	Lenzuoli
hirt	Une chemise d'homme	Mannshemde	Una camicia da uomo
tays	Un corset	Schnürleib	Un busto
tockings (a pair)	Une paire de bas	Strümpfe (ein Paar)	Un pajo di calze
o mend the shirts	Raccommoder les chemises	Hemden ausbessern	Raccomodare le camici
owel	Une Serviette	Handtuch	Uno sciugamano
rousers	Les pantalons	Beinkleider	Un paio di calzoni

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ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Waistcoat	Un gilet	Weste	Un corpetto
Washing bill	La note du linge	Waschzettel	La notta della biancheria
Worsted stockings	Des bas de laine	Wollene Strümpfe	Delle calze di lana
The Physician.	**Le Medecin.**	**Der Arzt.**	**Il Medico.**
Ague, Fever	Une fièvre	Fieber	Una febbre—la terzana
Bath	Un bain	Bad	Un bagno
Barley water	De la tisane d'orge	Gerstenwasser	Dell' acqua d'orzo
Castor oil	Huile de ricin	Ricinus-Oel	Olio di ricino
Catarrh	Une catarrhe	Schnupfen	Un catarro
Cold	Le rhume	Erkältung	La fiocaggine
Constipation	La constipation	Verstopfung	Una costipazione
Cough	La toux	Husten	La tosse
Diarrhœa	La diarrhée	Durchfall	La diarrea
Doctors' fee for a visit	Les honoraires d'un médecin pour une visite	Honorar für einen Besuch	Onorario ad un dottore per una visita
Emetic	Un émétique	Brechmittel	Un emetico
I feel myself very unwell	Je ne me sens pas très bien	Ich bin sehr unwohl	Non mi sento bene
Illness	La maladie	Krankheit	La malattia
Indisposition	Une indisposition	Unpäslichkeit	Un' indisposizione
Prescription	L'ordonnance	Recept	La ricetta
Purgative	Un purgatif	Abführungsmittel	Una purga
Rhubarb	De la rhubarbe	Rhabarber	Il reubarbaro
Shivering	Un frissonnement	Frösteln	Il brivido
Stomach-ache	Le mal de l'estomac	Magenschmerzen	Il dolar di stomaco
Twice a day	Deux fois par jour	Zweimal täglich	Due volte il giorno
Days.	**Les Jours.**	**Tages.**	**Giorni.**
Monday	Lundi	Montag	Lunedì
Tuesday	Mardi	Dienstag	Martedì
Wednesday	Mercredi	Mittwoch	Mercoledì
Thursday	Jeudi	Donnerstag	Giovedì
Friday	Vendredi	Freitag	Venerdì
Saturday	Samedi	Samstag	Sabbato
Sunday	Dimanche	Sonntag	Domenica
Numbers.	**Nombres.**	**Nummeren.**	**Numeri.**
One	Un	Ein	Uno
Two	Deux	Zwei	Due
Three	Trois	Drei	Tre
Four	Quatre	Vier	Quattro
Five	Cinq	Fünf	Cinque
Six	Six	Sechs	Sei
Seven	Sept	Sieben	Sette
Eight	Huit	Acht	Otto
Nine	Neuf	Neun	Nove
Ten	Dix	Zehn	Dieci
Eleven	Onze	Elf	Undici
Twelve	Douze	Zwölf	Dodici
Thirteen	Treize	Dreizehn	Tredici
Fourteen	Quatorze	Vierzehn	Quattordici
Fifteen	Quinze	Fünfzehn	Quindici
Sixteen	Seize	Sechszehn	Sedici
Seventeen	Dix-sept	Siebenzehn	Diciasette
Eighteen	Dix-huit	Achtzehn	Diciotto
Nineteen	Dix-neuf	Neunzehn	Diciannove
Twenty	Vingt	Zwanzig	Venti
Twenty-five	Vingt-cinq	Fünf and zwanzig	Venticinque
Thirty	Trente	Dreisig	Trenta
Forty	Quarante	Vierzig	Quaranta
Fifty	Cinquante	Fünfzig	Cinquanta
Sixty	Soixante	Sechszig	Sessanta
Seventy	Soixante-dix	Siebenzig	Settanta
Eighty	Quatre-vingt	Achtzig	Ottanta
Ninety	Quatre-vingt-dix	Neunzig	Novanta
A Hundred	Cent	Hundert	Cento

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LONDON and PARIS, via NEWHAVEN, DIEPPE, & ROUEN

DAILY DIRECT TIDAL SERVICE,

THE SHORTEST AND CHEAPEST ROUTE TO PARIS.

Daily Express Tidal Service, LONDON to PARIS.—(1 & 2 Class)

Aug., 1875.	Depart from Victoria Station.	Dep. from London Bridge. Station.	Dates.	Depart from New-haven.	Dates.	Depart from Dieppe.	Dates.	Arrive in Paris. St. Lazare	
Mon. 2	5 35 a m	5 50 a m	...	8 5 a.m.	...	2 46 p.m.	...	6 40 p.m.	
Tues 3	6 45 ...	6 50 ...	...	8 40 ...	...	3 21 ...	...	7 15 ...	
Wed 4	7 10 ...	7 20 ...	...	9 20 ...	...	4 8 ...	...	7 55 ...	
Thurs 5	7 25 ...	7 40 ...	...	9 50 ...	...	4 36 ...	...	8 30 ...	
Fri 6	8 25 ...	8 30 ...	...	10 30 ...	...	5 16 ...	...	9 20 ...	
Satur 7	8 50 ...	9 0 ...	...	11 10 ...	...	5 41 ...	...	9 25 ...	
Mon 9	10 0	10 5 ...	...	12 25 p.m.	...	6 46 ...	...	10 50 ...	
Tues 10	10 45 ...	10 55 ...	...	1 20 ...	...	7 56 ...	...	11 55 ...	
Wed 11	5 35 ...	5 50 ...	...	8 15 a.m.	...	4 6 ...	...	7 55 ...	
Thurs 12	7 10 ...	7 20 ...	...	9 35 ...	...	5 16 ...	...	9 20 ...	
Friday 13	8 50 ...	9 0 ...	...	11 0 ...	...	6 21 ...	...	10 5 ...	
Satur 14	9 25 ...	9 35 ...	...	11 50 ...	...	7 37 ...	...	11 40 ...	
Mon 16	10 45 ...	10 55 ...	...	1 20 p.m.	...	8 51 ...	...	12 45 a.m.	
Tues 17	11 30 ...	11 40 ...	...	1 50 ...	...	9 7 ...	...	1 0 ...	
Wed 18	5 35 ...	5 50 ...	...	8 10 a.m.	...	3 1 ...	...	7 0 p.m.	
Thurs 19	6 45 ...	6 50 ...	...	8 50 ...	...	3 41 ...	...	7 35 ...	
Fri 20	7 10 ...	7 20 ...	...	9 30 ...	...	4 6 ...	...	7 55 ...	
Satur 21	7 35 ...	7 40 ...	...	10 10 ...	...	4 56 ...	...	8 50 ...	
Mon 23	9 15 ...	9 25 ...	...	11 25 a.m.	...	6 7 ...	...	10 5 ...	
Tues 24	10 0	10 5 ...	...	12 10 p.m.	...	6 41 ...	...	10 35 ...	
Wed 25	10 45 ...	10 55 ...	...	1 35 ...	...	7 56 ...	...	11 55 ...	
Thurs 26	5 35 ...	5 50 ...	...	8 20 a.m.	...	4 6 ...	...	7 55 ...	
Fri 27	7 35 ...	7 40 ...	...	10 5 ...	...	5 41 ...	...	9 35 ...	
Satur 28	9 15 ...	9 25 ...	...	11 20 ...	...	6 56 ...	...	10 50 ...	
Mon 30	10 45 ...	10 55 ...	...	1 10 p.m.	...	8 51 ...	...	12 45 ...	
Tues 31	11 30 ...	11 40 ...	...	1 50 ...	...	9 7 ...	...	1 0 a.m.	

☞ The Special Day Service from London to Paris, and vice versa, is First and Second Class only.

Through Conductors will accompany Passengers both ways.

Daily Express Tidal Service, PARIS to LONDON.—1 & 2 Class

Aug., 1875.	Depart from Paris. St. Lazare	Dates.	Depart from Dieppe.	Dates.	Dep. from New-haven.	Arrive at London Bridge.	Arrival at Vic. Sta.
Mon. 2	9 15 a m	...	1 45 p m	...	9 30 p.m.	11 0 p.m.	11 10 p.m.
Tues. 3	9 55 ...	...	2 25 ...	...	10 10 ...	11 40 ...	11 50 ...
Wed. 4	5 40 ...	...	9 50 a m	...	4 30 ...	6 0 ...	6 10 ...
Thurs 5	5 40 ...	...	10 25 ...	...	5 0 ...	6 30	6 40 ...
Fri 6	6 20 ...	...	11 0 ...	...	5 35 ...	7 5 ...	7 10 ...
Satur 7	6 55 ...	...	11 25 ...	...	7 30 ...	9 0 ...	9 15 ...
Mon 9	8 0 ...	...	12 50 p m	...	7 30 ...	9 0 ...	9 15 ...
Tues 10	9 15 ...	...	1 40 ...	...	9 10 ...	10 40 ...	10 50 ...
Wed 11	10 30 ...	...	3 0 ...	...	9 30 ...	11 0 ...	11 10 ...
Thurs 12	11 45 ...	...	4 20 ...	...	11 0 ...	12 30 a.m.	12 40 a.m.
Friday 13	5 40 ...	...	10 20 a m	...	7 30 ...	9 0 p.m.	9 15 p.m.
Satar 14	6 55 ...	...	11 25 ...	...	7 30 ...	9 0 ...	9 15 ...
Mon 16	8 0 ...	...	12 55 p m	...	9 30 ...	11 0 ...	11 10 ...
Tues 17	9 15 ...	...	1 35 ...	...	9 10 ...	10 40 ...	10 50 ...
Wed 18	9 15 ...	...	2 5 ...	...	9 30 ...	11 0 ...	11 10 ...
Thurs 19	10 15 ...	...	2 40 ...	...	10 10 ...	11 40 ...	11 50 ...
Fri 20	5 40 ...	...	10 0 a m	...	4 30 ...	6 0 ...	6 10 ...
Satur 21	6 20 ...	...	10 35 ...	...	5 25 ...	7 5 ...	7 10 ...
Mon 23	7 15 ...	...	11 50 ...	...	7 30 ...	9 0 ...	9 15 ...
Tues 24	8 0 ...	...	12 40 p m	...	7 30 ...	9 0 ...	9 15 ...
Wed 25	9 15 ...	...	1 45 ...	...	9 10 ...	10 40 ...	10 50 ...
Thurs 26	10 30 ...	...	3 20 ...	...	10 10 ...	11 40 ...	11 50 ...
Fri 27	5 40 ...	...	9 40 a m	...	5 35 ...	7 5 ...	7 10 ...
Satur 28	6 20 ...	...	11 0 ...	...	7 30 ...	9 0 ...	9 15 ...
Mon 30	8 0 ...	...	12 50 p m	...	9 10 ...	10 40 ...	10 50 ...
Tues 31	8 0 ...	...	1 30 ...	...	9 10 ...	10 40 ...	10 50 ...

To suit the tides it may be sometimes necessary for the boat to leave earlier than the advertised time; it is therefore necessary for Passengers to be on board the Steamers at least 15 minutes before the advertised Sailing to ensure their not being left behind.

Havre, *via* Newhaven, Dieppe & Rouen.—Passengers are now booked through from London to Havre, and *vice versa* every week day by this route.

PASSENGERS ARE NOW BOOKED at all the Company's London Stations to the following **Continental Towns**, at the Fares appended:—

FARES from LONDON TO	Single Journey Tickets. 1 Cl.	2 Cl.	3 Cl.	Available for	Return Journey Tickets. 1 Cl.	2 Cl.	3 Cl.	Available for
Dieppe	22/0	16/0	...	3 Days.	34/0	23/0	...	1 Month
Rouen	28/0	20/0	...	7 Days.	42/0	30/0	...	,,
Havre	32/0	24/0	...	7 Days.	48/0	36/0	...	,,
Paris	33/0	24/0	17/0	7 Days.	55/0	39/0	30/0	,,
Geneva	94/5	...	...	1 Month.	...	...	...	
Marseilles	113 0	...	...	,,	...	...	...	
Milan	126/6	93 0	70/4	,,	...	...	...	

FARES from LONDON TO	Single Journey Tickets. 1 Cl.	2 Cl.	3 Cl.	Available for	Return Journey Tickets. 1 Cl.	2 Cl.	3 Cl.	Available for
Genoa	128/0	98/6	72/4	1 Month.	...	...	...	
Florence	155/0	113/6	86/10	,,	...	...	...	
Venice	156/6	114/6	86/10	,,	...	...	...	
Rome	190/0	138/0	101/0	,,	...	...	...	
Naples	217/6	156/6	112/4	,,	...	...	...	
N.haven to Dieppe	16/0	11/6	...	Day of Issue.	26/6	19/0	...	1 Month.
,, Paris	29/3	21/0	...	3 Days	48/0	33/6	...	1 Month.

Dieppe Harbour Station Buffet.—At the Dieppe Harbour Station, on the Quay, a Buffet has been added together with waiting-rooms, cabinets de toilette, &c. Select service. Moderate prices.

For further particulars apply at the Company's Offices, 10, Rue du Quatre Septembre, Paris; 93 and 98, Quai Henry IV., Dieppe; Steam Packet Office, Newhaven Wharf; and 18, Fish Street Hill (City), and 28, Regent's Circus, Piccadilly, London (West End, where Tickets may be obtained) or at any Station on the London, Brighton, & South Coast or Paris and Dieppe Lines of Railway.

LONDON and PARIS—(*Continued.*) SPECIAL NIGHT SERVICE.

LONDON TO PARIS.—(1,2,3 Class.)

Aug., 1875.	Trains leave Victoria.	Trains leave London Bridge.	Dates.	Steamers leave Newhaven.	Dates.	Trains leave Dieppe.	Arrivals in Paris. St Lazare
	B	B					
Mon	2 7 50 p.m.	8 0 p.m.	3	2 20 a.m.	3	10 10 a.m.	3 0 p.m.
Tues.	3 7 50 ...	8 0 ...	4	3 0 ...	4	12 5 p.m.	4 20 ...
Wed.	4 7 50 ...	8 0 ...	5	3 40 ...	5	12 5 ...	4 20 ...
Thurs.	5 7 50 ...	8 0 ...	6	10 15 p.m.	6	6 5 a.m.	10 30 a.m.
Fri	6 7 50 ...	8 0 ...	7	9 55 ...	7	6 5 ...	10 30 ...
Sat	7 7 50 ...	8 0 ...	8	11 30 ...	8	6 5 ...	10 30 ...
Mon	9 7 50 ...	8 0 ...	10	12 50 a.m.	10	7 25 ...	11 30 ...
Tues	10 7 50 ...	8 0 ...	11	3 0 ...	11	9 35 ...	2 0 p.m.
Wed	11 7 50 ...	8 0 ...	12	3 25 ...	12	10 10 ...	3 0 ...
Thur	12 7 50 ...	8 0 ...	13	10 20 p.m.	13	6 5 ...	10 30 a.m.
Fri	13 7 50 ...	8 0 ...	14	11 15 ...	14	7 25 ...	11 30 ...
Sat	14 7 50 ...	8 0 ...	15	12 0 mid.	15	9 25 ...	2 0 p.m.
Mon	16 7 50 ...	8 0 ...	17	1 30 a.m.	17	9 35 ...	2 0 ...
Tues	17 7 50 ...	8 0 ...	18	2 0 ...	18	9 35 ...	2 0 ...
Wed	18 7 50 ...	8 0 ...	19	2 40 ...	19	10 10 ...	3 0 ...
Thur	19 7 50 ...	8 0 ...	20	3 10 ...	20	12 5 p.m.	4 20 ...
Fri	20 7 50 ...	8 0 ...	21	3 50 ...	21	12 5 ...	4 20 ...
Sat	21 7 50 ...	8 0 ...	21	10 30 p.m.	22	6 5 a.m.	10 30 a.m.
Mon	23 7 50 ...	8 0 ...	23	11 50 ...	24	7 25 ...	11 30 ...
Tues.	24 7 50 ...	8 0 ...	25	12 40 a.m.	25	7 25 ...	11 30 ...
Wed.	25 7 50 ...	8 0 ...	26	2 10 ...	26	9 35 ...	2 0 p.m.
Thur	26 7 50 ...	8 0 ...	27	3 55 ...	27	12 5 p.m.	4 20 ...
Fri	27 7 50 ...	8 0 ...	27	10 40 p.m.	28	7 25 a.m.	11 30 a.m.
Sat	28 7 50 ...	8 0 ...	28	11 40 ...	29	7 25 ...	11 30 ...
Mon	30 7 50 ...	8 0 ...	30	1 30 a.m.	31	9 35 ...	2 0 p.m.
Tues	31 7 50 ...	8 0 ...	1	2 0 ...	1	9 35 ...	2 0 ...

B First, Second, and Third Class Passengers will be conveyed from London to Paris and vice versâ by the Trains and Steamers forming this Service.—The Newhaven to L. mbeth Pier Special Train will call at Lewes, Red Hill Junction, Croydon, and Clapham Junction.

PARIS TO LONDON.—(1,2,3 Class.)

Aug., 1875.	Depart from Paris. St. Lazare	Dates.	Departures from Dieppe.	Dates.	Depart from Newhaven.	Arrivals at London Bridge	Arrivals at Victoria.
Mon	2 8 0 p.m.	3	2 0 a.m.	3	9 30 a.m.	11 20 a.m.	11 30 a.m.
Tues	3 8 0 ...	4	2 30 ...	4	10 25 ...	1 55 ...	12 5 p.m.
Wed	4 8 0 ...	5	3 10 ...	5	11 10 ...	12 40 p.m.	12 50 ...
Thur	5 8 0 ...	6	3 40 ...	6	12 45 p.m.	2 15 ...	2 25 ...
Fri	6 8 0 ...	7	4 20 ...	7	12 45 ...	2 15 ...	2 25 ...
Sat	7 8 0 ...	8	4 50 ...	8	12 45 ...	2 15 ...	2 25 ...
Mon	9 8 0 ...	10	1 10 ...	10	7 45 a.m.	9 20 a.m.	9 30 a.m.
Tues	10 8 0 ...	11	2 20 ...	11	9 50 ...	11 20 ...	11 30 ...
Wed	11 8 0 ...	12	3 40 ...	12	0 25 ...	1 55 ...	12 5 p.m.
Thur	12 8 0 ...	13	5 0 ...	12	12 45 p.m.	2 15 p.m.	2 25 ...
Fri	13 8 0 ...	14	6 0 ...	14	12 45 ...	2 15 ...	2 25 ...
Sat	14 8 0 ...	15	7 0 ...	14	1 40 ...	3 10 ...	3 20 ...
Mon	16 8 0 ...	17	1 30 ...	17	9 50 a.m.	11 20 a.m.	11 30 a.m.
Tues	17 8 0 ...	18	1 50 ...	18	9 50 ...	11 20 ...	11 30 ...
Wed	18 8 0 ...	19	2 10 ...	19	0 25 ...	1 55 ...	12 5 p.m.
Thur	19 8 0 ...	20	2 40 ...	20	0 25 ...	1 55 ...	12 5 ...
Fri	20 8 0 ...	21	3 20 ...	21	11 10 ...	12 40 p.m.	12 50 ...
Sat	21 8 0 ...	22	11 40 ...	22	1 10 ...	1 20 ...	1 30 ...
Mon	23 8 0 ...	24	8 15 ...	24	1 45 p.m.	3 20 p.m.	3 30 p.m.
Tues.	24 8 0 ...	25	1 10 ...	25	7 45 a.m.	9 20 a.m.	9 30 a.m.
Wed.	25 8 0 ...	26	2 30 ...	26	9 50 ...	1 20 ...	1 30 ...
Thur	26 8 0 ...	27	4 10 ...	27	1 10 ...	12 40 p.m.	12 50 p.m.
Fri	27 8 0 ...	28	5 40 ...	28	12 45 p.m.	2 15 ...	2 25 ...
Sat	28 8 0 ...	29	6 40 ...	29	1 20 ...	2 50 ...	3 0 ...
Mon	30 8 0 ...	31	1 20 ...	31	9 50 a.m.	11 20 a.m.	11 30 a.m.
Tues	31 8 0 ...	1	1 40 ...	1	9 50 ...	11 20 ...	11 30 ...

CHEAP RETURN TICKETS TO DIEPPE are now issued every Friday and Saturday from Brighton, Dunbridge Wells, Uckfield, Lewes, Newhaven Town, Newhaven Harbour, and Seaford, to Dieppe, St. Leonards, Heathfield, Worthing, Littlehampton, Bognor, Chichester, and Portsmouth, available to return the following Monday or Tuesday.

Fares: First Class, 64s. Second Class, 43s.

Second Class Passengers may use the best Cabin of the Steamboats by payment on board of 4s.-6d.; and Third Class Passengers may use the Best Cabin by payment of 6s. 6d.; or the Second Cabin on payment of 2s.

THROUGH FARES—SINGLE JOURNEY TICKETS—FROM LONDON—AVAILABLE FOR ONE MONTH.

TO	1st Cl. £ s. d.	2nd Cl. £ s. d.	3rd Cl. £ s. d.	TO	1st Cl. £ s. d.	2nd Cl. £ s. d.	3rd Cl. £ s. d.	TO	1st Cl. £ s. d.	2nd Cl. £ s. d.	3rd Cl. £ s. d.
Lyons	4 3 5	... ...	... ...	Genoa	6 9 0	4 16 6	3 18 4	Florence	7 15 0	5 13 6	4 6 6
Bordeaux	4 10 0	3 0 9	... ...	Cannes	6 17 0	5 2 6	... ...	Venice	7 16 6	5 14 6	4 8 1
Geneva	4 14 5	... ...	... ...	Nice	7 0 6	5 5 6	... ...	Leghorn	7 17 6	5 15 6	4 8 1
Turin	5 15 3	4 4 0	... ...	Mentone	7 2 6	5 7 0	... ...	Rome	9 10 0	6 16 6	... ...
Marseilles	5 15 6	... ...	... ...	Bologna	7 3 6	5 5 6	4 0 6	Brindisi	10 12 6	7 12 6	... ...
Milan	6 6 6	4 13 6	3 10 4	Verona	7 3 6	5 5 6	4 0 6	Naples	10 17 6	7 16 6	5 12 6

SOUTH EASTERN RAILWAY—(LONDON, FOLKESTONE, AND DOVER.)

CONTINENTAL TRAIN SERVICES and BOAT SAILINGS—(*Weather & Tide permitting*).

LONDON & PARIS IN 10 HOURS

ACCELERATED SPECIAL TIDAL TRAINS, via THE NEW SHORT ROUTE THROUGH SEVENOAKS, FOLKESTONE, AND BOULOGNE, the Shortest, Cheapest, and most Direct Rou And also by the MAIL TRAIN SERVICES in 10½ Hours, via Dover & Calais.

REVISED FARES:—SINGLE TICKETS (available for Seven Days):—

London to Paris, via Boulogne, 255 Miles: First Class, **£2 16 0**; Second Class, **£2 2 0.**

London to Paris, via Calais, ... 283 Miles: First Class, **£3 0 0**; Second Class, **£2 5 0.**

RETURN TICKETS (available for One Month):—

By Boulogne or Calais, First Class, **£4 15 0**; Second Class, **£3 15 0.**

SPECIAL ADDITIONAL NIGHT SERVICE, *at Reduced Fares,* **via** *BOULOGNE or CALAIS.*

SINGLE TICKETS (available for 3 Days) 31s. 6d. 31s. | RETURN TICKETS (available for 14 Days) 47s. 3... | 2nd Cl. 3rd Cl.

Baggage Registered. No Small Boats used.

London Terminus—CHARING CROSS AND CANNON STREET.

PARIS OFFICE, 4, BOULEVARD DES ITALIENS.

BRUSSELS OFFICE, 74, MONTAGNE DE LA COUR. COLOGNE, 1, FRIEDRICH WILHELM STRASSE, & 43, DOM HOF

LONDON TO PARIS.

AUG.	Leave Charing Cross or Cannon Street.	Leave Folk'stone.	Date.	Leave Boulogne.	Arrive in Paris.
Sun.	1 8 30 a.m.	10 50 a.m.		1 55 p.m.	6 30 p.m.
Mon.	2 8 30	10 50		1 55	6 30
Tues.	3 8 30	10 50		1 55	6 30
Wed.	4 10 15	12 40 p.m.		3 40	8 15
Thur.	5 10 15	12 40		3 40	8 15
Fri.	6 10 15	12 40		3 40	8 15
Sat.	7 10 15	12 40		3 40	8 15
SUN.	8 10 15	12 40		3 40	8 15
Mon.	9 10 15	12 40		3 40	8 15
Tues.	10 10 15	12 40		3 40	8 15
Wed.	11 2 30 p.m.	2 30		6 58	11 30
Thur.	12 1 25	3 50		6 55	11 30
Fri.	13 2 0	4 25		6 58	11 30
Sat.	14 7 0 a.m.	9 10 a.m.		12 10	4 40
SUN.	15 7 0	9 10		12 10	4 40
Mon.	16 7 0	9 10		12 10	4 40
Tues.	17 8 30	10 50		1 55	6 30
Wed.	18 8 30	10 50		1 55	6 30
Thur.	19 8 30	10 50		1 55	6 30
Fri.	20 10 15	12 40 p.m.		3 40	8 15
Sat.	21 10 15	12 40		3 40	8 15
SUN.	22 10 15	12 40		3 40	8 15
Mon.	23 10 15	12 40		3 40	8 15
Tues.	24 10 15	12 40		3 40	8 15
Wed.	25 1 25 p.m.	3 50		6 55	11 30
Thur.	26 1 25	3 50		6 55	11 30
Fri.	27 2 0	4 25		6 55	11 30
Sat.	28 6 20 a.m.	8 40 a.m.		12 10	4 40
SUN.	29 7 0	9 10		12 10	4 40
Mon.	30 7 0	9 10		12 10	4 40
Tues.	31 8 30	10 50		1 55	6 30

PARIS TO LONDON.

AUG.	Leave Paris. Chemin-de-Fer du Nord.	Leave Boulogne.	Date.	Leave Folk'stone Harbour.	Arrive in London.
*SUN.	1 7 5 a.m.	12 10 p.m.		2 40 p.m.	4 45 p.m.
Mon.	2 7 5	12 10		2 30	4 30
Tues.	3 9 30			5 10	7 30
Wed.	4 9 30			5 20	7 30
Thur.	5 9 30			5 20	7 30
Fri.	6 9 30			5 20	7 30
Sat.	7 9 30			5 20	7 30
*SUN.	8 9 30			5 20	7 30
Mon.	9 9 30			5 20	7 30
Tues.	10 9 30			5 20	7 30
Wed.	11 11 15			6 40	8 40
Thur.	12 11 15			7 0	9 0
Fri.	13 1 20 p.m.			9 0	11 0
Sat.	14 1 20			9 20	11 20
*SUN.	15 7 5 a.m.			2 40	4 45
Mon.	16 7 5			2 30	4 30
Tues.	17 9 30			5 20	7 30
Wed.	18 9 30			5 20	7 30
Thur.	19 9 30			5 20	7 30
Fri.	20 9 30			5 20	7 30
Sat.	21 9 30			5 20	7 30
*SUN.	22 9 30			5 20	7 30
Mon.	23 9 30			5 20	7 30
Tues.	24 9 30			5 20	7 30
Wed.	25 9 20			5 20	7 30
Thur.	26 11 15			6 45	8 45
Fri.	27 1 20 p.m.			9 0	11 0
Sat.	28 1 20			9 0	11 0
*SUN.	29 7 5 a.m.			2 40	4 40
Mon.	30 7 5			2 30	4 30
Tues.	31 7 5			2 30	4 30

The Tidal Trains, both ways, will call at Tunbridge.
* Baggage examined at Folkestone Harbour.
Communication between Passengers and Guards.—The Tidal Trains are furnished with Telegraph means for this intercommunication.
An Interpreting Conductor accompanies the special Tidal Trains throughout.

Stopping Times for Refreshments, &c.—At Folkestone Harbour, 10 minutes; Boulogne Station, 15 minutes Amiens, 15 minutes; and at Noyelles and Creil, a few minutes each.

Fixed Mail Services to and from the Continent, via Dover, Calais, & Ostend.

LONDON TO PARIS.

FROM		1 & 2 class Mail.	1st class Mail.	
Charing Cross	dep	7 40 a.m.	8 45 p.m.	...
Cannon Street	,,	7 45 ...	8 50 ...	...
Dover Pier	arr.	9 30 ...	10 35 ...	...
	dep.	9 35 ...	10 40 ...	...
Calais	dep.	12 25 p.m.	1 50 a.m.	...
Amiens	dep.	3 58 ...	5 9 ...	...
Paris	arr.	6 5 ...	7 20 ...	...

PARIS TO LONDON.

FROM		1 & 2 class Mail.	1st class Mail.	
Paris	dep	7 35 a.m.	7 45 p.m.	...
Amiens	dep.	10 5 ...	10 10 ...	...
Calais	arr.	1 10 p.m.	1 20 a.m.	...
	dep.	1 20 ...	1 30 ...	...
Dover	dep.	3 45 ...	4 15 ...	...
Cannon St.	arr	5 30 ...	6 0 ...	...
Charing Cross	,,	5 40 ...	6 10 ...	...

NOTE.—Passengers by the 1.30 p.m. boat from Calais on Week-days, can also leave Dover at 4.30 and 7.5 p.m., and the Passengers arriving by the 1.30 a.m. boat from Calais on Sundays, are conveyed by the train leaving Dover at 4.15 a.m., arriving in London at 6.5 a.m.

RETURN TICKETS.

LONDON TO	1 class.	2 class.	3 class.		LONDON TO	1 class.	2 class.	3 class.	
Boulogne	2 9	6 1 17	6	...	Folkst'ne Calais	2 7	6 1 17	6	...
Brussels	3 16	0 2 16	6	...	Dr. & Cal. Paris	4 12	0 3 15	0	...
Bruges	3 11	0 2 10	6	...	Dr. & Ost. *Paris	...	2 7	0 1 11	6

7 days. 1 month. Dover.

7 days. 1 month. 14 days.

* Night Service

SOUTH EASTERN RAILWAY.—*Continued.*

THROUGH NIGHT SERVICE, (via Folkestone & Boulogne and vice versa)

LONDON TO PARIS.

AUG	Leave Charing Cross or Cannon St.	Distrs.	Leave Folk'stone	Distrs.	Leave Boulogne.	Arrive in Paris.
SUN. 1	6 49p.m.	1	10 10p.m.	2	6 30a.m.	1 40p.m.
Mon. 2	6 35 ...	2	10 20 ...	3	6 30 ...	1 40 ...
Tues. 3	6 35 ...	3	10 20 ...	4	6 30 ...	1 40 ...
Wed. 4	9 25 ...	5	12 20a.m.	5	6 30 ...	1 40 ...
Thur. 5	9 25 ...	6	12 0 ...	6	6 30 ...	1 40 ...
Fri 6	9 25 ...	7	12 20 ...	7	6 30 ...	1 40 ...
SUN. 8	8 50 ...	9	1 30 ...	9	6 30 ...	1 40 ...
Mon. 9	9 25 ...	10	2 10 ...	10	6 30 ...	1 40 ...
Tues. 10	9 25 ...	11	3 0 ...	11	9 10 ...	4 30 ...
Wed. 11	9 25 ...	12	4 15 ...	12	9 10 ...	4 30 ...
Thur. 12	9 25 ...	13	5 30 ...	13	9 10 ...	4 30 ...
Fri. 13	4 45 ...	13	7 10 p.m.	14	6 30 ...	1 40 ...
SUN 15	6 40 ...	15	10 0 ...	16	6 30 ...	1 40 ...
Mon. 16	6 35 ...	16	10 10 ...	17	6 30 ...	1 40 ...
Tues. 17	6 35 ...	17	10 20 ...	18	6 30 ...	1 40 ...
Wed. 18	6 35 ...	18	10 20 ...	19	6 30 ...	1 40 ...
Thur. 19	6 35 ...	19	10 40 ...	20	6 30 ...	1 40 ...
Fri. 20	9 25 ...	21	12 20a.m.	21	6 30 ...	1 40 ...
SUN. 22	8 50 ...	23	12 40 ...	23	6 30 ...	1 40 ...
Mon. 23	9 25 ...	24	1 20 ...	24	6 30 ...	1 40 ...
Tues. 24	9 25 ...	25	2 15 ...	25	6 30 ...	1 40 ...
Wed. 25	9 25 ...	26	3 30 ...	26	9 10 ...	4 30 ...
Thur. 26	9 25 ...	27	5 0 ...	27	9 10 ...	4 30 ...
Fri. 27	4 48 ...	27	7 46p.m.	28	6 30 ...	1 40 ...
SUN. 29	7 50a.m.	29	8 0 ...	30	6 30 ...	1 40 ...
Mon. 30	6 25p.m.	30	10 10 ...	31	6 30 ...	1 40 ...
Tues. 31	6 35 ...	31	10 20 ...	1	6 30 ...	1 40 ...

PARIS TO LONDON.

AUG.	Leave Paris. Chemin-de-Fer-du-Nord.	Distrs.	Leave Boulogne.	Distrs.	Leave Folk'st'ne	Arrive in London
SUN. 1	1 30 p.m.	1	10 10p.m.	2	6 0a.m.	9 28a.m.
Mon. 2	1 30 ...	2	10 20 ...	2	6 0 ...	9 28 ...
Tues. 3	1 30 ...	3	10 20 ...	4	6 0 ...	9 28 ...
Wed. 4	1 30 ...	4	11 0 ...	5	6 0 ...	9 28 ...
Thur. 5	4 0 ...	5	Mid. ...	6	6 0 ...	9 28 ...
Fri. 6	4 0 ...	7	12 20a.m.	7	6 0 ...	9 28 ...
Sun. 8	4 0 ...	9	1 30 ...	9	6 0 ...	9 28 ...
Mon. 9	4 0 ...	10	2 10 ...	10	6 0 ...	9 28 ...
Tues. 10	4 0 ...	11	3 10 ...	11	7 50 ...	10 41 ...
Wed. 11	4 0 ...	12	4 30 ...	12	7 50 ...	10 41 ...
Thur. 12	4 0 ...	13	5 40 ...	13	12 0 ...	2 28p.m.
Fri. 13	4 0 ...	14	6 40 ...	14	12 0 ...	2 28 ...
SUN. 15	1 30 ...	15	10 10p.m.	16	6 0 ...	9 28a.m.
Mon. 16	1 30 ...	16	10 10 ...	17	6 0 ...	9 28 ...
Tues. 17	1 30 ...	17	10 20 ...	18	6 0 ...	9 28 ...
Wed. 18	1 30 ...	18	10 20 ...	19	6 0 ...	9 28 ...
Thur. 19	1 30 ...	19	10 40 ...	20	6 0 ...	9 28 ...
Fri. 20	4 0 ...	20	Mid. ...	21	6 0 ...	9 28 ...
SUN. 23	4 0 ...	23	12 40a.m.	23	6 0 ...	9 28 ...
Mon. 24	4 0 ...	24	1 20 ...	24	6 0 ...	9 28 ...
Tues. 25	4 0 ...	25	2 15 ...	25	6 0 ...	9 28 ...
Wed. 26	4 0 ...	26	3 30 ...	26	7 50 ...	10 41 ...
Thur. 27	4 0 ...	27	5 0 ...	27	12 0 ...	2 28p.m.
Fri. 28	4 0 ...	28	6 15 ...	28	12 0 ...	2 28 ...
SUN. 29	1 30 ...	29	10 0p.m.	30	6 0 ...	9 28a.m.
Mon. 30	1 30 ...	30	10 10 ...	31	6 0 ...	9 28 ...
Tues. 31	1 30 ...	31	10 10 ...	1	6 0 ...	9 28 ...

Baggage examined at Folkestone Harbour.
Passengers do not embark on the Night Boats earlier than One Hour before the time of sailing.

FIXED MAIL SERVICES.

LONDON AND BELGIUM, RUSSIA, GERMANY, THE RHINE, &c.

From LONDON (via Calais).

Charing Cross .....dep.	1 & 2 Cl. 7 40 a.m.	1 Cl. 8 45 p.m.	
Cannon Street ..... ,,	7 45 ...	8 50 ...	
Dover..... ,,	9 35 ...	10 45 ...	
Calais..... ,,	12 15 p.m.	1 & 2 cl. 1 55 a.m.	
Ostend ..... ,,	... ...	... ...	
	p.m. b p.m. c	a.m. b a.m. c	
Lille ..... ,,	2 22 2 25	5 20 4 10	
bBrussels, North Sta. arr.	7 15 ...	10 35 ...	
Antwerp ..... ,,	9 0 6 35	11 45 9 0	
cBrussels, South Sta.... ,,	... 5 15	... 6 50	
	Ex. 1 & 2	Ex. 1 & 2	
	p.m.	p.m.	Ex. 1 & 2 cl.
Brussels, North Sta. dep	11 0	5 44	9 35 a.m.
Louvain ..... ,,	11 37	6 34	10 18 ...
	1Cl.a.m.	1Cl.p.m.	1 Class.
Verviers ..... ,,	2 15	9 12	1 10 p.m.
Aix (via Bleyberg) ...arr	6 24 ...	2 35 ...	... ...
Aix (via Herbesthal)... ,,	3 22	10 12	2 18 ...
Cologne..... ,,	5 20	11 35	4 0 ...

From London (via Ostend).		
1 & 2 Cl. 7 40 a.m.		1st Cl. 8 45p.m.
7 45 ...		8 50 ...
9 35 ...		10 45 ...
... ...		... ...
Ex. 1, 2 cl. 3 10p.m.		1 & 2 Cl. 4 10a.m.
... ...		... ...
5 54 ...		6 28 ...
8 4 ...		7 33 ...
... ...		... ...
Exp. 1 & 2cl.		Ex. 1 & 2 cl.
5 44 p.m.		9 35 a.m.
6 34 ...		10 18 ...
1 Class.		1 Class.
9 12 p.m.		1 10p.m.
... ...		2 35 ...
Ex 1 cl. 10 12p.m.		2 18 ...
11 35 ...		4 0 ...

To LONDON (via Calais).

	Ex. 1 Cl.	Ex. 1 Cl.
Cologne.....dep.	11 40a.m.	10 50 p.m.
Aix (via Herbesthal) ,,	1 17 p.m.	12 29 a.m.
Aix (via Bleyberg)... ,,	1 0 ...	10 35 p.m.
	Ex. 1 Cl.	
Verviers ..... ,,	2 25 ...	1 40 a.m.
	1 Cl.*	
Antwerp..... ,,	4 45p.m.	... ...
Brussels, North Sta. arr.	5 39 ...	4 38a.m.
bBrussels, do. do. ...dep.	5 55 ...	... ...
	Ex. 1 & 2	Ex 1 & 2
cBrussels, South Sta.... ,,	8 27 p.m.	7 42a.m.
Lille ..... ,,	10 55 ...	10 18 ...
Ostend ..... ,,	... ...	... ...
Calais..... ,,	1 30a.m.	1 20p.m.
Dover ..... ,,	4 15 ...	3 45 1,2 Cl
Cannon Street .....arr.	6 0 ...	5 30 ...
Charing Cross ..... ,,	6 10 ...	5 40 ...

To London (via Ostend).

Ex. 1 Cl.			Ex. 1 Cl.
11 40 a.m.			10 50 p.m.
1 17 p.m.			12 29 a.m.
1 0 ...			10 35 p.m.
2 25	p.m.		1 40 a.m.
1cl.			1 Cl.
4 45	...		5 45a.m.
5 39	...		4 38 ...
4 55	1 & 2		7 30a.m.
			1 & 2 Cl.
...	...		... ...
...	...		... ...
8 0	...		10 0 ...
...	...		... ...
3 45	...		5 30 ...
			5 40 ...

a Via Ghent. b Via Tournay and Enghien.
*This Train calls at London Bridge Station.

The Sailing of the Steamers referred to in this Time Book must be subject to wind, weather, and tide permitting.

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LONDON to	Single Tickets. 1 Class.	2 Clas.	Mixed.	Available for	By what Route Available. via
	£ s. d.	£ s. d.	£ s. d.		
Aix-la-Chap.	3 1 6	2 5 9	...	1 Month	Calais and Herbesthal
Aix-la-Chap.	2 17 6	2 1 3	...	do.	Ostend and Herbesthal
Aix-la-Chap	3 1 6	2 5 9	...	30 Days	Calais and Bleyberg
Antwerp	2 11 6	1 18 3	...	1 Month.	Calais
Antwerp	2 7 3	1 13 6	...	do.	Ostend
Baden Baden	5 18 0	...	...	30 Days	Calais and Paris
Baden Baden	5 2 6	...	4 13 0	do	Ostend and Cologne
Baden Baden	5 7 0	...	4 17 3	do.	Calais and Cologne
Bâle	5 8 3	4 1 0	...	15 days	Boulogne and Paris
Bâle	5 12 3	4 4 0	...	do.	Calais and Paris
Bâle R.B.	5 18 6	...	5 4 9	30 Days	Ostend and Cologne
Bâle R.B.	6 2 9	...	5 9 0	do.	Calais and Cologne
Bâle	5 5 6	3 13 6	...	1 Month	Ostend and Luxemburg
Barmen	3 13 0	2 14 6	...	30 Days	Calais and Bleyberg
Berlin	5 15 0	...	5 0 9	do.	Ostend and Cologne
Berlin	5 15 0	...	5 0 9	do.	Ostend, Bleyberg & A-la-Ch.
Berne	6 8 0	...	5 11 9	30 Days	Ostend and Cologne
Bonn	3 12 9	2 13 9	...	1 Month	Calais and Cologne
Bonn	3 8 9	2 9 6	...	do.	Ostend and Cologne
Bordeaux	5 13 9	4 4 9	...	15 Days	Boulogne and Paris
Boulogne	1 10 9	1 2 6	1 4 6	7 Days	Folkestone
Bremen	4 19 0	...	4 14 3	1 Month	Calais and Cologne
Bremen	4 14 6	...	4 9 9	do.	Ostend and Cologne
Brindisi	11 17 3	8 12 6	...	17 Days	Boulogne or Calais, Paris, and Mt. Cenis Tunnel
do. (Children)	5 18 9	4 6 3	...		
Brussels	2 10 0	1 17 3	...	do.	Calais
Brussels	2 6 6	1 13 6	...	do	Ostend
Calais	1 10 9	1 2 6	1 4 6	7 Days	Dover
Cassel	4 12 9	3 9 6	...	30 Days	Calais and Bleyberg
Coblence	3 17 3	2 17 6	...	1 Month	Calais and Cologne
Coblence	3 13 3	2 13 0	...	do.	Ostend and Cologne
Cologne	3 10 6	2 12 0	...	do.	Calais and Herbesthal
Cologne	3 6 6	2 7 9	...	do.	Ostend and Herbesthal
Crefeld	3 9 3	2 11 9	...	30 Days	Calais and Bleyberg
Dortmund	3 16 9	2 17 3	...	do.	Calais and Bleyberg
Dresden	6 7 3	...	5 9 6	1 Month	Calais, Cologne & Brunswk
Dresden	6 3 0	...	5 5 3	do.	Ostend, Bleyberg & A-la-Ch.
Duss-ldorf	3 10 6	2 12 6	...	30 Days	Calais and Bleyberg
Elberfeld	3 12 9	2 14 3	...	do.	Calais and Bleyberg
Ems	4 0 6	...	3 17 9	do.	Calais and Cologne
Ems	3 16 6	...	3 13 6	do.	Ostend and Cologne
Essen	3 12 6	2 14 3	...	do.	Calais and Bleyberg
Florence	8 19 9	6 12 9	...	17 Days	Boulogne or Calais, Paris, Mont Cenis Tunnel
Fra'fort O.M.	4 9 9	...	4 4 9	1 Month	Calais and Cologne
Fra'fort O.M.	4 5 6	...	4 0 6	do.	Ostend and Cologne
Geneva	5 17 9	...	...	do.	Boulogne and Paris
Geneva	6 1 9	...	...	do.	Calais and Paris
Genoa	7 13 0	5 13 6	...	17 Days	Boulogne or Calais, Paris, Mont Cenis Tunnel
Gladbach M.	3 7 3	2 10 3	...	30 Days.	Calais and Bleyberg
Hagen	3 15 6	2 16 0	...	do.	Calais and Bleyberg
Hamburg	5 9 0	...	5 2 9	do.	Calais, Cologne & Munster

LONDON to	Single Tickets. 1st Cla.	2 Cla.	Mixed.	Available for	By what Route Available. via
	£ s. d.	£ s. d.	£ s. d.		
Hamburg	5 4 6	...	4 18 3	30 Days	Ostend, Cologne & Munster
Hanover	4 19 0	...	4 13 9	1 Month	Calais and Cologne
Hanover	4 14 6	...	4 9 6	1 Month	Ostend and Cologne
Heid'bg, R.B.	4 16 9	...	4 9 9	30 Days	Calais and Cologne
Heid'bg, R.B.	4 12 6	...	4 5 6	do	Ostend and Cologne
Homburg	4 12 0	...	4 6 3	do	Calais and Cologne
Homburg	4 7 9	...	4 2 0	do	Ostend and Cologne
Leghorn	9 4 3	6 16 0	...	17 Days	Boulogne or Calais, Paris, Mont Cenis Tunnel
Leipsic	5 15 6	...	5 1 9	1 Month	Calais, Cologne & Brunsw'k
Leipsic	5 11 3	...	4 17 3	do.	Ostend, Bleyberg & A-la-Ch
Liege	2 17 0	2 2 3	...	do	Calais
Liege	2 13 6	1 18 0	...	do	Ostend
Lucerne	6 7 0	...	5 11 0	30 Days	Ostend and Cologne
Lyons	5 8 9	...	...	15 Days	Boulogne or Calais & Paris
Marseilles	7 1 3	...	...	do	Boulogne and Paris
Marseilles	7 5 0	...	...	do	Calais and Paris
Mayence	4 6 0	...	4 2 0	1 Month	Calais and Cologne
Mayence	4 2 0	...	3 18 0	do	Ostend and Cologne
Milan	7 11 6	5 12 6	...	17 Days	Boulogne or Calais, Paris, and Mont Cenis Tunnel
Munich	7 17 0	...	...	1 Month	Calais and Paris
Munich	6 14 0	...	5 17 6	30 Days	Calais and Cologne
Munich	6 9 9	...	5 13 3	do	Ostend and Cologne
Naples	12 2 6	8 16 0	...	17 Days	Boulogne or Calais, Paris, and Mont Cenis Tunnel
Nice	8 5 3	6 4 0	...	1 Month	Boulogne or Calais
Ostend	1 17 6	1 6 3	...	7 Days	Dover
Paris	2 16 0	2 2 0	...	do	Boulogne
Paris	3 0 0	2 5 0	...	do	Calais
a Paris	...	1 11 3	†1 1 0	3 Days	Boulogne or Calais
Pau	6 16 6	5 9 6	...	15 Days	Boulogne and Paris
Rome	10 15 0	7 17 0	...	17 Days	Boulogne or Calais, Paris, and Mont Cenis Tunnel
Rotterdam	3 1 9	2 6 0	...	1 Month	Calais
Rotterdam	2 17 0	2 1 0	...	do	Ostend
Ruhrort	3 10 9	2 12 9	...	30 Days	Calais and Bleyberg
Spa	2 19 3	2 4 0	...	do	Calais
Spa	2 15 9	1 19 9	...	do	Ostend
St. P'sburgh.	13 2 0	...	10 12 9	do	Ostend, Cologne, & Stendal
St. P'sburgh.	13 2 0	...	10 12 9	do	Ostend and Bleyberg
Strasburg	5 6 3	3 19 6	...	15 Days	Boulogne and Paris
Strasburg	5 10 3	4 2 6	...	do	Calais and Paris
Turin	6 18 0	5 3 0	...	17 Days	Boulogne or Calais, Paris, and Mont Cenis Tunnel
Venice	9 1 6	6 14 0	...	do	Do. do. do.
Vienna	10 4 9	...	...	1 Month	Boulogne and Paris
Vienna	10 8 6	...	...	do	Calais and Paris
Vienna	8 13 6	...	7 7 0	do	Calais, Cologne, & Paris
Vienna	8 9 3	...	7 2 9	do	Ostend " "
Vienzen	3 8 0	2 10 9	...	30 Days	Calais and Bleyberg
Wiesbaden	4 7 6	...	4 2 6	do	Calais, Cologne, & Rud'h'm
Zurich	6 7 9	...	5 11 3	do	

a Night Service only. † 3rd Class.

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LONDON, CHATHAM, AND DOVER RAILWAY.

PARIS, BRINDISI, via the MONT CENIS (the Overland Route to India), MARSEILLES, and the CONTINENT,

By the Mail Steam-Packets of the English and French Government.

VIA DOVER AND CALAIS.—THREE SERVICES DAILY.

Shortest Sea Passage.

MARSEILLES IN 32 HOURS ONLY.

The new and magnificent Steamers of the English and French Mail Service convey Passengers daily and every night between Dover and Calais, *en route* to Paris, Marseilles, Malta, Brussels, Antwerp, Cologne, &c.; leaving Dover for Calais every day at 9.35 a.m. and every night, at 10.45 p.m. (Sundays included). Calais for Dover every morning at 1.30, and every afternoon at 1.30 (Sundays included).

AUGUST, 1875.

MAIL EXPRESS SERVICES.

VIA DOVER AND CALAIS. 90 MINUTES' SEA PASSAGE.

			1 & 2 class. Day Service.	1st class Night Service.
FROM LONDON.	LONDON (Holborn Viaduct)	dep.	7.35 a.m.	8.30 p.m.
	(Ludgate Hill)	,,	7.38 ,,	8.33 ,,
	(Victoria)	,,	7.40 ,,	8.35 ,,
	DOVER	,,	9.35 ,,	10.45 ,,
	CALAIS	,,	12.35 p.m.	1.50 a.m.
	PARIS	arr.	6.5 ,,	7.20 ,,
TO LONDON.	PARIS	dep.	7.35 a.m.	7.45 p.m.
	CALAIS	,,	1.20 p.m.	1.30 a.m.
	DOVER	,,	3.45 ,,	4.15 ,,
	LONDON (Victoria & Ludgate Hill)	arr.	5.45 ,,	6.15 ,,
	(Holborn Viaduct)	,,	5.48 ,,	6.18 ,,

Return Tickets—London to Paris and back, available for one month. First Class, £4 15s.; Second Class, £3 10s.

REDUCED FARE SERVICE.

SECOND, AND THIRD CLASS THROUGHOUT.

LONDON TO PARIS.

VICTORIA	dep.	6 25 p.m.
HOLBORN VIADUCT	dep.	6 20 ,,
LUDGATE HILL	,,	6 22 ,,
DOVER	arr.	9 45 ,,
DOVER	dep.	10 45 ,,
CALAIS	arr. about	12 30 a.m.
CALAIS	dep.	7 15 ,,
PARIS	arr.	4 30 p.m.

PARIS TO LONDON.

PARIS	dep.	4 0 p.m.
CALAIS	arr.	12 15 a.m.
CALAIS	dep.	1 30 ,,
DOVER	arr. about	3 30 ,,
DOVER	dep.	*7 45 ,,
LONDON (Ludgate Hill	arr.	10 35 ,,
LONDON Victoria and Holborn Viaduct	arr.	10 39 ,,

* Passengers from Paris by this Train on Saturdays will be conveyed from Dover to London on Sunday morning by the Train leaving Dover at 4.15 a.m., and reaching London at 6.15 a.m.

FARES BETWEEN LONDON AND PARIS by the Reduced Fare Service.

	SECOND CLASS.	THIRD CLASS.
SINGLE (available 3 days)	31s. 6d.	21s. 0d.
RETURN (,, 14 days)	47s. 0d.	31s. 6d.

These Tickets are only available to go and return by the Reduced Fare Service.

See next page.

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Continued from previous Page.

BRUSSELS, COLOGNE, AND THE RHINE,

(Via DOVER & CALAIS.)

THE SHORT SEA ROUTE.

TWO EXPRESS SERVICES DAILY.

Daily from	Day Service.	Night Service.
	a.m.	p.m.
London (Holborn Viaduct) dep.	7 35	8 30
(Ludgate Hill)..... ,,	7 38	8 33
(Victoria) ..... ,,	7 40	8 35
Dover ..... ,,	9 35	10 45
	p.m.	a.m.
Calais ..... ,,	12 15	1 55
Lille..... ,,	2 25	4 10
Brussels (Midi.)..... arr.	5 15	6 50
(Nord) ..... dep.	5 48	9 35
		p.m.
Aix-la-Chapelle..... ,,	10 20	2 26
Cologne ..... arr.	11 35	4 0

Daily from	Night Service.	Day Service.
	p.m.	a.m.
Cologne ..... dep.	10 30	11 40
	mid.	p.m.
Aix-la-Chapelle..... ,,	12 10	1 20
	a.m.	
Brussels ..... arr.	5 8	5 29
,, ... dep.	7 42	8 27
Lille..... ,,	10 18	10 55
	p.m.	a.m.
Calais ..... ,,	1 20	1 20
Dover ..... ,,	3 45	4 25
London (Vic. & Ludgate Hill) ar.	5 45	6 15
(Holborn Viaduct) arr.	5 48	6 18

Return Tickets—LONDON to BRUSSELS and BACK, available for One Month.
First Class, £3 16s. 0d. Second Class, £2 16s. 6d.

The Express Trains leaving the West End and City Termini in the morning, carries 1st and 2nd Class Passengers; but where the Trains on the Continent are 1st Class only, Passengers must pay the difference of Fare—the Night Train is 1st Class only.

The holders of Through Tickets are entitled TO STOP at all the principal towns en route, and to continue their journey at pleasure; the names of the towns are attached to the tickets.

Passengers are particularly requested to note that the Customs examination of all Registered Luggage from all parts of the Continent for Victoria Station, takes place at Victoria; but if for Ludgate Hill, or Holborn Viaduct, at Dover, in the Custom House at the Dover Station.

OFFICES, AGENTS, AND CORRESPONDENTS OF THE MAIL STEAMERS

Where Direct Through Tickets can be obtained.

LONDON, Chief Office, Victoria Station; City Offices, Ludgate Hill and Holborn Viaduct Stations Messrs. T. Cook & Son, Ludgate Circus; Messrs. H. Gaze, & Son, 142, Strand, London Agents.—PARIS, 30, Boulevard des Italiens.—BRINDISI, Mr. Sullivan, Peninsular and Oriental Steam Navigation Company's Office; BRUSSELS, M. Suffel, 81, Montagne de la Cour, and North Railway Station.—COLOGNE, Mr J. Messen, 12, Domhof Platz.—CALAIS, Mr. Thomsett.

THE CONTINENTAL TIME BOOK of the London, Chatham, and Dover Railway contains full INFORMATION as to the above ROUTES, Fares, &c., and can be obtained on application to the General Manager, Victoria Station.
At GAZE'S Tourist-Office, 142, Strand; or at COOK & SON'S, Ludgate Circus

Victoria Station, August 1st, 1875. [B.B.—9.

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Belgian Ministry of Public Works (Railway Department).

The Daily Direct Through Express Service between ENGLAND and SWITZERLAND,

VIÂ

DOVER, OSTEND, BRUSSELS, THE GREAT LUXEMBURGH RAILWAY, METZ, STRASBURGH, MULHOUSE, & BALE,

Which proved so attractive to Tourists during the few months it was in operation last year,

IS NOW BEING PERFORMED BY THE

BELGIAN STATE AND ALSACE LORRAINE RAILWAYS,

Under conditions far more favourable for ensuring punctuality and comfort, whilst the entire journey will not occupy more than 26¼ Hours. No change of Carriage from Ostend to Bale, or *vice versa*. At Ostend a Sleeping Car is attached to the Train.

ROUTE from LONDON to BALE, DAILY.

By Morning Mail or Boat Express Train, from either Station of South Eastern, at 7.40, or of London and Chatham Railway, at 7.35 a m ; from Dover about 10.0 a m, on arrival of Train; Ostend arrive about 2.0 p.m. *(Buffet Restaurant)*, depart at 3.10 p m ; Brussels arrive 5.54, depart from same Station 6.20 p m ; Luxemburg 12.32 a m ; Metz 2.16 a m ; Strasburg 7 0 ; Mulhouse 9.21 a m ; Bale arrive 10.4 a m.

NOTE.—At STRASBURG the Train is in correspondence with the rapid International Express from PARIS to VIENNA. At BALE it is in correspondence with Trains for ZURICH, LUCERNE, BERNE, NEUFCHATEL, LAUSANNE, INTERLACKEN, and GENEVA.

RETURN ROUTE from BALE to LONDON, DAILY.

From Bale depart 2.32 p m ; Mulhouse at 3.24 p m ; Strasburg 6.3 p m ; Metz 11.3 p m ; Luxemburg 12.35 a m ; Brussels arrive 6.30 a m. *Stoppage 50 minutes for Refreshments, specially provided, with all other accommodation, at the Station du Nord.* Departure from same Station for Ostend at 7.20 a m ; for Dover at 10.0 a m on arrival of Train. Dover arrive about 2.0 p m ; depart for London 3.45 p m ; arrival 5.30 to 5.45 p m ; according to Station. Through stopping Tickets to be had at the Gare Centrale Bale.

FARES BY THROUGH TICKETS BETWEEN

LONDON and BALE .....—Single Journey—First Class - £5 5s. 0d.

„ STRASBURG— „ „ - £4 11s. 0d.

IN SLEEPING CAR.—At the following Rates, above the price of the Through 1st Class Ticket, *viz*:—From Ostend to Bale, 9s. 6d.: To Strasburgh, 8s.: To Metz. 5s. 9d.: To Arlon or Luxemburgh, 4s. To be paid to the Attendant.

Neither Return nor 2nd Class Tickets are issued for this through Express Service.

These Tickets, with all other information, may be procured at *Cannon Street, Charing Cross, Ludgate Hill, Holborn Viaduct*, or *Victoria Stations*; they are available for a Month, and entitle the holder, during that time, to stop at the above places, and at any large city in Belgium. Information may also be obtained at the *Belgian Government Mail Packet Office, 53, Gracechurch, London*. A Stamp must be sent for a reply.

BRUSSELS, August 1st, 1876. [L.9 19.

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ACCELERATED DAY MAIL SERVICE
VIA DOVER AND OSTEND.

LONDON to COLOGNE 15 hrs., BONN 17, FRANKFORT 23, and BALE 26½, (Via Luxemburg).

A Direct Daily Service is also performed between LONDON and BRINDISI, the Port of Arrival and Departure of the INDIAN OVERLAND MAIL.

Via COLOGNE, MUNICH, THE BRENNER, VERONA, &c.

This Route, via Ostend, Brussels, the Banks of the Rhine, Munich, and the Brenner Pass, is by far the most direct and attractive one from England to Italy. Direct Daily Service to Bale, by Brussels, Luxemburg, Metz, Strasburg, in 26½ Hours.

This Service is performed daily (Sundays included),

BY POWERFUL AND FAST GOVERNMENT STEAMERS,

Which leave DOVER every morning at 9.40, after arrival of South Eastern Mail Train at 7.40, and London, Chatham and Dover Railway Boat Express Train, leaving London at 7.35, they leave OSTEND, every morning at 10.0, after arrival of Brussels, Cologne, Swiss, and Luxemburg Mail Trains.

The same Steamers perform

THE NIGHT MAIL SERVICE,

Leaving DOVER every night (*Sundays included,*) at 10.10, after arrival of Mail and Boat Express from London.

OSTEND, every night, (*Saturdays included,*) at 8.0, after arrival of 11.40 a.m. Cologne, 10.50 p.m. Aix la Chapelle 12 20, and 4.55 p.m. Brussels Mail Trains.

AT OSTEND.—The Railway being extended to the New Jetty, Passengers step into and alight from the Carriages as at the Admiralty Pier at Dover, and are at once under shelter.

At the Landing place is a New Buffet Restaurant as at Calais, with good sleeping accommodation.

ARRIVALS ON THE CONTINENT.

Passengers from London by morning Mail and Boat Express Trains to Dover, at 7.35 a.m., arrive in Ostend about 2.0 p.m. The train for Belgium leaves at 3.10, arriving in Brussels at 5.54 p.m., continues for Luxembourg and Switzerland at 6.20, arriving at Bale at 10.4 next morning. For Germany, the Rhine, Frankfort, Berlin, Vienna, and Hamburg, and the Brindisi Route; The Train leaves Ostend at 3.32, arriving in Cologne at 11.35 p.m. Bonn at 12.47, a.m., Mayence 5.17 a.m., Frankfort 6.45 a.m.

Passengers by Night Mail from London, and Boat from Dover, arrive in Ostend at from 2 to 4.0 a.m., leave Ostend at 4.10 or 6.20, arriving in Brussels, at 6.38 or 9.19 a.m., and Cologne at 2.50 or 4.0 p.m.

ARRIVALS IN ENGLAND.

Passengers by Train from Cologne at 10.50 p.m., from Brussels and Switzerland at 7.20 a.m., and by Day Boat from Ostend at 10, arrive in Dover about 2.30, and in London at 5.45p.m. From Cologne at 11.40 a.m., Brussels, at 4.55 p.m., and Night Boat at 8.0 from Ostend, arrive in London at 2.45 or 6.15 a.m.

FARES, by Boat only—1st Cl., 15s. or 19fr. 15s.; 2nd Cl., 10s. or 12fr. 75c Private Cabins for any number, 10fr. 80c all applications concerning which must be made to the Agents, W. FORSTER, at Dover, or C. GERARD at Ostend.

Sleeping Cars on the Railway from Ostend to Cologne, at 8fr., and Berlin at 12fr., in addition to 1st Class fare

For further information see the Railway Time Tables, the various Guide Books and Bills distributed by Agents.

Through Tickets available for both Lines of Railway, are issued at their respective Stations in London, on the Continent at the Railway Stations, and by the various Agents

RETURN TICKETS are now issued between Brussels and London.

MAIL PACKET OFFICE.—**London, 53, Gracechurch Street**, where all enquiries must be addressed with stamp for reply.

NOTE.—**The Continental Daily Parcels Express** known on the Continent as the "**Agence Continentale**," forwards and receives by Every Day and Night Mail, Samples and Merchandise Packages. **Also Bullion, Gold and Silver Coin, and Value Papers generally.** Every station of the Belgian State Railway—every Post Office of the Imperial German Post, with those of Austria, Switzerland, Russia, and Denmark, are in daily correspondence with this Express, and the Service being a Postal one, it is not liable to interruptions on the railway, or to detention by customs like those known as "Grande and Petite Vitesse." It is therefore far better than any other, adapted for the safe and punctual conveyance of **luggage to and from the Continent.**

Rates and Insurance fixed and moderate to be had Gratis at Chief Office, **53, Gracechurch Street, Universal, 24, Regent Circus; and 12, Hoorgnie Street, London;** Brussels, 90bis Montagne de la Cour; Cologne, 12, Domhof; Ostend, 23, Rue Louise, F. DANNINGER, Agent. Invoices and net charges collected in Belgium and Holland. **NOTE.**—A Mail Express and Grande Vitesse Service with France, at greatly reduced Rates.

August 1st, 1875. (L.O.-11.

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A. Lopez & Co.'s Mail Steamers,

TRANSATLANTIC LINE.

Steamers "A. Lopez," "Canarias," "Cuba," "Santander," "Reyna," "Puerto Rico," "Comillas" and "Guipuzcoa," of 3000 and 3300 tons displacement

Leave CADIZ on the 15th and 30th for

PUERTO RICO AND HAVANA.

MEDITERRANEAN LINE.

Steamers "Alicante," and "Madrid,"

BETWEEN CADIZ AND BARCELONA,

CALLING AT

MALAGA, ALICANTE, AND VALENCIA,

Leave CADIZ on 1st and 16th of each Month; Leave BARCELONA on 7th and 22nd do.

AGENTS.—MR. C. A. SAAVEDRA, Paris; MR. E. OLIVIERI, Marseilles, and others.

Further particulars of J. R. YGLESIAS & CO., No. 8, Jeffery's Square, St. Mary Axe, Leadenhall Street, (E.C.) [L. C. 12

PASSENGER TRAFFIC.

HULL TO ANTWERP AND HAMBURG.

STEAMERS WILL BE DESPATCHED AS FOLLOWS:

To ANTWERP.—Falcon or Zebra every Saturday. FARES—Single, 15s.; Return, 22s. 6d.
To HAMBURG.—Leopard or Tiger every Tuesday. FARES—Single, 30s.; Return, 45s.

RETURN TICKETS available for Two Months.

All farther information required will be promptly given by the Owners, BROWNLOW, LUMSDEN & CO., Hull; and 11 COMMERCIAL BUILDINGS, 15, CROSS STREET, Manchester; or Agents, PEARSON and LANGNESS, Hamburg; and HUYSMANS and BULCKE, Antwerp.

N.B.—Through Booking Arrangements.—Passengers can obtain Through Tickets for Antwerp or Hamburg, at the following Stations:—Ashton, Bradford, Barnsley, Batley, Bolton, Bury, Burnley, Blackburn, Belfast, Birmingham, Dewsbury, Dublin (N.W.), Guide Bridge, Halifax, Huddersfield, Liverpool, Lincoln, Leeds, Manchester, Normanton, Oldham, Preston, Rotherham, Retford, Rochdale, Sheffield, Stockport, Staley Bridge, Sowerby Bridge, Wakefield, Wigan, and Warrington. [R.C. 13

BRADSHAW'S CONTINENTAL PHRASE BOOKS.

Handy and convenient for the pocket—for the use of Travellers and Students, in English, French, German, Italian, and Spanish. Bound in cloth, 1s. each.

Each of these Books contains a Vocabulary of the most useful words, carefully translated—the modes of addressing the Dignitaries of England, France, Germany, Italy, and Spain—Letters, Notes, Invitations, &c. [588.

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LONDON AND PARIS.—Via Newhaven, Dieppe, & Rouen SHORTEST AND CHEAPEST ROUTE.

FARES THROUGHOUT—Single Tickets, 1st Class, 33s.; 2nd Class, 24s.; 3rd Class, 17s 0d.
RETURN TICKETS, First Class, 55s.; Second Class, 39s. 0d.; Third Class, 30s., available for One Month.

These Tickets are available for seven days from the date of issue, thus giving passengers who do not desire to proceed direct to Paris; the opportunity of staying a short time at Dieppe or Rouen; and they are available by any of the ordinary trains, as well as by the special and express trains running in connection with the steamers.

LONDON AND DIEPPE.

THROUGH FARES.—Single Tickets, First Class, 23s. Second Class, 16s.
Return Tickets, available for One Month. First Class, 34s.; Second Class, 28s.

NEWHAVEN AND DIEPPE—First Class, 16s.; Second Class, 11s. 6d.; Return Tickets, First Class, 26s. 6d.; Second Class, 19s.

THE BRIGHTON COMPANY'S NEW AND POWERFUL STEAMERS
are intended to sail (wind and weather permitting)
AT THE TIMES STATED IN THE TABLE ON PAGE 695.

See also Bradshaw's General Railway and Steam Navigation Guide of Great Britain and Ireland, in the pages preceding the Alphabetical List of the Sailings of Steamers for the present Month.

Trains run alongside the Steamers both at Newhaven and Dieppe.
Interpreters at Dieppe, Rouen, and Paris Stations.

Through Tickets from Newhaven to Paris, or from Dieppe to London, must be obtained at the Offices of the Company, Newhaven, or at Dieppe, 55, Quai Henri IV., as they are not issued on board the Steamer.

Passengers' Luggage.—Passengers proceeding direct from London by the Train running in correspondence with the Steamer, must book their luggage for Paris direct, and it will then be disembarked immediately upon the arrival of the Steamer at Dieppe, and at once placed in the Train for Paris. Each passenger is allowed 66lbs. of Luggage; any surplus will be charged One Penny per pound. Passengers remaining at Dieppe until a later train, must have their Luggage booked for Dieppe only, otherwise it will be sent on direct to Paris. Goods will be conveyed by these steamers DAILY each way. Passengers leaving Paris for London, must be at the Terminus half-an-hour before the time appointed for starting, to book their Luggage.

For further particulars, apply at 10, Rue de 4, Septembre, Paris; 98 and 94, Quai Henry IV., Dieppe; 18, Fish Street Hill, near the Monument, London Bridge; 29, Regent Circus, Piccadilly, W.: or at any Station of the London Brighton, and South Coast, or Paris and Dieppe lines of Railway. [L.C.—15

GEE & CO.'S STEAMERS FROM HULL.

ALSTER | HELEN McGREGOR | PRINCESS | PACHA | EMPEROR | ENVOY | EMPRESS | SULTAN

One of the above, or other Steamers, are appointed to Sail (weather and casualties excepted)

TO AND FROM ANTWERP

EVERY WEDNESDAY AND SATURDAY;

TO AND FROM HAMBURG

EVERY TUESDAY, WEDNESDAY, FRIDAY, AND SATURDAY;

TO REVEL, COPENHAGEN, AND ST. PETERSBURG,

Every Week throughout the Season.

The above Steamers have superior accommodation for Passengers, and are specially fitted for the conveyance of Horses, Cattle, &c. Fares and Freights very moderate. For further information apply to

GEE and Co., 9, Pier Street, Hull.
G. E. MARSHALL, 31, Market St., Manchester.
GHISAR and MARSILY, Antwerp.
ADOLF KIRSTEN, Hamburg.
SUHACH STEEMBERG, Copenhagen.
A. H. WHISHAW and Co., St. Petersburg
[A-C. 16

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London and South Western Railway.

Steam Packet Service—August, 1875.

LONDON & PARIS, *Via* SOUTHAMPTON, HAVRE, & ROUEN,

Every Monday, Wednesday, and Friday.

THE CHEAP AND PICTURESQUE ROUTE

For Havre, Honfleur, Caen, Trouville, Rouen, and Paris.

FARES—London to Paris, *or vice versâ*, Single Journey, 1st class, 33s.; 2nd, 24s. 0d.; Double Journey, 1st class, 56s. 0d. 2nd class, 39s. 0d.

REGULAR SERVICE BETWEEN LONDON AND PARIS. THE MAIL ROUTE FOR HAVRE,
By swift and powerful Paddle Steam Ships, "Wolf" and "Alice," or other Steamers.

☞ These Mail Steamers are the Largest, Fastest, and most comfortable for Passengers in the Channel Service.

* The average time crossing the Channel is about six and a-half hours, and about two hours additional in the river.

LONDON TO PARIS.—The latest Train (1st and 2nd class) for the Steamers, leaves Waterloo Bridge Station at 9.0 p.m., every Monday, Wednesday, and Friday, but Passengers may travel by any previous Trains.

The Steamers leave SOUTHAMPTON DOCKS for HAVRE, every Monday, Wednesday, and Friday, at 11.45 p.m. Trains leave HAVRE for ROUEN & PARIS, 1st class at 12 mid-day; * 2nd class, 9.50 a.m. & 3.35 p.m.—Trains arrive at ROUEN, 1st class, 1.40 p.m.; 2nd class, 12.27 mid-day and 5.15 p.m.—Trains arrive in PARIS, 1st class, 4.30 p.m.; 2nd class, 5.0 p.m. and 9.50 p.m.

* *Passengers holding 2nd Class through Steam Packet Tickets from London or other Stations to Paris, are allowed to travel 1st Class by 12 midday Train on the day of Steamers arrival at Havre, on payment of 4 Frs. 40 Cts. at the Railway Station, Havre.*

PARIS TO LONDON.—The latest Train for the Steamers leaves St. Lazare Station, Paris, as follows:—1st class, at 12.55 mid-day; * 2nd class, 12.25 mid-day, every Monday, Wednesday, and Friday, but Passengers may travel by any previous Trains.

* *Passengers holding or purchasing 2nd class Through Steam Packet Tickets from Paris to London and other Stations are allowed to travel 1st class by 12.55 Train on the day of Steamers sailing from Havre, on payment of 4 Frs. 40 Cts. extra at the Railway Station, Paris.*

Last Train leaves ROUEN for HAVRE, 1st and 2nd Class, 5.0 p.m.—Steamer leaves HAVRE every Monday, Wednesday, and Friday, at 8.30 p.m.—Train leaves SOUTHAMPTON for LONDON at 6.55 a.m.—Train arrives in LONDON (Waterloo Bridge Station) at 9.48 a.m.

Additional Facilities, via Southampton.—Passengers for these Steamers travelling from London by the last train leaving Waterloo Bridge Station at 9.0 p.m. are conveyed through in the railway carriages into the Southampton Docks, alongside the Steamers, and their luggage placed on board without any trouble or additional expense.

A French Interpreter Guard accompanies the 9.0 p.m. Train from London to Southampton Docks. Passengers are at liberty to travel by previous Trains. A French Interpreter is in attendance in the Southampton Docks on arrival of the Steamers from Havre.—FARES AND RATES.—The fares in all cases include the Stewards' fees.

Fares to	LONDON.				SOUTHAMPTON.				PORTSMOUTH.				YEOVIL.				EXETER.			
	Single Journey.		Double Journey		Single Journey.		Double Journey.		Single Journey.		Double Journey.		Single Journey.		Double Journey.		Single Journey.		Double Journey.	
	1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Paris	33 0	24 0	55 0	39 0	33 0	24 0	55 0	39 0	33 0	24 0	55 0	39 0	40 6	29 6	67 6	48 3	50 6	36 6	83 6	60 3
Honfleur, *via* Havre ...	27 6	20 0	46 0	30 0	28 0	17 0	35 0	25 0	28 0	17 0	35 0	25 0	...	...	...	...	...	...	...	...
Trouville, *via* Havre...	27 6	20 0	46 0	30 0	28 0	17 0	35 0	25 0	28 0	17 0	35 0	25 0	...	...	...	...	...	...	...	...
Caen, *via* Havre	30 0	21 0	45 0	35 0	27 0	19 0	40 0	30 0	27 0	19 0	40 0	30 0	...	...	...	...	...	...	...	...

CHILDREN:—Between any Station and Paris, under 3 years, free; 3 to 7 years, half-price; above that age, whole price. Between any station and Havre, under 3 years, gratis; above 3 and under 12, half-price.

PASSENGER FARES TO OR FROM HAVRE.

London to Havre—Single, for 4 days, 1st class, 27s. 6d., 2nd class, 20s.; Return, one month, 1st class, 40s., 2nd class, 30s.
Southampton to Havre ,, ,, 23s. 6d. ,, 17s.; ,, ,, ,, 35s. ,, 25s.
Portsmouth to Havre ,, ,, 23s. 6d. ,, 17s.; ,, ,, ,, 35s. ,, 25s.

DIRECT SERVICE BETWEEN HONFLEUR & LONDON, Via Southampton.

(ADDITIONAL SAILINGS.)—AUGUST, 1875.

The London & South West. Railway Co.'s Steamers will sail with MERCHANDISE, **Southampton to Honfleur**, returning from Honfleur direct to Southampton, as follows:—

Monday ...Aug. 2	9 0 p.m	Saturday...Aug. 7	12 mid n't	Saturday, Aug 14	7.30 p.m.	Monday....Aug. 23	12 mid n't
Tuesday 3	10. 0 p.m.	Monday 9	2. 0 p.m.	Monday 16	8. 0 p.m.	Wednesday 25	3. 0 p.m.
Wednesday..... 4	12 mid d.	Tuesday 10	3. 0 p.m.	Wednesday 18	9. 0 p.m.	Friday 27	6 0 p.m.
Thursday..... 5	1. 0 p.m.	Wednesday 11	4 0 p.m.	Friday 20	10. 0 p.m.	Saturday 28	7. 0 p.m.
Friday 6	1.30 p.m.	Friday 13	6.30 p.m.	Saturday 21	11. 0 p.m.	Monday 30	8.30 p.m.

The South Western Railway Co. have erected a large Shed on the Quay at Honfleur for the reception of Goods intended for shipment to England by their steamers.

Honfleur.—There is communication once or twice daily by Steamers, between Havre and Honfleur. **Caen.**—The Steamers between Havre and Caen sail daily each way. **Trouville.**—Steamers sail daily between Havre & Trouville.

GUERNSEY and ALDERNEY.—The Steamer, "Princess," is advertised to sail between **Guernsey and Alderney** (weather and circumstances permitting) once or twice weekly.

The London and South Western Railway Company do not guarantee any correspondence with Alderney Packet, nor do they hold themselves responsible for delay.

For particulars of Freights and Small Bills, apply to Mr. H. BENNETT, 3, Place Vendome, near the Rue St. Honoré, Paris; Mr. LANGSTAFF, 67, Grand Quai, Havre; Mr. ENAULT, Honfleur; Mr. LEACH and Mr. WILLIAMS, Exeter Building, Arthur Street West, London Bridge, E.C.; Mr. J. HADDOW, Railway Goods Manager, Nine Elms Station; Mr. VERRINDER, Waterloo Bridge Station; or to E. K. CORKE, Steam Packet Superintendent, Office, 1, Canal Road, opposite the Docks, Southampton. By Order, ARCH'D. SCOTT, Gen. Manager, Waterloo Station, London.

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LONDON AND THE CHANNEL ISLANDS, via SOUTHAMPTON.

ADDITIONAL SAILINGS.

LONDON AND GUERNSEY, JERSEY, ST. MALO, AND GRANVILLE.

The Quickest and Best Route. Shortest Sea Passage.

BY DAILY DIRECT SERVICE (Sundays excepted),

By the Royal Mail Steam Ships, via SOUTHAMPTON.

The LATEST TRAIN leaves Waterloo Station, LONDON, on **Mondays, Tuesdays, Wednesdays, Thursdays,** and **Fridays,** at 9 p.m., & on **Saturdays,** at 5.20 p.m., but Passengers may travel each day by any previous Trains

THE MAIL ROUTE

By the Royal Mail Paddle Steamships "Fannie," "Brittany," and "Southampton," or other fast and powerful Steam-ships, leaving Southampton Docks for **Guernsey** and **Jersey,** on Mondays, Tuesdays, Wednesdays, Thursdays, and Fridays, at a quarter before 12 midnight; and also on Saturdays, at 3.30 p.m., for **Jersey direct.**

The Royal Mail Packets "Fannie," "Brittany," and "Southampton," (or other fast and powerful Steam-ships) **will leave JERSEY Daily (Sundays excepted), at 6.45 a.m., calling at GUERNSEY about 9 a.m** (Greenwich time). A French Interpreter is in attendance in the Southampton Docks on arrival of the Steamers from Guernsey, Jersey, and St. Malo.

ROYAL MAIL SERVICE BETWEEN JERSEY AND ST. MALO.

The Lon. & So. West. Railway Co.'s fast & powerful steamship **Dispatch,** or other Steamer, will sail as follows:

From JERSEY to St. MALO. Every Monday and Thursday.		From ST. MALO to JERSEY, Every Tuesday and Friday.	
Monday ...Aug. 2...	3.30 p.m.	Tuesday ...Aug. 3...	4. 0 p.m.
Thursday ..... 5...	6.30 a.m.	Friday ..... 6...	7. 0 a.m.
Monday ..... 9...	8. 0 a.m.	Tuesday ..... 10...	9. 0 a.m.
Thursday ..... 12...	11.30 a.m.	Friday ..... 13...	1. 0 p.m
Monday ..... 16...	3. 0 p.m.	Tuesday ..... 17...	3 30 p.m.
Monday ..... 23...	6.30 a.m.	Tuesday ..... 24...	7.30 a.m.
Thursday ..... 26...	10.30 a.m.	Friday ..... 27...	1. 0 p.m.
Monday ..... 30...	2.30 p.m.	Tuesday ..... 31...	3.30 p.m.

FARES to St. Malo, 9s. and 6s.; Return available for a month, 13s. 6d. and 9s.

ROYAL MAIL SERVICE BETWEEN JERSEY AND GRANVILLE.

The **London** and South Western Railway Company's fast and favourite Steamship "**Honfleur,**" or other Steamers, will sail as follows:—

JERSEY to GRANVILLE. Every Wednesday and Saturday.		GRANVILLE to JERSEY, Every Monday and Thursday.	
Wed., ...Aug.... 4...	5. 0 a.m.	Monday ...Aug. 2...	6. 0 a.m.
Saturday ..... 7...	6 30 a.m.	Thursday ..... 5...	8. 0 a.m.
Wednesday..... 11...	10. 0 a.m.	Monday ..... 9...	10.30 a.m.
Saturday..... 14...	1.30 p.m	Thursday ..... 12...	1.30 p.m
Wednes...Aug. 18...	4. 0 p.m.	Monday ...Aug. 16...	5. 0 a.m.
Saturday ..... 21...	6. 0 a.m	Thurs .... Aug. 19...	7. 0 a.m.
Wednesday ....25...	9. 0 a.m.	Monday .....23...	9.30 a.m.
Saturday..... 28...	1. 0 p.m.	Thursday .....26...	12 30 mid-d
		Monday ..... 30...	5. 0 a.m.

FARES.—Jersey to Granville, or vice versa, 9s. and 6s.; Return Tickets, available for a month, 13s. 6d. and 9s. Granville to London, or vice versa, 40s. & 32s 6d. Return, 60s. & 48s. Guernsey to Jersey, 5s. & 3s. 6d. Return, 7s. 6d. & 5s.

Direct Service between LONDON & ST. MALO, Via SOUTHAMPTON.

PASSENGERS AND GOODS.—The London and South Western Co.'s new, fast, and powerful Steam Ships, "South-Western," "Guernsey," and "Cæsarea," or other Steam Ships, will sail as follows:—

SOUTHAMPTON to ST. MALO. Every Monday, Wednesday, and Friday.				Train leaves	Str.leaves		
Trains leave	Str.leaves			London.	So'mpton		
London.	So'mpton			Aug. 16...	3.15 p.m....	6.30 p.m	
Aug 2...12.45 mid-d	4.30 p.m			,, 20...	3.15 ,, ...	6.30 ,,	
,, 4... 3.15 p.m...	6.30 ,,			,, 23...	5.20 ,, ...	8.30 ,,	
,, 6... 3.15 ,, ...	6 30 ,,			,, 25...	7.40 ,, ...11. 0 ,,		
,, 9... 5.20 ,, ...	9. 0 ,,			,, 27...11.15 a.m...	2.30 ,,		
,, 11... 7.40 ,, ...11. 0 ,,				,, 30...12.45 mid-d	4.30 ,,		
,, 13...11.15 a.m...	2.30 ,,						
,, 16...12.45 mid-d	4.30 ,,						

ST. MALO to SOUTHAMPTON, Every Monday, Wednesday, and Friday.			
Monday ...Aug. 2...	7. 0 p.m.	Wednes....Aug. 18...	7. 0 p.m.
Wednesday .... 4...	8. 0 ,,	Friday ..... 20...	8. 0 ,,
Friday ..... 6...	8. 0 ,,	Monday .....23...	8. 0 ,,
Monday ..... 9...	9. 0 ,,	Wednesday ...25...	8. 0 ,,
Wednesday ....11...	1. 0 ,,	Friday .....27...	3. 0 ,,
Friday ..... 13...	3. 0 ,,	Monday .....30...	6. 0 ,,
Monday .....16...	6. 6 ,,		

FARES, including Steward's Fees.—London, Waterloo Bridge Station, to St. Malo, 35s. and 25s. Return, 52s. and 40s. Southampton to St. Malo, 23s. and 17s. Return, 36s. and 26s.

STEAM PACKET SERVICE BETWEEN CHERBOURG & SOUTHAMPTON.

PASSENGERS AND MERCHANDISE.

The London & South-Western Railway Co.'s Steam Ships, will sail as follows, during AUGUST, 1875:—

Southampton to Cherbourg, every Monday and Thursday Mornings, at 11 o'clock—last Tram leaves Waterloo Bridge Station, London, 8.5 a.m. **Cherbourg to Southampton,** every Tuesday and Friday Evenings, as follows:—

Tuesday .....Aug. 3.....	10 30 p.m.	Friday .....Aug. 13.....	6 0 p.m.	Tuesday .....Aug. 24.....	11 0 p.m.
Friday ..... ,, 6.....	11 0 p.m.	Tuesday ..... ,, 17.....	8 30 p.m.	Friday ..... ,, 27.....	5 0 p.m.
Tuesday ..... ,, 10.....	12 30 mid n	Friday ..... ,, 20.....	10 30 p.m.	Tuesday ..... ,, 31.....	8 30 p.m.

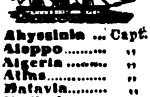
For Small Bills and further particulars, apply to Mr. R. SPURRIER, 6, Broad Street, Jersey; Mr. SPENCER, Guernsey; Mr. E. D. Le COUTEUR, St. Malo; Messrs. MAHIEU FRERES, 14, Rue du Château, Cherbourg; Mr. JOUAULT, Granville; Mr. LEACH and Mr. WILLIAMS, Exeter Building, Arthur Street West, E.C.; Mr. VERKINDER, Waterloo Bridge Station; and any of the Stations on the London and South-Western Railway Company's Lines; or to

E. K. CORBE, Steam Packet Superintendent; Office, 1, Canute Road, opposite the Docks, Southampton.

By Order, ARCHD. SCOTT, General Manager, Waterloo Station, London. [L.G. 30.

NOTICE.—With the view of diminishing the chances of Collision, the Steamers of this Line take a specified course for all seasons of the year.

On the Outward Passage from Queenstown to New York or Boston, crossing Meridian of 50° at 43 Lat., or nothing to the North of it. On the Homeward Passage, crossing the Meridian of 50 at 42 Lat., or nothing to the North of it.



CUNARD LINE.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMERS,

Abyssinia	Capt.	MURPHY.	**Oneota**	Capt.	MCKAY.	**Russia**	Capt. COOK.
Aleppo	"	JONES.	**Java**	"	MURPHY.	**Samaria**	" BILLINGS.
Algeria	"	MCMICKAN.	**Kedar**	"	JONES.	**Saragossa**	" LOTT.
Athos	"	HOSEASON.	**Malta**	"	LEITCH.	**Scotia**	" LEITCH.
Batavia	"	MOULAND.	**Marathon**	"	GARRATT.	**Scythia**	" HAINS.
Bothnia	"	MOODIE.	**Morocco**	"	MCNAY.	**Siberia**	" HARRISON.
Calabria	"	LOTT.	**Olympus**	"	JONES.	**Sidon**	" STEWART.
China	"	GILL.	**Palestyra**	"	BROWN.	**Tarifa**	" TOTT.
Cuba	"	MARTIN.	**Parthia**	"	WATSON.	**Trinidad**	" FERGUSON.
Demerara	"	JONES.					

Appointed by Her Majesty's Postmaster-General to sail every Tuesday and every Saturday.

The following or other Mail Steamers are intended

To Sail from LIVERPOOL, via QUEENSTOWN.

ABYSSINIA	For New York	Sat. July 31.
BATAVIA	For Boston and New York	Tues. Aug. 3.
ALGERIA	For New York	Sat. Aug. 7.
MARATHON	For Boston	Tues. Aug. 10.
SCYTHIA	For New York	Sat. Aug. 14.
CHINA	For Boston and New York	Tues. Aug. 17.
* RUSSIA	For New York	Sat. Aug. 21.
PARTHIA	For Boston and New York	Tues. Aug. 24.
BOTHNIA	For New York	Sat. Aug. 28.
ATLAS	For Boston	Tues. Aug. 31.

* No Steerage Passengers carried on these Voyages.

Rates of Cabin Passage-money:—45 Guineas, 35 Guineas, and 21 Guineas, according to the accommodation.

Return Tickets (available for Six Months) 80 Guineas.

Rates of Passage-money by the Steamers carrying no Steerage Passengers:—Chief Cabin, £60; Second Cabin, £40.

Return Tickets (available for Six Months) Chief Cabin, Fifty Pounds.

CHILDREN BETWEEN TWO AND TWELVE YEARS, HALF-FARE.

These Rates include Steward's Fees and Provisions, but without Wines or Liquors, which can be obtained on board.

Passengers booked through to San Francisco, China, Japan, India, New Zealand, and Australia, by Pacific Railway and Mail Steamers.

☞ To prevent disappointment or difficulty, passengers are respectfully informed that packages of merchandise will not be allowed to be shipped as luggage, or with their luggage. Dogs not taken on any terms.

All Cabin Passengers are allowed twenty cubic feet of Personal Luggage, free of freight, but the Agents do not guarantee to reserve room for more than that quantity, and Passengers will be charged freight on their personal luggage when it exceeds half-a-ton measurement.

The Passengers and Goods for New York are intended to be landed at Jersey City, within the Jurisdiction of the Custom-house of New York.

Freight payable either here or in America, at the current rate of Exchange for Sterling Bills on the date of steamer's arrival. All risks of river craft, lighterage, and fire to be borne by Shippers.

Goods will only be taken subject to the Clauses and conditions printed in the Bill of Lading of this Line.

Letters for Consignees, or others, must pass through the Post-office. None will be received at the office of the Agents.

Parcels will be received at the office of the Agents here until 5 o'clock in the Evening previous to sailing.

Drafts issued on New York for sums not exceeding £10 free of charge.

The attention of Shippers and Passengers is specially directed to the 350th Section of the New Merchant Shipping Act, which is as follows:—"No person shall be entitled to carry in any ship, or to require the master or owner of any ship to carry therein, Aquafortis, Gall of Vitriol, Gunpowder, or any other Goods which, in the judgment of such master or owner, are of a dangerous nature; and if any person contrives or shall by any ship any goods of a dangerous nature, without distinctly marking their nature on the outside of the package containing the same, or otherwise giving notice in writing to the master or owner, at or before the time of carrying or sending the same to be shipped, he shall for every such offence incur a penalty not exceeding £100; and the master or owner of any ship may refuse to take on board any parcel that he suspects to contain goods of a dangerous nature, and may require them to be opened to ascertain the fact." Cargo likely to take Fire, or cause damage to other goods, will therefore not knowingly be received; and shippers of such will be liable for all consequences, and will also be prosecuted as the law directs.

☞ Apply at the Company's Office, New York: to CHARLES G. FRANCKLYN, Agent; at the Company's Office, Boston, to JAMES ALEXANDER, Agent; in Halifax, to WILLIAM CUNARD; in Havre, to BURNS and MACIVER, 84, Quai d'Orleans, in Paris, to BURNS and MACIVER, 12, Place de la Bourse; in London, to WM. CUNARD, 8, St. Helen's Place, Bishopsgate Street, E.C., and 28, Pall Mall, S.W.; in Dundee, to G. and J. BURNS, 11, Panmure Street; in Glasgow, to G. and J. BURNS, 80, Jamaica Street; in Belfast, to A. G. S. MACCULLOCH & SON; in Queenstown, to D. and C. MACIVER; or in Liverpool to

Liverpool, July 13, 1875. **D. and C. MACIVER, 8, Water Street.** [T. F. 18.

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INMAN LINE.

NOTICE.—The course laid down for these Steamers, and followed by them for several years, is found to pass 250 miles South of Cape Race. Although the voyage is thus lengthened about 100 miles, better weather is met with, and there is much greater freedom from fogs and floating ice, and the danger of navigation consequently thereon.



INMAN STEAMSHIP COMPANY LIMITED.

ROYAL MAIL STEAMERS.

CITY OF ANTWERP.....Capt. LAVES.	CITY OF LIMERICK .....Capt. JAMILSON.
CITY OF BERLIN.....Capt. KENNEDY.	CITY OF LONDON .....Capt. TIBBITS.
CITY OF BRUSSELS.....Capt. ELLISON.	CITY OF MONTREAL.....Capt. MIDDLETON.
CITY OF BROOKLYN .....Capt. MIDDLETON.	CITY OF NEW YORK.....Capt. LOCHHEAD.
CITY OF BRISTOL .....Capt. ELLISON.	CITY OF PARIS.....Capt. TIBBITS.
CITY OF CHESTER .....Capt. LEITCH.	CITY OF RICHMOND .....Capt. BROOKS.
CITY OF DURHAM .....Capt. BROWNLESS.	

The undernoted or other Vessels are appointed to Sail:

From LIVERPOOL via QUEENSTOWN.

CITY OF MONTREAL	For New York	Thursday, Aug. 5.
CITY OF BERLIN	For New York	Thursday, Aug. 12.
CITY OF RICHMOND	For New York	Thursday, Aug. 19.
CITY OF BRUSSELS	For New York	Thursday, Aug. 26.
CITY OF CHESTER	For New York	Thursday, Sept. 2.
CITY OF MONTREAL	For New York	Thursday, Sept. 9.

Rates of Passage:—

SALOON PASSAGE—Fifteen Guineas, Eighteen Guineas, and Twenty-one Guineas, all having equal Saloon privileges.

Return Tickets issued at Reduced Rates.

STEERAGE PASSAGE at reduced rates, with full supply of Provisions, cooked and served up by the Company's Stewards.

Steerage Passengers forwarded to Boston and Philadelphia without extra charge.

These Steamers run in connection with the Erie Railway Company from New York, having the shortest route to the West and South Western States.

Passengers Booked to all parts of the UNITED STATES, and DOMINION OF CANADA, at Low Through Rates.

Passengers can also be forwarded to SAN FRANCISCO (CALIFORNIA), CHINA, and JAPAN by Pacific Railway, and Mail Steamship Company, at Through Rates.

Parcels 5s. and upwards, according to size and value, will be received till Six p.m. of the day before Sailing.

Dogs not taken on any terms.

Letters by these Steamers for Consignees or others, must pass through the Post-Office. None will be received at the office of the Agents.

Drafts issued on New York for £1 and upwards, free of charge. Freight payable here or in New York, at the current rate of Exchange for Bankers' Bills on the date of arrival of the respective Steamers.

Apply in New York to JOHN G. DALE, at the Company's Offices, 15, Broadway; in Boston to M. S. CREAGH, at the Company's Offices, 102, State Street; in Paris to ALFRED H JOHNSON, at the Company's Offices, 9, Rue Scribe; in London to ELVIS & ALLEN, 61 King William Street; in Manchester to A. W. WILSON, Briton Buildings, 38, Fountain Street; in Queenstown to C. & W D. SEYMOUR & CO.; and in Liverpool to

WILLIAM INMAN,

22 & 23, Tower Buildings South, 22, Water Street.

Liverpool, July, 1875 (7.B.—22.

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Hamburg-Amerikanische Packetfahrt-Actien-Gesellschaft.

(Hamburg-American Steamship Company.)

FLEET OF STEAMSHIPS:—

THURINGIA	VANDALIA	SILESIA	BAVARIA	TEUTONIA
GERMANIA	HOLSATIA	BORUSSIA	CIMBRIA	ALLEMANNIA
WESTPHALIA	SAXONIA	HAMMONIA	FRISIA	POMMERANIA
RHENANIA	LESSING	LOTHARINGIA	SUEVIA	FRANCONIA
GOETHE	HERDER	KLOPSTOCK	GELLERT	WIELAND

LINE OF MAIL STEAMERS FROM HAMBURG via Havre or Southampton to NEW YORK,

Returning via Plymouth and Cherbourg,

From Hamburg every Wednesday Morning; From Havre every Saturday.

		From Hamburg.	From Havre.
Cimbria	Captain BRANDT.	4th August.	7th August.
Klopstock	" J. MEYER.	11th "	14th "
Frisia	" E. MEIER.	18th "	21st "
Wieland	" HEBICH.	25th "	28th "

FARES:—First Class from HAMBURG ..... Reichsmarks 460.
Second Class from HAMBURG ..... " 300.
First Class from SOUTHAMPTON ..... £ 24.
Second Class from SOUTHAMPTON ..... £ 15.
Including all necessaries except Beer, Wine, and Spirits.

First Class from HAVRE ..... Francs 500
Second Class from HAVRE ..... " 370
First Class from PARIS ..... " 616
Second Class from PARIS ..... " 390

From HAMBURG to the WEST INDIES and COLON,

Calling at Grimsby and Havre Outwards, to **St. Thomas, Curaçao, Puerto Cabello, La Guayra, Carupano, Cumana** (possibly **Barcelona,**) **Trinidad, San Juan de Puerto Rico, Aguadilla, Mayaguez, Puerto Plata** (possibly **Samana Bay,**) **Ponce, Cape Haytien, Gonaives, Port-au-Prince, Savanilla,** and **Colon,** and via **Colon** and **Panama** to all Ports of the **Pacific,** and via **San Francisco** to **Japan** and **China,** returning from **Colon**

via Plymouth and Havre to Hamburg.

From Hamburg 8th every Month, From Grimsby 11th every Month, From Havre 14th every Month.

	From Hamburg.	From Grimsby.	From Havre.
Saxonia ..... Captain NIELSEN.	8th August.	11th August.	14th August.
Rhenania ..... " KUHLWEIN.	8th September.	11th September.	14th September.

PRICES OF PASSAGE including full dietary but without Wine, Beer, &c. which may be procured on board at moderate prices.

FROM HAMBURG, GRIMSBY, OR HAVRE, TO

	FIRST CLASS.			STEERAGE.	
ST. THOMAS	Rm.—660	£33	0	Rm.—210	£10 10
TRINIDAD	" 850	£42	10	" 210	
LAGUAYRA	" 830	£41	10	" 210	
PUERTO CABELLO	" 830	£41	10	" 210	
CURACAO	" 830	£41	10	" 210	
SABANILLA	" 810	£43	10	" 210	
COLON	" 850	£42	10	" 210	
SAN JUAN DE PUERTO RICO	" 700	£35	0	" 210	
PUERTO PLATA	" 785	£39	5	" 210	
CAPE HAYTIEN	" 785	£39	5	" 210	
GONAIVES	" 810	£43	10	" 210	
PORT AU PRINCE	" 830	£41	10	" 210	

The same prices will be charged for the *Home Voyage* from the aforesaid ports to **Plymouth, Havre, or Hamburg.**
Through Fares via Panama on application.

AGENCIES:—

HAMBURG—AUG. BOLTEN, Admiralitätstrasse 33/34.
LONDON—SMITH, SUNDIUS & CO., 33, Gracechurch St, E.C.
PLYMOUTH—SMITH, SUNDIUS, & CO., 11, Millbay Road.
SOUTHAMPTON—SMITH, SUNDIUS, & CO., 4, Oriental Pl.
NEW YORK—KUNHARDT & CO.
CHERBOURG—A. BONFILS & FILS.
HAVRE—A. BROSTROM & CO., 5, Quai Vitet.
PARIS—A. BROSTROM & CO., 2, Rue Scribe.
GRIMSBY—
MANCHESTER—
BIRMINGHAM— } JOHN SUTCLIFFE & SON

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FIRST CLASS SCREW STEAM SHIPS

(SAILING SEVERAL TIMES EACH MONTH.)

From LIVERPOOL to the MEDITERRANEAN.

TURKISH LINE.

TO GIBRALTAR, MALTA, SYRA, CONSTANTINOPLE, AND SMYRNA.

Taking Goods at Through Rates to Salonica, Trebizonde, Varna, Kustendjie Galatz, and Ibrail.

SICILIAN AND ADRIATIC LINE.

TO GIBRALTAR, PALERMO, MESSINA, CORFU, PATRAS, ANCONA, TRIESTE & VENICE

ITALIAN LINE.

TO GIBRALTAR, GENOA, LEGHORN, AND NAPLES.

Aleppo	Capt. Brown.	Kedar	Capt. C. Jones.	Samaria	Capt. Billinge.
Atlas	,, Garrett.	Malta	,, Durrant.	Saragossa	,, Watson.
Balbec	,, Hill.	Marathon	,, Mouland.	Siberia	,, Harrison.
Brest	,, Farquharson	Morocco	,, E. Jones.	Sidon	,, Stewart.
British Queen	,, Hoseason.	Nantes	,, Davies.	Stromboli	,, Purdon.
Cherbourg	,, Hartnell.	Olympus	,, J. Brown.	Tarifa	,, Tutt.
Demerara	,, McNay	Palmyra	,, Leitch.	Trinidad	,, Ferguson.
Hecla	,, Murphy.	Peaguin	,, Campbell.		

These Vessels have handsome and comfortable cabin accommodation, and carry Stewardesses.

For full information apply to G. & J. Burns, Glasgow; or,
BURNS & MACIVER, 1, Rumford Street, Liverpool. [T.F.—21

ROYAL MAIL STEAM PACKET COMPANY.

WEST INDIES and PACIFIC, Via Panama.

Colon or Aspinwall, British Honduras, Savanilla, Mexico, Central American and South Pacific Ports, San Francisco, Japan, China, and British Columbia.

The Atlantic Steamers now run through from Southampton to Colon (Aspinwall).

THE COMPANY'S STEAMERS LEAVE

SOUTHAMPTON,

With Her Majesty's Mails on the 2nd and 17th of each Month, conveying Passengers and Parcels, also Specie and Goods, under through Bill of Lading. An additional Steamer leaves on the 10th of each month, for **Barbadoes, St. Lucia, St. Vincent, Grenada, Trinidad, La Guayra, Porto Cabello, Curaçoa, Savanilla, Carthagena, and Colon.**

For particulars apply to J. K. Linstead, Cargo Department, Southampton, or to

J. M. LLOYD, Secretary,

Royal Mail Steam Packet Company, 55, Moorgate Street, London.

Agents in Paris:—G. S. Pritchard, 4, Rue Rossini;—Havre: Marceland Co.—Hamburg: H. Binder.—Antwerp: F. Hüger, Bremen: Eggers & Stallforth.

Brazil and River Plate Mail Steamers:—

The Royal Mail Steam Packets also leave **SOUTHAMPTON** on the 9th and 24th of each Month, carrying Her Majesty's Mails, Passengers, Cargo, Specie, &c., for Lisbon, Cape de Verde, Pernambuco, Bahia, Rio de Janeiro, Monte Video, and Buenos Ayres.

The Steamer of the 24th touches at Carril and Corunna, but not at Pernambuco nor Bahia.

For further particulars apply as above. [L.C. 22

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SWEDEN & DENMARK (Direct.)

FROM LONDON TO GOTHENBURG,

A MOST CONVENIENT ROUTE FOR

CHRISTIANIA, STOCKHOLM, and ST. PETERSBURG.

One of the unrivalled British twin Screw Steamers, (carrying the Royal Swedish Mails,)

MARY, ...Captain W. Coverly, 900 Tons, 250 Horse Power, or

LOUISA ANN FANNY,...Captain R. Ellwood, 1180 Tons, 260 Horse Power,

Is appointed to sail from Millwall Docks for GOTHENBURG Direct, every week.

These Steamers have been especially fitted with every convenience and comfort for passengers, and intended Tourists will find the accommodation far superior to any other Boats on the Station.

Fares.....£8 8s. Od. **Return Tickets.....£14 14s. Od.**

Deck Passage, for Sailors only.....£1 0s. 0d.

For Freight and Passage apply to Phillipps, Graves, Phillipps & Co., St. Dunstan's House, Cross Lane, Great Tower Street, London, E.C.; and 24, South John Street, Liverpool; Charlin's Universal Office, Regent's Place, W.; Messrs. Nordquist, Dudgeon & Co., Gothenburg. [B.

HAMBURG TRAFFIC.

STEAM COMMUNICATION

BETWEEN HULL AND HAMBURG

Every TUESDAY, WEDNESDAY, FRIDAY, and SATURDAY,

Unless interrupted by Casualties or Ice.

The splendid new Steam Ship "Swale," Capt. Harrison, from **Hull**, August 7th, and 21st, at 9.0 p.m.; from **Hamburg**, August 14th, and 28th; and "Fairy," Capt. Cuthill, is intended to sail from **Hull** to **Hamburg**, August 11th, and 25th, midnight; and from **Hamburg** to **Hull**, August 4th, and 18th.

FARES.—First Cabin, £1 10s.; 2nd Cabin, £1. RETURN TICKETS.—Fare and a Half.

Applications for news of sailings to and from Hamburg must be addressed to Messrs. **Lofthouse, Glover, & Co.** Hull; **Mr. H. Brenchley**, 9, Chapel Street, Liverpool; Mr. **H. J. Harding**, the Exchange, Birmingham; **Milbourne Clark**, Prince's Chambers, Chapel Walks, Manchester; or Messrs. **Nissle & Gunther**, 23, Admiralität Street, Hamburg.

The Hull Steam Route offers unequalled advantages to shippers generally, and to visitors to the Continent.

Through Tickets are now issued from Ashton, Accrington, Bradford, Barnsley, Batley, Bolton, Bury, Burnley, Blackburn, Belfast, Bacup, Birmingham, Dewsbury, Dublin (N.W.), Guide Bridge, Halifax, Huddersfield, Liverpool, Lincoln, Leeds, Manchester, Normanton, Oldham, Preston, Rotherham, Retford, Rochdale, Sheffield, Stockport, Staley Bridge, Sowerby Bridge, Wakefield, Wigan, Warrington, to Hamburg, and *vice versa*. [H.O.H.

Hull. 1875

STEAM TO HAVANA,

FROM LIVERPOOL.

G. H. FLETCHER & CO., despatch first-class full powered Spanish Steamers from LIVERPOOL TO HAVANA, at regular intervals.

These Steamers have excellent accommodation for passengers, and offer unequalled advantages to shippers of cargo. Goods intended for shipment by this Line, can be addressed to G. H. Fletcher & Co., 9 & 12a, Exchange, Liverpool; from whom all information as to passage money or freight can be obtained. [F. F. 25.

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LIVERPOOL & VALPARAISO LINE.

The Pacific Steam Navigation Co.'s Royal Mail Steamers.

FORTNIGHTLY SAILINGS.

The following or other Steamers are appointed to sail as under, with Her Majesty's Mails from **LIVERPOOL**, for

Rio de Janeiro, Monte Video, Valparaiso, Callao,

AND ALL WEST COAST PORTS.

Also taking Mails, Passengers, and Specie to BUENOS AYRES.

Potosi	Capt. A. B. Gordon,	.....Wednesday, Aug. 11, 3 p.m.
*Iberia	Capt. J.W. Shannon	.....Wednesday, Aug., 25, 3 p.m.
Illimani	Capt. W. H. Thomas,	.....Wednesday, Sept. 8, 3 p.m.

Calling at BORDEAUX, Spanish Ports, and LISBON, for Mails and Passengers.

* **Touching at PERNAMBUCO & BAHIA for Mails, Passengers and Specie only.**

RETURNING from CALLAO every Alternate Tuesday, and VALPARAISO every Alternate Wednesday.

GOODS CARRIED TO AND FROM ALL PORTS ON THE WEST COAST.

LOADING BERTH—MORPETH DOCK, BIRKENHEAD.

For Terms of Passage or Freight apply at the Company's Offices, 31, James Street, Liverpool; or 6 N. Griffiths, Tate & Selby, 5 & 7, Fenchurch St., London.

A. M. SAUNDERSON, Secretary.

N.B.—The hour of sailing given above is the time when the Tender leaves the Prince's Landing Stage, Liverpool, with the Passengers for the Steamer. [20.

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HULL TO NEW YORK.

WILSON LINE.

Fir:t-class Steamships are intended to sail fortnightly, calling at **Southampton.**

Ship.	Tons.	Horse Power.	Hull.	Southampton.
Colombo	3,220	1000	August 4th	August 6th.
Othello	3,000	800	To follow	To follow

Goods taken at through rates from London.

Rates of Passage Money from HULL and SOUTHAMPTON:

First Cabin.....12 Guineas. | **Second Cabin**.....6 Guineas.

RETURN—First Cabin, 20 Guineas; Second Cabin, 10 Guineas, including all requisites, except Wine and Liquors, which can be obtained on board.

These magnificent steamers being so well known in the Indian trade, offer an excellent opportunity to Passengers.

For Passage only, apply to GELLATLY, HANKEY, SEWELL, & Co., 51, Pall Mall, London; and for Freight, Passage, or other particulars, apply to C. L. WRIGHT & Co., New York. THOMAS WILSON, SONS, & CO., Hull; GEO. DUNLOP & Co., Southampton; W. K. BOTT & Co., 12, Mark Lane, London, E.C. Berth—New York, 44 Pier, East River. [2

Liverpool and Northern Brazil Mail Steamers,

Under Contract with the Brazilian Government,

TO AND FROM

LIVERPOOL, PARÁ, MARANHAM, AND CEARÁ.

Via LISBON and HAVRE.

Also Carrying Cargo and Passengers for Manaos, at through rates, in conjunction with the Amazon Steam Navigation Company. On the 15th, and 30th of each Month.

RED CROSS LINE.		BOOTH'S LINE.	
Messrs. R. SINGLEHURST & Co., LIVERPOOL.		**Messrs. ALFRED BOOTH & Co.,** LIVERPOOL.	
Lisbonense.....1507 Tons...	CAPT. MUTTON.	**Ambrose**.....1168 Tons...	CAPT. JACKSON.
Paraense.....1507 „ ... „	BROOKING.	**Augustine** .....1055 „ ... „	RUSSELL.
Maranhense ...1358 „ ... „	MACKINNON.	**Jerome** .....1062 „ ... „	HUTCHINGS.
Cearense.....1358 „ ... „	HOLGATE.	**Bernard**..... 915 „ ... „	PONTET.

Maranhense.....15th Aug., for Pará, Maranham, and Ceará, via Havre and Lisbon.
Bernard .....30th „ for Pará, Maranham, and Ceará, via Havre and Lisbon.

They leave Havre on the 5th day or Lisbon on the 6th day after departure from Liverpool. Letters must be posted in London, Manchester, &c., the day previous to departure, and marked PER PRIVATE STEAMER from LIVERPOOL."

Passages must be engaged one day, and Cargo shipped two days before sailing dates.

Passage-money for Brazil Ports, 1st Class, £25; For Lisbon, £6; For Manaos, £26

Apply to R. SINGLEHURST & Co., Red Cross Street, } LIVERPOOL.
T.F. 26.] ALFRED BOOTH & Co., 1, India Buildings. }

HAMBURG LONDON STEAM-SHIP COMPANY'S STEAMERS,

Wega, Capella, Castor, and Gemma.

ONE of the above splendid FAST Steamers leaves from off Horsleydown, for HAMBURG with Goods and (except Gemma) Passengers, every TUESDAY and FRIDAY morning, calling at Brunswick Pier, Blackwall (circumstances permitting). Passengers walk on shore, and on board, in Hamburg. FARES.—Saloon, £2 2s. 6d.; Fore Cabin, £1 6s. 6d. Return Tickets, available for one month, £3 5s. 0d. and £2 0s. 6d. No Stewards' Fees. Goods cleared and forwarded if addressed to DROLENVAUX and BRENNER, 40, Seething-Lane, E.C.; or in Hamburg to PHARSON and LONGUISS, of whom may be had full particulars. L.C.—29

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PASSENGERS WALK ON BOARD FROM ST. KATHARINE'S WHARF.

REDUCED FARES. RETURN TICKETS.

Antwerp, Brussels, Cologne, Hamburgh, Berlin, Leipzic, Dresden, &c.

THE ANTWERP COMPANY'S New Fast and Powerful Paddle Steam Ship, **Baron Osy**, 1130 Tons Burthen. J. VERBIST, Commander. Leaves St. Katharine's Wharf, near the Tower, every Sunday, at 12 o'clock (noon). Returning from Antwerp every Wednesday, at **1 o'clock (afternoon)**.

The Renowned Fast and Powerful Paddle Steam Ship, **Max Vandenbergh**, F. VAN GULICK, Commander. Leaves St. Katharine's Wharf, near the Tower, every Wednesday at noon from 11th August. Returning from Antwerp every Saturday, at **1 o'Clock (afternoon)**.

Passengers by these Steamers, taking **Return** Tickets, may Return by the Regular Passenger Steamers of the General Steam Navigation Co., between Antwerp and London.

There is REGULAR communication by Railroad between ANTWERP and ROTTERDAM.

Travellers going by these Steamers may proceed by the Railroad *vis* Antwerp and Cologne to Hamburgh, Berlin, Leipzic, Dresden, &c. The Fares to Cologne are, 24fr. 95c. (£1.), first cl.; 18fr. 40c. (14s. 9d.) second; 12fr. 40c. (10s.) third.

The general accommodation for Passengers on board these splendid Steam Ships, as well as their spacious Ladies' and Private Cabins, are entirely unequalled.

FARES, including Stewards Fee.—Chief Cabin, £1 2s.; Chief Cabin Return Tickets, available one month, £1 14s.; Fore Cabin, 16s.; Fore Cabin Return Tickets, £1 4s. 6d. Children under 10 years half-price. Four-wheeled Carriages £4 4s.; Two-wheeled Carriages, £3; Horses, £3 3s. For Passage and to secure Berths apply to the London Agents, Messrs. ARNATI & HARRISON, 11 and 12, Gt. Tower Street, E.C., and 108, New Bond Street, W., where as well as at the Wharf) every information may be obtained. Horses and Carriages belonging to Passengers may be sent to the Wharf up to one hour of the time of starting.

Application at Antwerp to be made to Mr. J. F. VANDEN BERGH-ELSEN, Managing Director, or to Messrs. HUYSMANS & BULCKE, Ship Brokers; and at Brussels, to Mr. LELOTTE TOWN, 68, Montagne de la Cour. [L.O.—33.

Manchester, Sheffield, & Lincolnshire Railway.

QUICK AND REGULAR SERVICE

OF

FIRST-CLASS STEAMERS FOR GOODS & PASSENGERS

FROM THE

Port of Grimsby to Hamburg, Rotterdam, & Antwerp

Steamers are despatched from GRIMSBY (weather and other circumstances permitting) every WEDNESDAY & SATURDAY for HAMBURG, ROTTERDAM, and ANTWERP, after the arrival of the Train due at Grimsby Docks at 6.30 p.m., leaving Liverpool (Central Station) 1.30 p.m.; Manchester, 3.0 p.m.; Sheffield, 4.15 p.m.; Bradford, 3 10 p.m.; Leeds, 3.30 p.m.; Wakefield (Westgate) 3.57 p.m.; Huddersfield 3.5 p.m.; Derby, 1 0 p.m.; Nottingham, 1.57 p.m.; Lincoln, 4.0 p.m. Returning from HAMBURG every TUESDAY and FRIDAY; ROTTERDAM, every TUESDAY and SATURDAY; and from ANTWERP every WEDNESDAY and SATURDAY.

These Steamers are of great carrying capacity, power, and speed, and the Saloons are fitted up with every convenience, affording the utmost comfort to Passengers.

FARES between Grimsby and Hamburg.—Best Cabin, Annual Ticket, £3; Return Ticket, £2 5s.; Single passage, £1 10s. Grimsby and Rotterdam, Annual Ticket, £2; Return Ticket, £1 10s.; Single passage, £1; Grimsby and Antwerp, Annual Ticket, £2; Return Ticket, £1 2s. 6d.; Single passage, 15s. Return Tickets issued to ROTTERDAM are available for returning from ANTWERP.

Every information as to Rates of Freight, &c. will be given on application to

Messrs. JOHN SUTCLIFFE & SON, Shipping Agents .....Grimsby.
Messrs. RUYS & Co., Shipping Agents .....Antwerp.
" RUYS & Co. " .....Rotterdam.
Mr. H. C. RUVER " .....Hamburg.

or to Mr. C. Scotter, Manchester, Sheffield and Lincolnshire Railway, Manchester.

[2 s. 34.] R. G. UNDERDOWN, General Manager.

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MESSAGERIES MARITIMES DE FRANCE.

London Agency: 97, Cannon Street.—E. C.

INDIA, CHINA, JAPAN, BATAVIA, RÉUNION,

AND

MAURITIUS.

FRENCH MAIL SERVICE, via SUEZ CANAL.

PROPOSED DEPARTURE FROM MARSEILLES AND SUEZ.

From MARSEILLES.	From SUEZ.	DESTINATIONS.	STEAMERS.
SUN. 4 July, 1875....	10 July, 1875, for	Mauritius, China, and Japan	CHEMNITZ.
,, 18 ,, ,, ...	24 ,, ,, ,,	India ,, ,,	ARAMIS.
,, 1 August, ,, ...	7 August, ,, ,,	Mauritius ,, ,,	ANADYR.
,, 15 ,, ,, ...	21 ,, ,, ,,	India ,, ,,	EUXINE.
,, 29 ,, ,, ...	4 Sept. ,, ,,	Mauritius ,, ,,	TIBRE.
,, 12 Sept. ,, ...	18 ,, ,, ,,	India ,, ,,	ANA.
,, 26 ,, ,, ...	2 October, ,, ,,	Mauritius ,, ,,	BOSSUET.
,, 10 October, ,, ...	16 ,, ,, ,,	India ,, ,,	MAHOMADDY.
,, 24 ,, ,, ...	30 ,, ,, ,,	Mauritius ,, ,,	SUEZ.
,, 7 Nov. ,, ...	13 Nov. ,, ,,	India ,, ,,	MEI-KONG.
,, 21 ,, ,, ...	27 ,, ,, ,,	Mauritius ,, ,,	SAMSON.
,, 5 Dec. ,, ...	11 Dec. ,, ,,	India ,, ,,	LAVOISIER.

And every alternate Sunday thereafter.

Rates of Passage Money to

INDIA, CHINA, JAPAN, RÉUNION, AND MAURITIUS, FROM MARSEILLES AND SUEZ.

TO	From MARSEILLES.			From SUEZ.		
	First Class.	Second Class.	Third Class.	First Class.	Second Class.	Third Class.
	£	£	£	£	£	£
Port Said	21	13	8			
Suez	25	16	10			
Aden	40	30	18	30	22	14
Point de Galle	60	45	27	50	38	23
Pondichery and Madras	60	45	27	50	38	23
Calcutta	70	50	30	55	41	25
Singapore	75	56	34	60	46	28
Batavia	85	64	38	70	52	32
Saigon	80	60	36	70	52	32
Hong Kong	85	64	38	75	56	34
Shanghai	95	71	43	85	64	38
Yokohama	95	71	43	85	64	38
Seychelles	75	56	34	55	41	25
Réunion and Mauritius	80	60	36	60	45	27

Reserved accommodation for One Passenger can be obtained by application to the Company, under a special tariff.

Beer and Table Claret are supplied Free to First and Second Class Passengers; but extra Wines, Spirits, and Liquors can be purchased on board the Steamers.

Transit Through France.

The Company issues First Class Through Tickets by the South Eastern Railway, from London to Marseilles, available for 15 Days, with option for the holders to break the journey by stopping at Folkestone and Boulogne (or Dover and Calais), Amiens, Paris, Dijon, and Lyons, as follows:—

Via Dover and Calais, £7 5s. 0d. Via Folkestone and Boulogne, £7 1s. 2d.

NEW LINE FROM LONDON TO MARSEILLES (Direct.)

In connection at Marseilles with the China Lines.

Departures from LONDON, (Victoria Docks), every second Saturday, beginning Saturday, 5th of June, 1875.

Passage Money to Marseilles—First Class, £10.

N.B.—The above rates are reduced 5% per cent. for First and Second Class Passengers to India, China, and Japan, and 2 per cent. for First and Second Class Passengers to Mediterranean Ports.

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(Continued from previous Page.)

MEDITERRANEAN AND BLACK SEA LINES.

(As altered from 1st May, 1875.)

DEPARTURES FROM MARSEILLES.

1st, for ALEXANDRIA, Every Thursday, at noon, via Naples.

2nd, for CONSTANTINOPLE, and ODESSA,

Postal Line.—Every SATURDAY, 5 p.m., alternately, via Syra, and Smyrna, beginning on Saturday, the 29th of MAY, 1875, and via Naples and Piræus, beginning on Saturday, the 5th of JUNE, 1875, with a weekly correspondence by the Company's Steamers for Rodosto, Salonique, Enos, Lagos, Varna, Kustendjie, Sulina, Taltcha, Galatz, Ibraila, Ruschuk, Sapsoup, Kerassunde, Ordou, Trebizonde, and by the Russian Steamers for Poti and Odessa.

Trading Line.—Every fortnight (or about) (via Genoa, Messina, Volo, Salonique, Dardanelles, and Rodosto,) beginning on Sunday, 6th of JUNE, 1875.

3rd, for the SYRIAN PORTS,

Port Said, Jaffa, Beyrout, Tripoli, Lattakieh, Alexandretta, Mersina, and Rhodes (without transhipment), alternately every Second THURSDAY at noon, via Naples and Alexandria, beginning on THURSDAY, the 20th of MAY, 1875; and every Second FRIDAY at noon, via Palermo, Syra, and Smyrna, beginning on FRIDAY, the 28th of MAY, 1875.

4th, for ALGIERS (Direct), Every Saturday at 5 p.m.,

5th, for NAPLES (Direct), Every Thursday, at noon,

(By the Alexandria Line,) and every alternate Saturday, at 5 p.m., beginning on the 29th of May, (by the Constantinople Line.)

6th, for BARCELONA (Direct), Every Sunday at 10 a.m.

Tickets from London to Paris.

The Company issues First and Second Class Through Tickets by the South Eastern Railway from London to Paris, available for 7 Days, with option for the holders to break the journey by stopping at Dover or Folkestone, and at Calais or Boulogne, at the following rates:—

Via Dover and Calais, First-class, £3 0s. 0d. Second-class, £2 5s. 0d.

Via Folkestone & Boulogne, First-class, £2 16s. 0d. Second-class, £2 2s. 0d.

BRAZILS AND RIVER PLATE LINES.

DEPARTURES FROM BORDEAUX.

On the 20th of each Month, at 10 a.m., for **Lisbon, Dakar, Pernambuco, Bahia, Rio de Janeiro, Monte Video, and Buenos Ayres.** (Postal Coast Service without Transhipment.)

On the 5th of each Month, at 10 a.m., for **La Corogne, Lisbonne, Dakar, Rio de Janeiro, Monte Video, and Buenos Ayres.** (Postal direct fast Service, without Transhipment.)

Principal Steamers:—"Senegal," "Orenoque," "Niger," "Gironde," "Rio Grande," "Mendoza," etc. etc.

PASSAGE MONEY FROM BORDEAUX TO	First Class. Aft. Cabins. £ s. d.	First Class. Fore Cabins. £ s. d.	Second Class. Steerage. £ s. d.
Lisbonne	8 0 0	6 0 0	8 12 0
Dakar	23 0 0	20 0 0	10 0 0
Pernambuco	20 0 0	23 0 0	12 0 0
Bahia	22 0 0	24 0 0	12 0 0
Rio de Janeiro	24 0 0	24 0 0	12 0 0
Montevideo	40 0 0	28 0 0	12 0 0
Buenos Ayres	40 0 0	28 0 0	12 0 0

SERVICE TO BOMBAY, VIA MARSEILLES.

In consequence of recent arrangements with the Peninsular and Oriental Company, Through Tickets from Marseilles to Bombay by the M. M. Steamers from Marseilles to Alexandria, and thence by the P. & O. Co.'s Service to Bombay, are issued at the P. & O. Co.'s Offices, 122, Leadenhall Street, E.C.

For all further information apply to the Messageries Maritimes de France Company's Offices,

LONDON, 1st January, 1875. 97, Cannon Street, London, E.C. [S.B.—32.

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Wilson Line of Steamers.

ALBION,	COLOMBO,	HERO,	MILO,	PACIFIC.	SAPPHO.
ANGELO,	COMO,	HIDALGO,	NAVARINO,	PALERMO,	URBINO.
APOLLO,	DIDO.	HINDOO,	NERO,	QUITO,	VIRAGO,
ARGO,	ELDORADO,	HUMBER,	ODER,	RINALDO,	XANTHO,
BRAVO,	ERATO,	IRWELL,	ORLANDO,	ROLLO,	YEDDO.
CALYPSO,	FIDO,	KELSO,	OTTO.	TASSO,	
CATO,	GOZO,	LEO,	OTHELLO,	THOS. WILSON.	

HULL to NORWAY and SWEDEN.

To GOTHENBURG. (carrying the Royal Mails).—"**Rollo,**" or "**Orlando,**" Every Saturday Morning at half-past four o'clock.

To STAVANGER and BERGEN.—"**Argo,**" August 5th, and 19th, and every alternate Thursday during the season.

To CHRISTIANSAND & CHRISTIANIA.—"**Angelo**" or "**Hero**"—Every Friday evening during the season.

To DRONTHEIM.—"**Tasso,**" August 12th, and 26th, and every alternate Thursday during the season.

HULL to DANZIG.—Steamers Weekly.

HULL TO ST. PETERSBURG.

Steamers weekly throughout the season of open navigation.

HULL and NEWCASTLE to RIGA and STETTIN.—Steamers weekly.

Hull to Constantinople and Odessa, Messina, Palermo, Trieste, and Venice.

A Steamer about every 14 days.

LONDON (MILLWALL DOCKS) TO CHRISTIANSAND & CHRISTIANIA.

"**Albion**" August 12th, and 26th, and every alternate Thursday evening during the Season.

R.C. 36.] For Passage or Freight, apply to THOMAS WILSON, SONS, & CO., HULL

HULL AND LONDON TO THE EAST INDIES,

VIA THE SUEZ CANAL.

WILSON LINE OF STEAMSHIPS.

Navarino	3,200	..	Colombo,	2,800	Tons.	Xantho,	1,800	Tons.	Urbino,	1,500	Tons.
Eldorado,	3,200	Tons.	Othello,	2,500	,,	Yeddo,	1,500	,,	Hidalgo,	1,500	,,
Bimbee,	3,200	,,	Virago,	1,600	,,	Palermo,	1,500	,,	Rinaldo,	1,500	,,

Quito,	1,500	Tons.	
Como,	1,500	,,	
Orlando,	1,400	,,	
Rollo,	1,400	,,	

To BOMBAY, and to CALCUTTA, (calling at COLOMBO and MADRAS).

The above magnificent new Steamships will be despatched regularly to Bombay and Calcutta.

These Steamers are all specially built and adapted for the East Indian trade. The saloons are amidships, and cave-rooms excellently ventilated and separated from the saloons: they are fitted with bath rooms, ladies' saloons distinct from the sleeping berths, Piano, and all necessaries conducing to the comfort of passengers during an Indian voyage.

RATES OF PASSAGE MONEY:—

London to Bombay.		London to Colombo and Madras.		London to Calcutta.	
1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.
50 Guineas.	30 Guineas.	50 Guineas.	30 Guineas.	55 Guineas.	35 Guineas.

Children under 10 and above 3 half rate.

These rates include a liberal table, but not wines or liquors, which can be obtained on board of first rate quality.

Further particulars as to passage arrangements on enquiry.

It is the intention of this Company to despatch steamers punctually to advertised dates of sailing; and special attention is being given to the comfort of passengers.

Passengers are respectfully informed that packages of merchandise cannot be allowed to be shipped as luggage.

Goods taken subject to the Clauses and Conditions upon the Bills of Lading of this line.

Parcels will be received at the offices of the Agents, and freight charged as per agreement.

Apply in BOMBAY, to W. NICOL & Co., or GRINDLAY GROOM & Co.; in CALCUTTA, to J. NICOL, FLEMING & Co. or GRINDLAY & Co.; in MANCHESTER and LONDON, to GELLATLY, HANKEY, SEWELL, & Co., or to

R.C.—37.] THOMAS WILSON, SONS, & Co., Hull.

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Compagnie Marseillaise de Navigation à Vapeur.

A. & L. Fraissinet et Cie., Place de la Bourse, 6 — Marseille.

RENSEIGNEMENTS GÉNÉRAUX—TARIF DES PASSAGERS.
TRANSPORT DES DEPÊCHES, 21 PAQUEBOTS.

LIGNES DES SERVICES PAR LA COMPAGNIE.

La Corse et l'Italie.—(Service Postal.)—Départs de **Marseille** le Vendredi à 9 heures du matin, pour **Ajaccio, Porto Torres,** et alternativement tous les huit jours pour **Propriano** ou **Bonifacio.**
Départs de **Marseille** le Dimanche à 9 heures du matin, pour **Bastia** et **Livourne.**
Départs de **Marseille** le Lundi à 9 heures du matin pour **Calvi** ou **l'Isle Rousse,** alternativement.
Départs de **Marseille** le Mardi à 8 heures du matin pour **Nice, Bastia,** et **Livourne.**
Départs de **Nice,** pour **Bastia** et **Livourne,** le Mercredi à 5 heures du soir.

Malte et Egypte.—Départs de **Marseille** les 1 et 15 de chaque mois à 9 heures du matin pour **Malte Alexandrie,** et **Port-Said.**

Ligne de Constantinople.—Départs de **Marseille,** le Jeudi à 4 heures du soir, touchant à: **Naples,** (Patras le premier et troisième Jeudi de chaque mois,) **Le Pirée, Volo, Salonique, Dardanelles, Gallipoli, Rodosto** et **Constantinople.**—En transbordement à **Constantinople** pour **Galatz, Ibraïla, Odessa, Ineboli, Sinope, Samsoun, Kerassunde, Trébizonde** et **Poti.**

Lignes d'Italie.—Départs de **Marseille** directement pour **Naples,** le Jeudi, à 4 heures du soir.
Départs de **Marseille** les Mercredis et Dimanches à 8 heures du matin, pour **Gênes, Livourne, Civita-Vecchia** et **Naples.**

Ligne de Cannes et Nice.—Départs de **Marseille** le Dimanche à 8 heures du matin pour **Cannes** et **Nice.**

Ligne du Languedoc.—Départs de **Marseille,** tous les jours à 8 heures du soir, pour **Cette.**
Do. do. les Mardis, Jeudis, et Samedis, à 8 heures du soir, pour **Agde.**

Billets d'Aller et retour et billets aux familles sont delivrés à prix reduits.
Pour prix et conditions, s'adresser a A. & L. FRAISSINET et Cie., Place de la Bourse, 6, à Marseille;
E. BUCHWALDER, Rue de Trévise, 3, à Paris; BISCHOFF de St.-ALBAN, à Bâle et à Zurich.

SMITH, SUNDIUS & CO., Gracechurch Street, 33, London, E.C.
Do. à Plymouth.
Do. à Southampton. (L.O. 35.

SERVICES OF E. GROSOS STEAMERS, HAVRE,

And 28, Rue Bergere, PARIS.

PENINSULAR LINE.

Departures from **Havre,** 1st, 10th, 15th, and 25th of every month for **Lisbon.** The Steamers: **Ville de Brest, Ville de Cadix, Ville de Malaga, Emma,** Sailing on the 1st and 15th, call at **Lisbon, Gibraltar,** and **Carthagena.** The Steamers: **Ville du Havre, Nathalie, Constantin,** Sailing on the 10th and 25th, call at **Porto, Lisbon, Cadiz, Seville,** and at the **Ports of Maroc,** (Summer season), (Changing Steamer at Cadiz.)

DIRECT SERVICE.

From **Paris** or **Havre** to **Madrid,** (Via Carthagena) in correspondence with the Madrid, Saragossa, Alicante Railway Company's Service.

Departure from **Havre,** 1st and 15th of every Month.

ALGERIAN LINE BY STEAMERS OF THE PENINSULAR LINE.

Leaving **Havre,** 1st and 15th of every month for **Oran, Algiers, Bona,** and **Philippeville.**

FRANCO-BELGIAN LINE.

One departure per week: from **Havre** to **Antwerp** and Vice Versa. (Goods are received for all parts in Belgium and Switzerland). [86

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ALTA ITALIA RAILWAY COMPANY.

CIRCULAR TOURS IN ITALY.

Tickets at Reduced Rates available from Turin, Genoa, Vintimiglia, and Modane, to visit the principal towns in ITALY are issued at the Paris, London, Geneva, Lyons, Marseilles, and Nice, agencies of the ALTA ITALIA Railway Company.

PRICE of CIRCULAR TICKETS from TURIN, MILAN, NOVARA, GENOA, VENTIMIGLIA, or MODANE, and Return to one of these Towns.

Series B—First Class, £3 8s. 9d.; Second Class, £2 11s. 6d.

3rd ITINERARY.—Turin, Alessandria, Piacenza, Bologna, Pistoja, Florence, Pistoja, Bologna, Padua, Venice, Verona, Milan, Turin, Alessandria, Genoa, and vice versa.—Available for 30 Days.

Series B—First Class, £3 14s. 4d.; Second Class, £2 15s. 3d.

4th ITINERARY.—Turin, Alessandria, Piacenza, Bologna, Pistoja, Florence, Empoli, Pisa, Lucca, Pistoja, Bologna, Padua, Venice, Verona, Milan, Turin, Alessandria, Genoa, and vice versa.—Available for 35 days.

Series B—First Class, £5 12s. 6d.; Second Class, £4 1s. 6d.

5th ITINERARY.—Turin, Alessandria, Piacenza, Bologna, Pistoja, Florence, Foligno, Rome, Civita-Vecchia, Leghorn, Pisa, Empoli, Florence, Pistoja, Bologna, Padua, Venice, Verona, Milan, Turin, Alessandria, Genoa, and vice versa.—Available for 40 Days.

Series B—First Class, £7 7s. 1d.; Second Class, £4 19s. 8d.

6th ITINERARY.—Turin, Alessandria, Piacenza, Bologna, Pistoja, Florence, Foligno, Rome, Ceprano, Naples, Rome, Civita-Vecchia, Leghorn, Pisa, Empoli, Florence, Pistoja, Bologna, Padua, Venice, Verona, Milan, Turin, Alessandria, Genoa, and vice versa.—Available for 50 Days.

Series A—First Class, £4 3s. 8d.; Second Class, £3 1s. 11d.

3rd ITINERARY.—Modane, Turin, Alessandria, Piacenza, Bologna, Pistoja, Florence, Pistoja, Bologna, Padua, Venice, Verona, Milan, Turin, Alessandria, Genoa, Savona, Vintimiglia, and vice versa.—Available for 30 Days.

Series A—First Class, £4 9s. 5d.; Second Class, £3 6s. 0d.

4th ITINERARY.—Modana, Turin, Alessandria, Piacenza, Bologna, Pistoja, Florence, Empoli, Pisa, Lucca, Pistoja, Bologna, Padua, Venice, Verona, Milan, Turin, Alessandria, Genoa, Savona, Vintimiglia and vice versa.—Available for 35 Days.

Series A—First Class, £6 6s. 11d.; Second Class, £4 12s. 1d.

5th ITINERARY.—Modana, Turin, Alessandria, Piacenza, Bologna, Pistoja, Florence, Foligno, Rome, Civita-Vecchia, Leghorn, Pisa, Empoli, Florence, Pistoja, Bologna, Padua, Venice, Verona, Milan, Turin, Alessandria, Genoa, Savona, Vintimiglia, and vice versa.—Available for 40 days.

The next page

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Series A—First Class, £7 17s. 0d.; Second Class, £5 10s. 4d.

6th ITINERARY.—Modana, Turin, Alessandria, Piacenza, Bologna, Pistoja, Florence Foligno, Rome, Ceprano, Naples, Rome, Civita-Vecchia, Leghorn, Pisa, Empoli, Florence, Pistoja, Bologna, Padua, Venice, Verona, Milan, Turin, Alessandria, Genoa, Savona, Vintimiglia, and vice versa.—Available for 50 Days.

In either Itinerary, Tourists can stop at the Intermediate Stations.

N.B.—The number of days allowed for each Tour commences when the Tourist enters **Italy**, and not when the Ticket is issued. Holders of Circular Tickets must see that the date of their arrival in **Italy** is stated on their Ticket at the first Italian Railway Station.

Direct Through Tickets to **Turin, Bologna, Florence, Rome, Naples, Brindisi, Milan, Venice, &c.**, available for 10 days, and entitling Travellers to stop on the road.

Children under 3 years, free; from 3 to 7 years, half-price.

For Particulars and Tickets, apply to the London Offices of the Company. A. HODGSON, & Co., Agents of the Alta Italia Railway Company, 3, Adelaide Street, Strand, who issue these Tickets from London; SAUVAGE, DELPIERRE, and ROBERTS, 32, Watling Street, City; and to the London Offices and Stations of the South Eastern and London, Chatham, and Dover Railway Companies.

At Paris, apply to Messrs. DAGIOUT, BROS., Agents of the Alta Italia Railway Company, 1, Rue Auber' Maison de Grand Hotel.

NOTICE.—Passengers are informed that the ALTA ITALIA RAILWAY COMPANY, with a view to facilitate long journeys, and to supply Travellers with the greatest possible comfort, has made arrangements which enable it to place at their disposal in the **Turin** Station, by payment of an extra fare. **Special Sleeping Compartments** for the journeys to **Florence, Venice, Bologna, Verona,** and **Milan.**

In allotting these compartments, preference will be given to Passengers booking the greatest number of places, and intending to occupy the same for the longest distance.

The Sleeping Compartments are constructed after the latest designs, and fitted with every convenience.

Prices of the Bed-places, in addition to the Ordinary 1st Class fare:—

From **Turin** to **Florence**, or **back** ...15 Francs 45.	From **Turin** to **Bologna**, or **back** ...10 Francs 30.
From **Turin** to **Venice**, or **back** .....15 Francs 45.	From **Turin** to **Verona**, or **back**.....10 Francs 30.
From **Modane** to **Turin**, or **back** .....7 Francs 0.	From **Turin** to **Milan**, or **back**.....7 Francs 20.

To every Bed-place is annexed a Dressing-table to which water can easily be conveyed by pushing a knob.

No gratuity should be given to the train-servants for attendance, or for the supply of Toilet Articles, such as Towels, Soap, Brushes, &c.

PASSENGERS' LUGGAGE.

The duties of the Company's Servants are limited, at the departure, to receiving the Luggage on the luggage-platform, to weighing and registering it, and to transporting it to the Goods Waggons; in like manner, on arrival, to taking the Goods from the Waggons, placing them on the arrival platform, and giving them up to the travellers on receipt of the registration certificate.

The Company's Servants wear a blue cap, with the initials F.A.I. The service is quite gratuitous. At the Terminal Stations of Bologna, Florence, Genoa, (P. Principe,) Milan, (Gare Centrale,) Turin, (Porte Neuve,) and Venice, where there is a Special Service, Travellers are informed that Special Agents admitted to do business within the Station, transfer, at the request of Travellers, the luggage from the arrival platform to the carriages and omnibuses, and from the carriages and omnibuses to the departure platform; they likewise convey small parcels (not registered,) from the Trains to the carriages and omnibuses, and from the waiting-rooms to the Trains. The Special agents wear a blue cap, with a grey band and red edging bearing the words *Bagagli e domicilio*. There is no fee charged by these special agents for any service done to Travellers within the Station.

TRANSPORT OF LUGGAGE TO HOTEL OR HOME.

In the Stations mentioned above, Travellers who may wish to have their luggage sent forward to their homes should, before leaving the station, have their parcels inspected by the *Octroi* agent. Give to the agent who manages this department a list of their luggage, intimating at same time the name and address to which they desire the delivery to be made: they will receive in exchange a receipt similar to the luggage certificate. At the house the luggage will only be given up on production of the receipt given at the Station.

The special agents mentioned below are entrusted with the service.

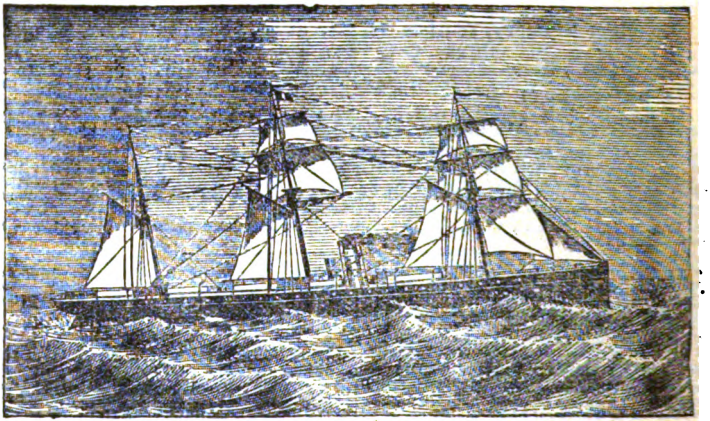
The tariff for the conveyance of Luggage to home is fixed at 0.01 centime per kilogramme; but the charge will in no case be less than 40 centimes for each collection of luggage not exceeding 40 kilogrammes.

N.B.—In case of any difficulty apply to the Station-master.

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ALLAN LINE.

TO QUEBEC, HALIFAX, NORFOLK, AND BALTIMORE.



ROYAL MAIL STEAMERS FOR QUEBEC.

The undermentioned Steamers are appointed to sail each Thursday.

FOR QUEBEC DIRECT.

S.S. Sarmatian	Thursday, 5th Aug.	S.S. Polynesian	Thursday, 2nd Sept.
S.S. Moravian	Thursday, 12th Aug.	S.S. Sarmatian	Thursday, 9th Sept.
S.S. Prussian	Thursday, 19th Aug.	S.S. Moravian	Thursday, 16th Sept.
S.S. Peruvian	Thursday, 26th Aug.	S.S. Prussian	Thursday, 23rd Sept.

Calling at LONDONDERRY on the Friday for Mails and Passengers.

HALIFAX MAIL SERVICE appointed to sail from LIVERPOOL every ALTERNATE TUESDAY.

ROYAL MAIL STEAMERS FOR HALIFAX AND BALTIMORE.

S.S. Hibernian ...For St. John's, Newfoundland; Halifax, and Baltimore.....Tuesday, 10th Aug.
S.S. Nova Scotia For St. John's, Newfoundland; Halifax, and Baltimore.....Tuesday, 24th Aug.

Calling at QUEENSTOWN on the Wednesday for Mails and Passengers.

Rates of Cabin Passage Money to Halifax, Quebec, or Portland £15 15s and £18 18s.; through to Bos[ton] or New York, £16 16s. and £19 19s.

" " " " Baltimore, or Philadelphia, £15 15s. and £18 18s.

These Rates include Steward's Fee and Provisions, but without Wines or Liquors, which can be obtained on Board.

☞ INTERMEDIATE, £7 7s.: STEERAGE AT REDUCED RATES.

Passengers booked through to **San Francisco, Victoria** (Vancouver Island), **Sandwich Islands, China, Japan, New Zealand,** and **Australia,** by Pacific Railway and Mail Steamers, at Reduced Rates.

All Cabin Passengers are allowed twenty cubic feet of Personal Luggage, free of freight, but the Agents do not guarantee to reserve room for more than that quantity, and Passengers will be charged freight on their personal luggage when it exceeds the limit. Intermediate and Steerage Passengers are allowed ten cubic feet of luggage free.

For further particulars apply in Portland and Montreal, to HUGH & ANDREW ALLAN; in Quebec, to ALLANS, RAE & Co.; in Havre, to JOHN M. CURRIE, 21, Quai d'Orleans; in Paris, to GUSTAVE BOSSANGE, Rue du Quatre September; in Antwerp, to Aug. SCHMITZ and Co., or RICHARD BERNS; in Rotterdam, to P. A. VAN ES & Co., or RUYS & Co.; in Hamburg, to W. GIBSON & HUGO; in Belfast, to CHARLEY & MALCOLM; in London, to MONTGOMERIE & GREEN, HORNE, 17, Gracechurch Street; in Glasgow, to JAMES & ALEX. ALLAN, 70, Great Clyde Street; in Queenstown, to JAMES SCOTT & Co.; or to

ALLAN BROTHERS & Co., Alexandra Buildings, James Street, Liverpool, and 85 Foyle Street, Londonderry. T.P.—C.



WHITE STAR LINE.

THE UNITED STATES MAIL STEAMERS.

Tons.	Captain.	Tons.	Captain.
anic .....3,707.....	JOHN W. JENNINGS.	Gaelic.....2,651.....	H. PARSELL.
tic .....3,707.....	H. W. HEWITT.	Belgic.....2,651.....	J. METCALFE.
ublic .....3,707.....	BENJ. GLEADELL.	Britannic.....5,004.....	W. H. THOMPSON.
iatic.....3,888.....	HAMILTON PERRY.	Germanic.....5,004.....	CHAS. W. KENNEDY.
ic .....3,888.....	W. W. KIDDLE.		

Sailing from **LIVERPOOL** for **NEW YORK** every **THURSDAY**,
From **Queenstown** every **FRIDAY**.

The well-known fast Mail Steamers of this Line are appointed to Sail as under:—

From LIVERPOOL *via* QUEENSTOWN:

Adriatic	For New York	Thursday, August 5th.
Baltic	For New York	Thursday, August 12th.
Republic	For New York	Thursday, August 19th.

ese splendid Vessels reduce the passage to the shortest possible time, and afford to passengers the highest degree o ort hitherto attainable at sea. Each Vessel is constructed in seven watertight compartments.
e State-rooms, with Saloon and Smoking-rooms, are placed amidships, where the noise and motion are least.
e Saloons occupy the whole breadth of the vessel, and the general appointments for Passengers of this class are as are unequalled afloat.
e Steerage Accommodation is of the very highest character, the rooms are unusually spacious, ar ll lighted, ventilated, warmed, and Passengers of this class will find their comfort carefully studied.
ch Vessel carries a Surgeon, and Stewardesses for Saloon and Stee ngers.
loon Passage, Fifteen, Eighteen, and Twenty-one Guineas. Return Tickets issued at reduced rates.
Steerage Fares as low as by any other Line.

engers forwarded to all parts of the **United States** and **Canada**, also to **San Francisco, China, Japan, a, New Zealand**, and **Australia**, by Pacific Railway and Mail Steamers, at lowest through rates. Thes mers run in connection with the Erie Railway, the shortest and best route from New York to the West, North, and h Western States.
afts issued on New York for sums not exceeding £10, free. Loading berth, West Waterloo Dock.
r Freight and Passage apply at the Company's Offices, 34, Leadenhall Street, London, E.C.; in Paris, H. GENESTAL Delizons, 3, Rue Scribe; 19, Broadway, New York; 97 and 99, S. Clarke Street, Chicago; in Queenstown, to RS SCOTT and Co.; or to

F. 40. **ISMAY, IMRIE, and CO.**, 10, Water Street, Liverpool.

MOSS STEAM SHIP COMPANY, LIMITED.

VERPOOL TO ALEXANDRIA (EGYPT) & SYRIA,

WITH LIBERTY TO CALL AT

GIBRALTAR, MALTA, ALGIERS, &c.

IVERPOOL TO BORDEAUX.

Mediterranean Line.				Bordeaux Line.	
OPUS .....2656 Tons.		SESOSTRIS .....1966 Tons,		OLINDA .....750 Tons.	
PHIS .....2287 ,,		ISIS .....1725 ,,		LOTUS .....650 ,,	
RA .....2167 ,,		LUXOR .....1419 ,,		CECILE .....650 ,,	
DALA.....2134 ,,		ATLANTIC .....1308 ,,			
BES .....2068 ,,					

These First Class Steamers are despatched from **Liverpool** (calling occasionally at Algiers) bove for the **Mediterranean Ports** every Saturday, with Goods and Passengers, and for deaux every Ten Days, viz: on the 1st, 10th, and 20th of each month.
rst Class Fares, to Gibraltar, £8; to Malta, £13; to Alexandria, £17. To Beyt, £25; to Alexandretta, £25, with transhipment at Alexandria; to Bordeaux, . Return Tickets for 3 or 6 months granted on liberal terms. The voyage xandria and back to Liverpool, £30. Family Tickets issued on moderate tions. Provisions and Bedding included, but not Liquors.
y have excellent accommodation for Passengers. For Freight, or Passage, and further ation apply in **Gibraltar** to SMITH IMOSSI & Co.; **Malta**, SMITH & Co; **Alexandria**, Moss & Co.; **Bordeaux**, JAMES MOSS & Co., 47, Pavé des Chartrons; in **Manchester**, MACLURE, ESQ., 25, Cross Street, and in **Liverpool** to

JAMES MOSS & CO., MANAGERS, 31, JAMES STREET. [T.F. 39.



R. RUBATTINO & Co.'s

ITALIAN MAIL STEAMERS.

INDIAN LINE

(Via SUEZ CANAL.)

From **GENOA** to **BOMBAY** on the 24th and from **NAPLES** on the 27th

From **BOMBAY** to **GENOA** on the 1st and from **ADEN** on the 8th

of each month.

MEDITERRANEAN LINES.

GENOA and NAPLES to ALEXANDRIA (Egypt).

Genoa to **Alexandria** every 5, 13, 25 ... at 7 p.m.
(Calling at LEGHORN, NAPLES, & MESSINA.)
From **Naples** to **Alexandria** 5, 13, 26 ... at 2 p.m.
Arrival at **Alexandria** 3, 13

Alexandria to **Genoa** every 7, 17, 27 ... at 2 p.m.
(Calling at MESSINA, NAPLES, & LEGHORN.)
From **Naples** to **Genoa** every 2, 12, 22 ... at 2 p.m.
Arrival at **Genoa** 4, 14, 24.

GENOA to TUNIS.

From **Genoa** every Thursday ... ... at 9 p.m.
" **Leghorn** every Friday ... ... at 11 "
" **Cagliari** every Sunday ... ... at 8 "
Arrival at **Tunis** every Monday ... ... at noon.

From **Tunis** every Wednesday ... ... at noon.
" **Cagliari** every Thursday ... ... at 6 p.m.
" **Leghorn** every Saturday ... ... at 11 "
Arrival at **Genoa** every Sunday ... ... at 6 a.m.

TUNIS to SUSA and SFAX.

From **Tunis** every Wednesday ... ... at 2 p.m.

From **Sfax** every Saturday ... ... at 6 a.m.

GENOA to CAGLIARI.

From **Genoa** every Monday & Thursday ... at 6 p.m.
" **Leghorn** every Tuesday & Friday ... at 11 "
Arr. at **Cagliari** every Thursday & Sunday morning.

From **Cagliari** every Monday & Thursday ... at 6 p.m.
" **Leghorn** every Wednesday & Saturday at 11 "
Arr. at **Genoa** every Thursday & Sunday ... at 6 a.m.

NAPLES to CAGLIARI.

From **Naples** every Saturday ... ... at 2 p.m.
Arr. at **Cagliari** every Sunday. ... ... at 7 "

From **Cagliari** every Thursday ... ... at 7 p.m.
Arr. at **Naples** every Friday ... ... evening

PALERMO to CAGLIARI.

From **Palermo** every Alternate Saturday from 9th Jan. | From **Cagliari** every Alternate Thursday from 7th

GENOA to PORTOTORRES.

From **Genoa** every Wednesday ... ... at 9 p.m.
" **Leghorn** every Thursday ... ... at 3 "
Arr. at **Portotorres** every Friday. ... ... at noon.

From **Portotorres** every Sunday ... ... at noon
" **Leghorn** every Monday ... ... at 11 p.m.
Arr. at **Genoa** every Tuesday ... ... morning

GENOA, BASTIA, MADALENA, PORTOTORRES.

From **Genoa** to **Leghorn** every Saturday a. 9 p.m.
" **Leghorn** to **Bastia** every Sunday at 10 a.m.
" **Bastia** to **Maddalena** every Sunday at 6 p.m.
" **Maddalena** to **Portot.** every Monday at 6 a.m.
Arr. at **Portotorres** every Monday ... ... at 6 p.m.

From **Portot.** to **Maddal.** every Wednesd. at 8 a.m.
" **Maddalena** to **Bastia** " at 5 p.m.
" **Bastia** to **Leghorn** every Thursday at 8 a.m.
" **Leghorn** to **Genoa** " at 11 p.m.
Arr. at **Genoa** every Friday ... ... morning

CIVITAVECCHIA to MADALENA & PORTOTORRES.

From **Civitav.** to **Maddal.** every Wednesd. at 3 p.m.
" **Maddalena** to **Portot.** every Thurs. a 7 a.m.
Arr. at **Portotorres** every Thursday ... ... at 8 p.m.

From **Portot.** to **Maddalena** every Friday at 11 p.m.
" **Maddalena** to **Civitav.** " at 5 p.m.
Arr. at **Civitavecchia** every Saturday at 11 a.m.

LEGHORN to the ISLAND OF ELBE.

From **Legh.** to **Portof.** every (Sunday at 10 a.m.
(Wednesd. at 8 "
Arr. at **Portof.** every Sunday & Wednesday at 4 p.m.

From **Portof.** to **Legh.** every (Monday, ... at 8 a.m.
(Friday ... at 8 "
Arr. at **Leghorn** every Monday & Friday ... evening

PIOMBINO to PORTOFERRAIO.

From **Piombino** every day ... ... at 3 p.m.

From **Portoferraio** every day ... ... at 8 a.m.

For Freight, Passage, and particulars, apply at Bombay, to CH. GROXDOXA, Managing Agent in India; at Alexandria, to BARKER & CO.; at Marseilles, to CH. LAFORET & CO.; at London, to A. LAMING & CO., 4, Leadenhall Street; at Paris to the ANGLO-AMERICAN BANK; and to other corresp. the Company's Agencies.

41] By RUBATTINO & Co. GENOA.

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MARITIME COMPANY  VALERY FRERES et FIES

ITINERARY of SERVICES from 1st JANUARY, 1875.

FULL SPEED MAIL STEAMERS.

Between Marseilles, Cette, Corsica, Nice, Italy, Spain, Algiers, and Tunis.

FROM MARSEILLES.

To **Algiers**, Tuesdays and Saturdays at 5 evening

To **Oran**, calling at **Carthagena** Thursdays at 5 o'clock, evening.

To **Stora** (**Philippeville**) Fridays, at 5 o'clock, evening.

To **Tunis**, calling at **Ajaccio**, **Bone**, and **La Calle**, Wednesdays at 5 o'clock, evening.

From **Algiers** to **Bone** (calling at **Bellys**, **Bougie**, **Djidjelli**, **Collo**, **Stora**), Wednesdays at noon.

FROM ALGIERS.

To **Marseilles**, Saturdays and Wednesdays at noon

From **Oran** to **Marseilles**, calling at **Carthagena**, Wednesdays, 5 o'clock, evening.

From **Stora** to **Marseilles**, Tuesdays, at 5, evening.

From **Tunis** to **Marseilles**, calling at **La Calle**, **Bone** and **Ajaccio**, Tuesdays at 5, evening.

From **Bone** to **Algiers**, calling at **Stora**, **Collo**, **Djidjelli**, **Bougie**, and **Bellys**, Saturdays, at 10 evening.

CORSICA LINE.

FROM MARSEILLES.

To **Bastia** (and as far as) **Leghorn**, Sundays at 9 morn.

To **Ajaccio** (as far as) **Propriano**, Fridays at 9 morn.

From **Ajaccio** to **Propriano** (for continuation of the Line from Marseilles to Ajaccio) Saturdays at noon.

From **Bastia** to **Marseilles**, coming from **Leghorn**, Thursdays at 10 morning.

From **Ajaccio** to **Marseilles**, coming from **Propriano**, Tuesdays at 10 morning.

From **Propriano** to **Ajaccio**, continuing to **Marseilles**, Mondays, 2 afternoon.

CETTE, MARSEILLES, NICE, and GENOA LINE.

FROM MARSEILLES.

To **Cette**, Tuesdays, Thursdays, and Saturdays, at 8 evening.

From **Marseilles** to **Nice**, and **Genoa**, Saturdays at 5 p.m.

From **Nice** to **Genoa**, Sundays at noon.

From **Cette** to **Marseilles**, Mondays, Wednesdays, and Fridays, at 8 evening.

From **Genoa** to **Nice**, and **Marseilles**, Mondays at 8 p.m.

From **Nice** to **Marseilles**, Tuesdays at 8 p.m.

ITALY LINE.

FROM MARSEILLES.

To **Naples**, calling at **Genoa**, **Leghorn**, and **Civita-Vecchia**, Sundays and Wednesdays at 8 morning.

To **Leghorn**, via **Bastia**, Sundays at 9 o'clock morn.

From **Naples** to **Marseilles**, calling at **Civita-Vecchia**, **Leghorn**, and **Genoa**, Saturdays, and Wednesdays at 5 o'clock evening.

From **Leghorn** to **Marseilles**, via **Bastia**, Wednesdays at 8 o'clock evening.

For freight and information apply at PARIS, 19, RUE SCRIBE.
at MARSEILLES, 7, Rue Suffren, and 8, Rue Beauveau.
at BASTIA, at the Direction.
at London, to Messrs. Thomas Cook & Sons, Ludgate Circus, Fleet Street; and to the Agencies of the Company, at all the ports where the Vessels call. [42

GLASGOW & THE HIGHLANDS.

(Royal Route via Crinan and Caledonian Canals.)

THE ROYAL MAIL STEAMERS,

Iona	**Mountaineer**	**Linnet**	**Staffa**
Chevalier	**Pioneer**	**Cygnet**	**Glencoe**
Condolier	**Glengarry**	**Plover**	**Inverary Castle**

Clydesdale and Clansman.

Sail during the Season for Oban, Fort William, Inverness, Staffa, Iona, Glencoe, Tobermory, Portree, Gairloch, Ullapool, Loch Inver, and Stornoway; affording Tourists an opportunity of visiting the magnificent scenery of Glencoe, the Coolin Hills, Loch Coruisk, Loch Maree, and the famed Islands of Staffa and Iona.

These vessels afford in their passage a view of the beautiful scenery of the Clyde, with all its watering places, the Island and Kyles of Bute, Island of Arran, Mountains of Cowal, Knapdale, and Kintyre, Loch Fyne, Crinan, with the Islands of Jura, Scarba, Mull, and many others of the Western Sea; the whirlpool of Corryvrechan, the Mountains of Lorn, of Morven, of Appin, of Kingairloch, and Ben Nevis; Inverlochy, the Lands of Lochiel, the scene of the wanderings of Prince Charles and near to where the Clans raised his Standard in '45, Lochaber, the Caledonian Canal, Loch Lochy, Loch Oich, Loch Ness, with the Glens and Mountains on either side, and the celebrated Falls of Foyers. Books descriptive of the Route may be had on board the Steamers.

Time Bills with Maps, free by post, on application to DAVID HUTCHESON & Co., 119, Hope Street, Glasgow.—1875. [J.R.—43.

LEITH, ROTTERDAM, and THE RHINE.

IN 36 HOURS.

The following first class Screw Steamers TALISMAN, OSBORNE, KINGHORN, WINDSOR, and MARIE STUART, are intended to leave

LEITH for ROTTERDAM—Every MONDAY and FRIDAY,

AND FROM

ROTTERDAM for LEITH—Every TUESDAY and FRIDAY, evening tide,

(unless prevented by some unforeseen occurrence.)

FARES—Single, £1. 10s. Return £2. 5s.

For further particulars apply to GEO. GIBSON & Co.; D. R. MACGREGOR & Co., Leith; BOUTMY & CO.; GEO. LEVINGSTON & SON; or J. A. HOUWENS, Rotterdam.

LEITH AND ANTWERP,

Sea Passage 36 Hours.

Steamers leave **Leith** for **Antwerp** every Tuesday, and from **Antwerp** for **Leith** every Saturday

Fares—Single Ticket, £1 10s; Return, £2 5s.

For further particulars apply to GEO. GIBSON & CO., Leith; or HUYSMAN AND BULCKE, Antwerp.

[R. B. 44.

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HULL TO ROTTERDAM.

(Weather and other casualties permitting.)

FOR ROTTERDAM.

The favourite Iron Steamer **"SEA-HORSE,"** 500 Tons, and 110 Horse Power, M. B. RICHES, Commander,

WILL LEAVE HULL

Every Saturday, August 7th, 9.0 p.m.; 14th, 4.0 p.m.; 21st, 8.0 p.m.; 28th, 3.30 p.m.

Also the powerful New Iron Steamer, **"SEA GULL,"** T. BUTTON, Commander,

WILL LEAVE HULL

Every Wednesday, August 4th, 8.0 p.m.; 11th, Midnight; 18th, 7.30 p.m.; 25th, Midnight.

ROTTERDAM FOR HULL

Every Tuesday night and Saturday afternoon.

FARES—Best Cabin, £1. Steward's Fee, 2s. 6d. Deck, 7s. 6d. Tickets for the Voyage out and home, returning by either of the above Steamers, £1, 10s.

HULL TO AMSTERDAM.

The **European**, Captain C. ANSDELL, August 7th, 17th, and 26th.

The **Eddystone**, Captain C. HARDY, August 3rd, 12th, 21st, and 31st.

For further particulars, apply to W. and C. L. RINGROSE, and W. H. H. HUTCHINSON, Hull; and to Messrs. BOUTMY & Co., and J. B. CROL & Co., Rotterdam, and GEMMENING, PENNING, and SCHEUER, Brothers. L.O 45.

STEAM TO INDIA,

VIA SUEZ CANAL.

Messrs. CARLYLE'S Ducal Line, and Messrs. GREEN'S Blackwall Line.

The magnificent steamers forming these lines leave the South West India Docks, London, for Colombo, Madras, and Calcutta every fourteen days. For particulars apply to McDIARMID, GREENSHIELDS, and Co., 112, Fenchurch Street, E.C., and 2, Drury Lane, Liverpool; or to F. GREEN and Co., 112, Fenchurch Street, London, E.C.

Messrs. F. GREEN and Co. *despatch vessels at regular dates for Australia.* [L.O. 46

BRADSHAW'S ENGLISH AND FOREIGN HANDBOOKS

ARE TO BE HAD AT EVERY

RAILWAY STATION, BOOKING OFFICE, AND BOOKSELLER'S

Throughout the United Kingdom.

AND THE PRINCIPAL CITIES OF THE

CONTINENTS OF EUROPE AND AMERICA, INDIA AND AUSTRALIA. [47

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IMPERIAL & ROYAL AUSTRIAN DANUBE

Steam Navigation Company

OF VIENNA.

TIME TABLE FOR 1875.

BY ORDINARY STEAMER

DOWN.

From **PASSAU** to **LINZ**, ally at 2.0 p.m.
From **LINZ** to **VIENNA**, daily at 7. 0 a.m.
From **VIENNA** to **PESTH**, daily at 6.30 a.m.
From **PESTH** to **SEMLIN** (**BELGRAD**), **ORSOVA**, the **LOWER DANUBE**, and **GALATZ**, Monday, Thursday, and Friday, at 6.30 a.m.
From **GALATZ** to **ODESSA**, Wednesday.

UP.

From **VIENNA** to **LINZ**, daily at 6.30 a.m.
From **LINZ** to **PASSAU**, daily at 6.30 a.m.
From **PESTH** to **VIENNA**, daily at 6.0 p.m.
From **GALATZ** to **PESTH**, Sunday, Monday, and Thursday morning.
From **ODESSA** to **GALATZ**, Saturday.

The establishment of Direct International Communication between **Vienna and Constantinople**, by the steamers of the Imperial and Royal Austrian Danube Steam Navigation Company of Vienna, the Rustchuk and Varna Railway, and the steamers of the Austrian Lloyds, provides a new route between **England and Constantinople**, quicker, cheaper, and better than any other existing. The passage of the Mouth of the Danube is avoided, the Quarantine is abolished, and the entire journey from **London to Constantinople** can now be accomplished in five days, and with only fifteen hours of sea voyage during the whole journey.

BY EXPRESS BOATS.

From **Vienna** to **PESTH**, **ORSOVA** the **LOWER DANUBE**, and (by the Rustchuk and Varna Railway) to **CONSTANTINOPLE**, by the well-known and magnificent Steamers, **Franz Joseph**, **Sophia**, **Albrecht**, **Szechenyi**, and **Orient**, which undertake this special service, are fitted in first-rate style, replete with every comfort, cabins, bath-rooms, &c. &c., and the table (included in the fare) is in every respect superior.

DOWN.

From **VIENNA**, every Sunday, at 6.30 a.m.
From **PESTH**, every Monday, at 7.0 a.m.
From **BASIASCH**, every Tuesday and Saturday, at 9.0 a.m.
Arrival at **RUSTCHUK**, Wednesday and Sunday morning.
Arrival at **CONSTANTINOPLE**, Thursday and Monday, at noon.

UP.

From **CONSTANTINOPLE**, Friday and Tuesday, at 4.0 p.m.
From **RUSTCHUK**, Saturday and Wednesday evening.
Arrival at **BASIASCH**, Monday and Friday, at 6.0 p.m.
Arrival at **PESTH**, Sunday morning.
Arrival at **VIENNA**, Monday evening.

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Cabins, and Overweight, per 10 lbs., by the **Express Service**, Up or Down, between **Vienna** and **Constantinople**, (payable in Silver.)

Between	Russ'k Giur-gevo. fl. kr.	Con-stanti-nople. fl. kr.	
Vienna, 1st cl.	78 80	121 80	.....
,, 2nd cl.	54 98	85 50	.....
,, Cabins	81 0	.....	.....
Overweight per 10 lbs.	1 20	1 47	.....
Pesth, 1st cl.	64 98	108 50	.....
,, 2nd cl.	44 99	75 50	.....
,, Cabins	69 0	.....	.....
Overweight per 10 lbs.	1 0	1 17	.....
Basiasch, 1 cl.	45 0	88 50	.....
,, 2 cl.	30 0	60 50	.....
,, Cab.	41 0	.....,	.....
Overweight per 10 lbs.	0 50	0 77	.....

REGULATIONS RELATIVE TO PASSENGERS.

Passengers can book through from Linz to any Station on the Danube as far as Galatz, and on to Constantinople, as also to Stations upon the Save, to Sissek and the Drave to Essek.

Children under 2 years of age are free—from 2 to 10 years of age, half-fare.

N.B.—50 Customs' lbs. = 55 lbs. English.

Every Passenger who has paid his fare, is entitled to 50 Customs' Pounds Weight of Luggage free—and every child at half fare to 25 pounds free.

Excess Weight is charged extra as per Tariff.

The Company is not liable for the loss of Luggage for which receipts have not been given. A charge of 5 kreutzers is made for such receipts.

If Luggage (for which receipts have been given) be lost, the Company will pay for the same at the rate of 1 florin per pound.

The Company is not responsible for Luggage damaged by wet weather.

Passengers may secure separate Cabins: the charge for which is (as per tariff) in addition to the ordinary fare.

Passengers engaging separate Cabins may have their Luggage in their Cabins, but subject to charge for overweight.

The Company reserves the right of making any alterations which may be found requisite.

Rates for Through Tickets from Vienna to Constantinople (via Rustzuk and Varna), by Steamer or Rail—

From Vienna	1st Class £12	2	7	2nd Class £8	11	0	Mixed £11	7	0
From Pesth	Do.	10	17	0	Do.	7	11	0	Do.	10	7	0
From Basiasch	Do.	8	17	0	Do.	6	11	0	Do.		...	

Food on Board the Boats included.

50 Customs' Pounds weight of Luggage free. Excess weight from Vienna 2s.; from Pesth 2d. 4d.; from Basiasch 1s. 2d., for every 10 Customs' Pounds.

N.B.—GOODS SERVICE.—The Company possessing 155 Steam-ships, and 546 Iron Towing Barges, of the burthen of 125 to 300 Tons each, is in a position to undertake the Transport of Goods to any extent in the most expeditious manner, and at very moderate rates. For Through Tickets and for further particulars, apply to

Captain PIETRONI, I.A.N.,

22, Great Winchester Street, London (E.C.) L.O.—48

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ADVERTISEMENTS.

Netherlands Steam-Boat Company.

STEAM NAVIGATION THRICE-A-WEEK BETWEEN

LONDON and ROTTERDAM, and the RHINE,

From alongside BRUNSWICK WHARF, BLACKWALL,

THE MAGNIFICENT NEW PADDLE STEAMER

"BATAVIER," Capt. W. S. KRAMERS,

Every SATURDAY, at 12 o'clock, noon, returning from Rotterdam every Tuesday, at 11.30 a.m.

THE FINE NEW SCREW STEAMERS

"HOLLAND," Capt. J. SMIDT,

Every WEDNESDAY, at 9.30 a.m., returning from Rotterdam every Friday, at 3.0 p.m., and

"MAASSTROOM," Capt. J. SAUER,

Every THURSDAY, at 12 0 o'clock noon, returning from Rotterdam every Sunday, at 10.0 a.m.

These Steamers have been built for the purpose of affording very superior accommodation for Passengers, having spacious Saloons and State Cabins on Deck.

Carriages properly directed, and Horses in charge of proper persons, to be sent for shipment at least one hour before departure of the Steamers from Brunswick Wharf, Blackwall.

* First-Class Passengers by these Steamers can book from London, *via* Rotterdam, to **Amsterdam, Haarlem, Leiden, The Hague,** and all the other principal places in Holland, at Through Fares.

For List of Through Fares, see monthly Time Bills, obtainable at the Company's Agents' Offices.

*** Merchandise of every description and Parcels insured and forwarded with the greatest care and despatch. Apply to **PHILLIPPS, GRAVES, PHILLIPPS & Co., Saint Dunstan's House, Cross Lane, Great Tower Street, London** (E.C.); and 25, South John Street, **Liverpool**, at the Universal Office, Regent Circus, Piccadilly, **London**, W.; or to **Messrs. D. A. VAN OORDT & Co., Rotterdam.**

☞ RETURN TICKETS available all the Season. [L.O.—49.

SAINT PETERSBURG.

"Marsdin," "Lumsden," "Panther," "Joseph Semen," "Milan," "Bride," and "Albanian."

One of the above First Class Steamers will be despatched from

HULL TO ST. PETERSBURG

Weekly. These Steamers carry Stewards, and Stewardesses, and are handsomely fitted up for Passengers.

FARES—.....**Best Cabin...**	**£5**	**5**	**0**		**Second Cabin...**	**£3**	**3**	**0**
Provisions..... ,,		**6**	**6**	(Per diem)	,,		**4**	**6**
Steward's Fee ,,		**7**	**6**		,,		**4**	**0**

Return Tickets available during the season, fare and half. Children under 12 years, half fare.

To accommodate travellers going by our steamers, we obtain Passports on their signing the required forms, which we will forward on application.

For exact dates of sailings, please apply to **BROWNLOW, LUMSDEN & Co., HULL**; or **HOMSON, BONAR & Co., ST. PETERSBURG.** [R.R.—50.

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TYNE STEAM SHIPPING CO., LIMITED.

Newcastle-on-Tyne to London, Yarmouth, Antwerp, Copenhagen, Hamburg, and Rotterdam.

The Steamers of the TYNE STEAM SHIPPING CO., LIMITED, leave Newcastle (unless prevented by reasonable causes) for

LONDON ..... **Wednesdays and Saturdays**
YARMOUTH ..... **Saturdays**
ANTWERP ..... **Saturdays.**
COPENHAGEN ..... **Thursdays.**
HAMBURG ..... **Tuesdays and Saturdays.**
ROTTERDAM ..... **Tuesdays and Saturdays.**

The Steamers Return (unless prevented by reasonable causes) from

LONDON (Hermitage Wharf) ..... **Wednesdays and Saturdays.**
YARMOUTH ..... **Wednesdays**
ANTWERP ..... **Wednesdays.**
COPENHAGEN ..... **Fridays.**
HAMBURG ..... **Tuesdays and Fridays.**
ROTTERDAM ..... **Wednesdays and Saturdays.**

FARES (including Steward's Fees):—London, 1st, 13s. 6d.; 2nd, 8s. 6d. Monthly Tickets, 21s. and 13s. Yarmouth, 1st, 11s.; 2nd, 6s.; Monthly Tickets, 16s. 6d. and 9s. Antwerp or Rotterdam, 1st, 22s. 6d.; 2nd, 11s. 6d.; Tickets for Two Months, 35s. and 18s.; return from either place. Hamburg or Copenhagen, 32s. and 16s. 6d.; Tickets for Two Months, 50s. and 25s. 6d.; return from either place.

AGENTS: London, T. BIGG, Hermitage Steam Wharf; Norwich and Yarmouth, CLARKE & REEVE; Antwerp, J. P. BEST & Co.; Copenhagen, NEINSTÆDT & Co.; Hamburg, PEARSON & LANGNESS; Rotterdam, D. BURGER & SON.

Goods Warehoused at the Tyne Wharves, Newcastle. Rates of Freight and Insurances, Foreign Office Passports, &c., may be obtained from

53, Quayside, Newcastle-on-Tyne, 1875. RICHARD WELFORD, Secretary & Manager.

[B.B—51

ANCHOR LINE.

UNITED STATES MAIL STEAMERS.

STEAM COMMUNICATION BETWEEN

GLASGOW AND NEW YORK.

The Steamers of this Line are intended to Sail as under (and every Saturday thereafter):—

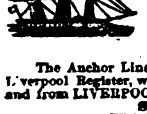
From GLASGOW.			From NEW YORK.		
Elysia .....Sat., 7th Aug.	**Ethiopia** . Sat., 4th Sept.		**Utopia** .....Sat., 7th Aug.	**California** Sat., 4th Sept.	
California .. 14th Aug.	**Bolivia**..... .. 11th Sept.		**Ethiopia**.... .. 14th Aug.	**Victoria** ... .. 11th Sept.	
Victoria ... .. 21st Aug.	**Elysia** .... 18th Sept.		**Bolivia** .... 21st Aug.	**Utopia** .... 18th Sept.	
Utopia..... .. 28th Aug.	**California** .. 25th Sept.		**Elysia** .... 28th Aug.	**Ethiopia** .. 25th Sept.	

FARES—Saloon Cabin, £13 13s., £14 14s., and £16 16s. Intermediate, £7 7s. Steerage, £5 5s.
Intermediate and Steerage Passengers booked to all parts of the United States and Canada.

FREIGHT.—As per agreement.

Apply to HENDERSON BROTHERS, 47, Union Street, Glasgow; Foyle Street, Londonderry; 17, Water Street Liverpool; 7, Bowling Green, New York; corner of La Salle and Madison Street, Chicago; 1, Panmure Street, Dundee; 19, Leadenhall Street, London, E.C.; Westbourne Place, Queenstown; 2, Rue Scribe, Paris. [52

ANCHOR LINE.—INDIAN SERVICE.



GLASGOW AND LIVERPOOL TO BOMBAY,

VIA SUEZ CANAL.

The Anchor Line Steamship "**TRINACRIA**," 2,107 Tons Register, 424 Horse-power, and Classed 20 Years in Liverpool Register, will be despatched from GLASGOW to BOMBAY, via LIVERPOOL, on Saturday, 7th AUGUST, and from LIVERPOOL, on Saturday, 14th AUGUST.

Saloon Cabin Fare, 40 Guineas; Second Cabin, 20 Guineas,
Which includes all requisites except Wines and Liquors, which can be had on board.

Apply to HENDERSON BROTHERS, 10, Leadenhall Street, London; 17, Water Street, Liverpool; J. W. JONES, Chapel Walks, Manchester; or to HENDERSON BROTHERS, 47, Union Street, Glasgow. [53.

Anchor Line Steamships will succeed as under:—

EUROPA .....Saturday, 11th September. | **INDIA** .....Saturday, 9th October.

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NORTH GERMAN LLOYD

ROYAL MAIL STEAMSHIP COMPANY.

OFFICES:—16 and 17, King William Street, City, London, E.C.; 73, Piccadilly, Manchester, and at Southampton.

FROM SOUTHAMPTON TO NEW YORK, DIRECT,

Every TUESDAY Afternoon at Two o'Clock,

UNDER MAIL CONTRACT WITH HER MAJESTY'S GOVERNMENT,

By the magnificent Steamers of the North German Lloyd, of 3000 Tons, 700 Horse-power.

Passengers may leave **London** by the 8.5 a.m. Train from Waterloo Station on the day of Sailing.

FARES, from **Southampton**, First Class, £23; Second Class, £18, including Steward's Fee and all necessaries, except Beer, Wine, and Spirits.

FROM SOUTHAMPTON TO BALTIMORE, DIRECT,

Every Alternate Saturday at 11.0 a.m.

Cabin Fare, £18, including all necessaries except Beer, Wine, and Spirits.

Apply to KELLER, WALLIS, & POSTLETHWAITE, at above addresses or to PHILLIPPS, GRAVES PHILLIPPS, and Co., St. Dunstan's House, London, E.C. [L.O.—54

STEAM BETWEEN BREMEN, LONDON, AND HULL.

THE NORTH GERMAN LLOYD'S SERVICE,

THE WELL-KNOWN MAGNIFICENT SCREW STEAMERS

Sperber, Reiher, Strauss, Adler, Möwe, Schwan, Schwalbe, Condor, and Falke.

LONDON for **BREMEN**, every Wednesday and Saturday, from alongside Brunswick Wharf, Blackwall.

BREMEN for **LONDON** every Sunday and Wednesday.

HULL for **BREMEN**, every Saturday evening.

BREMEN for **HULL**, every Monday morning.

(Circumstances permitting.)

FARES—Saloon, £3; Fore Cabin, £1; Deck, 10s. Return Tickets at a fare and a half.

These Steamers have been fitted with a Spacious Saloon on deck, and have superior accommodation for Passengers

For particulars, apply to the Managers of the North German Lloyd, Bremen; Messrs. Phillippe Graves Phillippe, & Co., Saint Dunstan's House, Cross Lane, Great Tower Street, London E.C., and 24, South John Street, Liverpool; or Chaplin's Universal Offices, Regent's Circus, London W.; Messrs. H. Wolfenden & Co., in Hull. [L.O.—55

HULL AND ROTTERDAM.

THE splendid new s.s. "**Sea Gull**," Capt. T. HUTTON, sails from **Hull** every Wednesday, and from **Rotterdam** every Saturday afternoon, according to tide, excellent accommodation for passengers. Carries a Stewardess. Average passage, from Town to Town 19h ours.

For further information apply to the Agents:

W. H. H. HUTCHINSON & SON, Hull; or J. B. CROL and Co., Rotterdam. [L.O. 56.

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The following ADVERTISEMENTS are arranged in the Alphabetical Order of the Towns, irrespective of Geographical Position.

AIGLE, SWITZERLAND.

GRAND HOTEL DES BAINS,

Hydropathic Establishment, Russian and Turkish Baths, Salt and Mineral Water Baths. Dr. REBEUCHET, Medical Adviser.

THE HOTEL is under the management of CHARLES HEINRICH, formerly Director of the HOTEL DES 3 COURONNES, at Vevey; it is situated on the heights, and offers superior accommodation. Large Park, and beautiful Walks in the Forest, next to the grounds of the establishment: 150 rooms and saloons. Splendid dining-room and large public saloon. English spoken. Divine Service. Pension at moderate terms for a prolonged stay. [57

AIX-LA-CHAPELLE.

HOTEL DU GRAND MONARQUE.—DREMEL'S HOTEL at AIX LA CHAPELLE This magnificent and large Hotel, for Families and single Travellers, continues to maintain its European reputation for being the favoured residence of travellers of all nations. The proprietor, Mr. KARTS DREMEL, obtained this unusual patronage by the cleanliness and comfort of his apartments, (all the beds being of new construction,) the richness and excellence of its viands and wines, added to the attention and civility of the attendants. Table d'Hôte at 1 and 5 o'clock.

The new Bath House attached to the Hotel also belongs to Mr. Dremel. It has extensive accommodation, and its proximity is a great advantage to visitors. Hot, Cold, Shower, and Tepid-sulphureous Baths at a few minutes' notice. The Baths are supplied direct from the Mineral Springs. [58

HOTEL NUELLENS, opposite the Fontaine Eliza, and situated in the most fashionable part of the city, has great attractions to tourists and travellers. This house possesses excellent accommodation for single persons or large families, and the Cuisine department will afford satisfaction to the most fastidious taste. Extract from the 18th Edition of Murray's Hand-Book:—"This Hotel, in the best situation, &c. &c., is recommended as capital. Table d'hote at 1½, and 5 o'clock.

Mr. Dremel, the well-known landlord of the "Grand Monarque" Hotel is also proprietor of the Hôtel Nuellens, and personally superintends the management of both. Mr. Dremel spares no expense or efforts to render the accommodation of these superior first-class Hotels preferable to all others for Families and Gentlemen visiting Aix-la-Chapelle. [59

HOYER'S UNION HOTEL, situated close to the Railway Stations, entirely and newly furnished, and recommended for its cleanliness, good accommodation, and reasonable prices.

N.B.—No Touters are employed for this Hotel. [63

HOTEL DU DRAGON D'OR, Proprietor, MR. B. MÜLLEM.—This large and well-known Establishment close to the Kursaal, and opposite the principal bath houses, has an excellent reputation for its general comfort, cleanliness, superior accommodation, and very moderate charges. The Proprietor lived several years in England. Table d'Hôte at 1 and 5 o'clock. Carriages at the Hotel. Arrangements for the Winter season, from the 1st October [60

KAISERBAD, BAINS DE L'EMPEREUR, M. F. DREMEL, Proprietor.—This new and splendid Bath Establishment has been recently fitted up in the most comfortable and elegant manner, to afford extensive accommodation at all seasons. It has 80 Rooms, 33 Baths, Douche and Vapour Baths, &c. [61

GRAND HOTEL DUBIGK CAMPHAUSBADSTRASSEN, one of the oldest and best Family Hotels in the town; recently enlarged and embellished, is situated opposite the three principal Bath Establishments. Table d'Hôte at 2 and 5 o'clock. Patronized principally by English Families. Mme. DUBIGK, Proprietress. [62

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AIX-LES-BAINS.

GRAND HOTEL D'AIX, kept by M. GUIBERT.—First-rate Establishment, admirably situated near the Casino, the Public Garden, and the Thermal Establishment. Large and Small beautifully furnished Apartments. 80 Rooms, 8 Saloons, Reading and Music Saloons, fine dining-room, good Table, Great care is given to the attendance. Omnibuses at the Railway Station: Carriages for hire. [68

GRAND HOTEL DE L'EUROPE AND DU GLOBE, Mr. BERNASCON, Proprietor. A first-class Establishment, in the best and most delightful situation, near the Railway Station, &c., and commanding an extensive and beautiful view. It contains large and small apartments, all furnished in the most elegant and comfortable style. English and Foreign newspapers. The Hotel is open all the year. [68

GRAND HOTEL de l'UNIVERS et des AMBASSADEURS,

(UNITED.)

FIRST-CLASS HOTEL, open all the year. Situated in the centre of the town. Large garden and beautiful view. Omnibuses at every train.

M. RENAUD, Proprietor. [68

GRAND HOTEL DE LA POSTE. HELLME GUILLAND, proprietor.—This well-known Hotel, situated near the Thermal Establishment and the Casino, has just been greatly enlarged, entirely restored, and re-furnished with great luxury. It offers now every desirable comfort to families and single gentlemen. English and Italian spoken. [6

ALGIERS.

HOTEL D'ORIENT,

BOULEVARD de L'IMPERATRICE (exceptional position), with a splendid view on the sea and on the country.

The Hotel contains Apartments and Rooms comfortably furnished. A very good Table d'Hôte; a Conversation room, Smoking-room, Baths, &c. Moderate charges. [6

AMIENS.

HOTEL DE FRANCE ET D'ANGLETERRE, 23, RUE ROYALE, by M. BRULE-GLENE—Persons visiting or passing through Amiens will find this Hotel combines superior accommodation, with the most moderate scale of charges. It is one of the oldest establishments on the Continent, and, having recently been newly furnished and decorated, it offers great comfort and agreeableness. Mr. Brulé-Glene is desirous that every attention be paid to the comfort of English travellers. Families and Gentlemen accommodated with convenient suites of apartments, or single rooms, well furnished. Attendance is good. Refreshments of the first quality, and Wines of the best vintage, at moderate prices. [70

HOTEL DU RHIN, PLACE ST. DENIS, close to the Railway Station, Amiens.—This Hotel is situated in the handsomest part of the town, and is extensively patronised by the English Nobility, Clergy, and Gentry. It is particularly recommended for its extreme cleanliness, domestic comfort, and moderate charges. The apartments are well arranged for families and single persons. They are all large and airy; some of them are so disposed as to look over a handsome garden, and others on a beautiful square. N.B.—Attendance punctual, table excellent, and superior wines. Omnibuses to and from each train. [68

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AMSTERDAM.

BRACK'S DOELEN HOTEL—Situated in the healthiest part of the Town, and most convenient for Visitors on pleasure or business. It commands a splendid view of the Quays, &c.; and, being conducted on a liberal scale, it is patronised by the highest classes of society in Holland, and also by English Travellers for the comfort and first-rate accommodation it affords, as well as for the invariable civility shown to visitors. Cold and warm baths may be had at any hour—Carriages for hire. Omnibuses at the Station. Table d'Hôte at half-past 4. or dinner à la carte. H. F. HANN, Proprietor. [73

AMSTEL HOTEL.—This large and commodious new Hotel was opened July, 1867. It is now in first-rate order, replete with every comfort. Table d'Hôte; Restaurant; Baths; Reading, and Smoking Rooms. Carriages. Omnibuses of the Hotel to and from each Train. [71

HARDENBERG'S BIBLE HOTEL, first-class and most centrally situated.—This favourite Hotel, for English and American Families and single Travellers, has been entirely re-fitted and newly furnished; a large number of rooms, and a "Salle a Manger" to dine 150 persons, have been added; and, in fact, nothing has been spared to render it a most comfortable Hotel in every respect.

An excellent "Table d'Hote" at a quarter to five o'clock; a choice selection of Wines of the best vintages.

This Hotel, established in 1620, is the one in which the First Dutch Protestant Bible was printed in 1542, the oldest existing copy of which is in the possession of Mr. HARDENBERG. [72

ANTWERP.

HOTEL ST. ANTOINE.—Spacious house of first order, under new management, and skilfully directed, exceedingly well situated, Place Verte. Superior Apartments: Saloon for Ladies; fine "Salle à manger"; excellent Cuisine and choice Wines. Hot and Cold Baths at any hour. Great comfort, combine with moderate charge. Patronized by the high class of English and American Travellers. English, American, and French Newspapers in the Reading-room. Coach-house and Stabling. [74

NOTICE TO TRAVELLERS ON THE CONTINENT.

THE HOTEL DE L'EUROPE, in the PLACE VERTE, next the Post-Office, known for many years as the HOTEL DU PARC, has been much enlarged and improved by the present Propretor having built a splendid *Salle à Manger*, capable of dining upwards of 120 persons, and added many bed-rooms and sitting-rooms entirely new furnished; re-decorated it, and fitted it up with every English comfort; pledges himself to spare no exertions to render it one of the most popular hotels on the Continent. Excellent Table d'Hôte. A Choice selection of Wines. Hot and Cold Baths at any hour. Coach-house and Stabling. English and French Newspapers. [75

HOTEL DE LA PAIX, Rue des Menuisiers, opened the 1st May, 1869. This Hotel, formerly the Hotel des Pays Bas, has been entirely re-built and newly furnished. No expense has been spared to make it one of the most comfortable hotels on the continent. Excellent Table d'Hôte. Choice Wines. Central situation. English, French, and German Newspapers. [78

HOTEL DE HOLLANDE (STROOBANT'S), Rue de l'Etuve, close to the London and Hull Steam-boat Wharf. This Hotel, being now entirely under a new management, and being newly fitted up with great comfort, is recommended to English travellers, who will find every convenience. Choice Wines of the best vintages. English Daily and Weekly Newspapers. Every attention is paid to travellers by the landlord, Mr. STROOBANT, who speaks English, and being well acquainted with the Continent, can furnish every information required. Table d'Hote at half-past twelve and five o'clock. Private dinners at any hour. [79

ANTWERP—Continued.

HOTEL DU BIEN-ETRE, RUE DES CLAIRES 12, between the Cathedral and St. Jacques Church. A. GEERAERTS Proprietor.—This Hotel is recommended to English travellers for its cleanliness and moderate charges. Board and Lodging Six Shillings a day. The Proprietor has resided in England for many years, and has acquired a great experience of English comfort. English Daily Newspapers.—N.B.—Travellers are recommended not to permit themselves to be misled by Coachmen or Touters, who are paid for it by inferior Hotels [76

HOTEL DES FLANDRES, No. 9, PLACE VERTE: J. J. LAMBERT, Proprietor. —This Hotel, near the Entrance to the Cathedral, is recommended by Visitors from England and America, for comfort and moderate charges. The Proprietor speaks English. The Post-office and Rubens' Statue are situated in Place Verte. [N.B.—77

ARCACHON.

STATION D'HIVER. ARCACHON. STATION D'ÉTÉ.

Grand Hotel—First-rate Establishment.

CASINO OPEN ALL THE YEAR—"VILLAS MEUBLÉES," &c.

For information, apply to the Directeur of the "Société Immobilière," at Arcachon [80

AUGSBURG.

BAVARIAN HOTEL.—(The only First-class Hotel near the Station. Beautiful Garden; good accommodation; comfortable Apartments, and well-furnished Rooms. Pension during the winter season. Carriages. Omnibus to the Station. English and French spoken. [81

AUXERRE.

HÔTEL DU LÉOPARD À AUXERRE [YONNE] FRANCE.

THIS HOTEL which has been much patronized by the English for more than Fifty Years, has just changed hands. The present Proprietor wishing to give in his house every modern comfort, has spent a large sum of money to embellish it. The Furniture has been entirely renewed, a vast Dining-Room has been built, as well as large and small Rooms, Smoking-rooms, &c. The Cookery is recherchee, and the Wines excellent.

Table d'hote et Service à la carte. There are also in the Hôtel Bath-rooms, Horses and Carriages. References may be had at Mr. QUESNEL, Victoria Lodge, Victoria Road. [82

BADEN-BADEN.

HOTEL VICTORIA.

FRANZ GROSHOLZ, PROPRIETOR.

THIS favourite and first-class Hotel is one of the best in Europe. It has Twenty-eight Balconies and Two Turrets, with three side fronts, and is principally frequented by English and American travellers. It contains 140 Bed-rooms and Sitting-rooms, extensive and airy Dining-rooms, and a comfortable public Sitting-room with Piano, Library, English and American Newspapers. Its situation, on the Promenade, near the Conversation House, Theatre, and Trinkhall, commands one of the most extensive and picturesque views of Baden. The house is conducted under the immediate superintendence of the Proprietor, who endeavours by the most strict attention, and his very moderate prices, to merit the continued patronage of English and American travellers. Fixed prices for everything. Rooms from 2s. and upwards. Breakfast 1s. 6d. Table d'Hôte at One and Five o'clock. Pension in the early and later part of the season.

HOTEL de HOLLANDE
AND DEPENDENCE: AU BEAU SEJOUR.

A. ROESSLER, Proprietor.—This favourite and first-class Hotel, situated near the Kursaal, Promenade, and Theatre, commands one of the most charming views in Baden. The Hotel and Dependence consist of one hundred and sixty sleeping apartments, elegant sitting-rooms, and a garden for the use of visitors. Extensive and airy dining-room, and a comfortable public sitting-room, with piano and library. It is conducted under the immediate superintendence of the Proprietor, who endeavours, by the most strict attention and exceedingly moderate prices, to merit the continued patronage of English and American visitors. English and American newspapers. The Table d'Hote and Wines of this Hotel are reputed of the best quality in Baden. Fixed moderate charges for every thing. Rooms from 2s. and upwards.
Breakfast, 1s. 3d. Table d'Hôte at *One* and at *Five*.
Pension in the early and later part of the season. [88

HOTEL DE L'EUROPE, Mr. Otto Kah, Proprietor.—This excellent Hotel is one of the best situated in Baden, opposite the Trinkhall, and combines every comfort of a first-class hotel with moderate charges. Good *Cuisine* and superior choice of Wines. Reading-room, &c. Well-furnished Apartments. [86

HOTEL DE COUR DE BADE—Badischer Hof—(*Not to be confounded with the Hotel de la Ville de Bade opposite the Railway Station*)—A first-rate and large Establishment, with extensive Gardens, Warm, Mineral, and other Baths; enjoying a well-merited reputation for its great comfort and attention. It is patronised by the most distinguished families. Manager, Mr. F. Ziegler. [85

HOTEL DE RUSSIE, Gmk. Hillengass, Proprietor.—This Hotel has been greatly enlarged and improved, and a beautiful Garden added to it. It is most delightfully situated near the Kursaal and Railway Station, it is patronised by the *élite* and fashionable visitors to Baden-Baden. English families will find this a very desirable residence, at which there is a choice of large or small apartments, well furnished and comfortable; and no expense is spared to render the Hotel deserving their patronage. The Hotel is celebrated for its *cuisine*, cleanliness, and good attendance. Visitors staying at this Hotel can hear the Band playing on the Promenade very distinctly. English Newspapers. [87

HOTEL ROYAL, Baden-Baden.

FIRST CLASS Establishment, near the Trinkhall and the Kurhaus, with views of the old Castle and the Russian Chapel, etc. Mr. Kaub spares no pains to render his house comfortable. Recommended to Americans and English for comfort and neatness. Pleasant rooms for two marks. Lights and service a half-mark. Reading-room, etc. English spoken. Table d'Hote at 1 and 5 o'clock. **J. T. KAUB, Proprietor.** [88

HOTEL DE FRANCE.

FIRST CLASS Hotel, one of the best situated in the town, with a garden, and facing the Trinkhall, and conversation house. Elegantly furnished, excellent Cooking, and moderate charges. PENSION in the early and later parts of the season.
CARL ULRICH, Proprietor. [89

HOTEL DU CERF.—(Pension all the year; 4 shillings and upwards per day.) Excellent second-class Hotel, highly recommended in the *Field*, 2nd September, 1871, for its excellent *Cuisine*, comfortable and clean rooms, combined with the most moderate charges.
TH. SIEFERT, Proprietor. [90

HOTEL and BAINS de DARMSTADT,
R. SCHMID, Proprietor.

THIS excellent Second-class Hotel is particularly recommended for its excellent "Cuisine" and superior Wines; "Table d'Hote" at 1 and 5 o'clock. The Bath establish ment in the Hotel is one of the best in Baden, and for many years has enjoyed the patronage of her Majesty the Empress of Germany. Most moderate charges. *Pension* all the year. [91

BADEN-BADEN—Continued.

HOTEL ET BAINS ST. PETERSBOURG, F. STA
Renowned for its excellent Table d'Hôte, at 1 and 5½ o'clock. W
2 frs. and upwards. Baths in the house. Pension; French Cookery.

HOTEL DE LA VILLE DE BADE (STADT BADEN
side near the Station, and near the Baths, commanding a delicious
Old Castle, high rocks, and one part of the Black Forest. Spacious
Apartments and Airy Bed-rooms. Saloon with Piano for the use of visi
attendance, and moderate charges. Rooms from 2 frs. Pension fro
Travellers having only a few hours to spend in Baden, can have Refres
hours. Post and Telegraph Offices close to the Hotel. Ed. ROESSLE

HOTEL D'AMERIQUE.—First-class Hotel, delight
New Promenade, opposite the Park of the Duchess of Hamilton, and near the K
one of the most picturesque and extensive views in Baden. It is under the immedia
prietress, who is English, and therefore perfectly understands the wants and custom
patronised by English and American families for its cleanliness, comfort, and attention
is done to render the visitors' sojourn as pleasant and agreeable as possible. Large a
bed-rooms. Fixed moderate prices for everything. Tariffs in all the rooms.
Breakfast 1s. Luncheon with hot joints 2s. 6d. Table d'hote 3s. Pension

THE UNIVERSAL PHARMACY, Lange Stras
Proprietor, Ernst Jebens. This pharmacey entirely reconstructed,
fitted up: is one of the most superior and handsome establishments on the
adapted to suit the requirements of Visitors and Travellers. Qualified
engaged, and minute arrangements completed for the dispensing of
accordance with their respective pharmacopœias. A large and extensi
French and American proprietory Articles and Patent Medicines, with all
Surgical-instruments, Bandages, Natural and Artificial Mineral Waters
leading pharmacies of the capitals of Europe. N.B.—Separate Homœopath

BALE.

HOTEL DES TROIS RO
Proprietor—Mr. C. FLUCK.

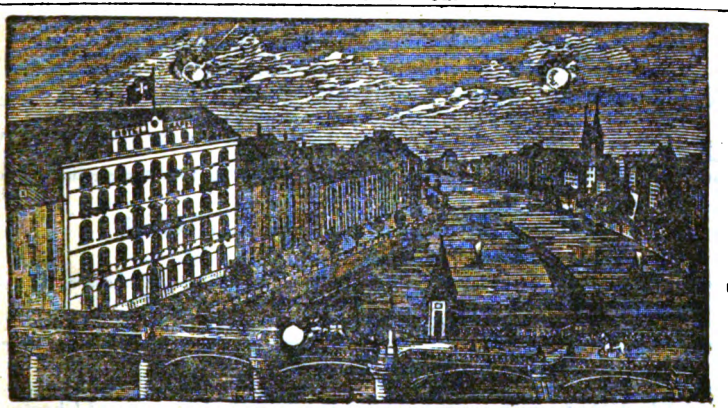
FIRST-CLASS Hotel, magnificently situated on the ba
Reading saloon. Smoking-room. Baths. Excellent Cooking. Choi
vintages. Omnibuses at the Station.

HOTEL EULER,
First-class Hotel, opposite the Swiss, French, an
Railway Stations.
A. EULER, Proprietor.

HOTEL SCHWEIZERHO
First-class Hotel, near the beautiful Promenade, and
the Swiss and German Railway Station.
MODERATE CHARGES.
E. MERIAN, Proprietor.

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E. KRAFFT, Proprietor.



E. KRAFFT, Proprietor.

HOTEL KRAFFT.

This newly-built first-class Hotel contains 100 well-furnished and comfortable Rooms and Saloons, and commands a fine view of the Rhine. Table d'Hôte at Half-past Twelve o'clock, 5s. (wine included); at Six o'clock, 4s. Omnibuses at the Station. Pension from the 15th of October to the 15th of June. Every attention shown to visitors. Moderate charges. [99

HOTEL SCHRIEDER, opposite the German Railway Station for Frankfort, Baden, etc.; also to Schaffhausen, Rheinfall, Zürich, etc., etc. Considerably enlarged and newly fitted up. Large rooms. Special Saloons for ladies. English newspapers. Post and Telegraph offices. Very moderate charges. Omnibuses in the Hotel. [100

HOTEL DE LA CROIX BLANCHE (WHITE CROSS HOTEL), Mr. A. GUALER, Proprietor. This Hotel, beautifully situated on the Banks of the Rhine, close to the German Railway Station, is a very excellent house for families and single gentlemen. Prompt attendance. Moderate Charges, Recommended.

OMNIBUSES IN THE HOTEL. [101

HOTEL DE LA CIGOGNE, kept by J. KLEIN-WEBER.—This Hotel recommends itself for its excellent Table d'Hôte at 12½ o'clock, at 3 frs. (Wine included), and at 6 o'clock, at 4 frs. (Wine included). Rooms and Apartments from 2 frs. and 2 frs. 50 c. &c. Omnibuses at the Stations. English Spoken. Well situated close to the Rhine. [102

HOTEL DU SAUVAGE (WILD MAN), Proprietor, Mr. WERTENBERG. An excellent, highly recommended, well-conducted house; moderate charges. Entirely newly furnished. Situated in the centre of the town, close to the Post-office, the Cathedral, the Museum, &c.; midway between the Swiss Central and the Baden and French Railway Stations. The Omnibus of the Hotel attends to convey travellers to the Hotel and to the Stations. [103

BELGIRATE (Lago Maggiore.)

HOTEL and PENSION BORROMEO.

FINE new house, first-class hotel for English and American travellers, combining every modern comfort with moderate prices. Delightful situation, near to the Borromean Islands, among the most delicious villas, gardens, &c. Omnibuses to the English Church at Stresa (20 min. drive). Swiss diligence to Simplon. JEAN CANESSA, Proprietor. [104

BELLAGIO, ON THE LAKE OF COMO (ITALY).

BELLAGIO, ON LAKE COMO, ITALY.

"*Peut-être le point le plus ravissant de tous les lacs Italiens.*"—BAEDEKER.

HOTEL AND PENSION GRANDE BRETAGNE.—Landlord, A. MELLA. Hotel and Gardens adjoin the Lake, and command a charming view. Prices moderate.

Visitors may, without any charge, visit the beautiful Garden and Park of the Villa Serbelloni.

N.B.—English Church Service in this Hotel twice every Sunday during the Season. Telegraph Office. [105

GRAND HOTEL BELLAGIO.

Opened since the 15th April, 1864.

One of the finest in Europe, containing 200 Rooms, 30 Sitting-rooms, and surrounded by a splendid Garden. Pension.

L. BERTSCHINGER, Manager. [106

BERLIN.

GRAND HOTEL DE ROME, under the Tilleuls, 39, corner of Charlotten Street. This great and beautiful Hotel, the largest and best situated of the capital, combines real English comfort with reasonable prices, and is kept in a very fashionable manner. Two hundred Rooms, Twenty-five Saloons, Three large Dining Rooms for more than 400 persons. Reading Rooms, supplied with all foreign Newspapers. Music Saloon, and conversation Room, &c. Restaurant "à la Française." The prices are placed in every room. Cold and Warm Baths. Post Office; Telegraph, &c. Omnibuses at the Station. [107

HOTEL ROYAL UNTER DEN LINDEN, No. 3, and corner of Wilhelm Street.—Mr. Friedrich Lange, Proprietor. This Hotel is in the best situation of the town, near the Promenade, the King's Theatre, the Museum, &c.; it is most elegantly furnished, and offers good accommodation for all classes of travellers. Saloons and large apartments for Families. Waterworks and Baths in the Hotel. Carriages. Table d'hote at 3. Private dinners and suppers at any hour. Good English cuisine, and French restaurant in an elegant saloon. Prompt attendance and moderate prices. French Restaurant. The Hotel has recently been enlarged by 40 well furnished rooms and bed-rooms. [108

HOTEL D'ANGLETERRE, 2, PLACE ANDER BAUACADEMIE. Situated in the finest and most elegant part of the town next to the royal palaces, museums, and theatres. Single Travellers and large families can be accommodated with entire suites of apartments, consisting of splendid saloons, airy bed-rooms, &c., all furnished and carpeted in the best English style. First rate table d'hôte, baths, equipages, guides. *Times* and Galignani's Messengers take it. Residence of her British Majesty's Messengers. R. Siebelist, Proprietor. [109

MARKGRAF'S HOTEL DE L'EUROPE, TAUBENSTRASSE, 16.—First-class Hotel for families and single gentlemen; and very well situated in the richest quarter of the town, near the Promenade called "Unter den Linden," the Museum, the King's Palace, the Theatres, &c. A Bath house has been newly attached to the Hotel. Omnibuses at the Station. English newspapers. English spoken. Moderate charges. [110

BERNE (SWITZERLAND.)

BERNERHOF HOTEL.—This beautiful first class establishment, in the most important and the best situated in the Town, at two minutes' walk from the Station, and close to the House of Parliament. It is surrounded by a beautiful garden, with a large terrace, and commands a full view of the Alps. Its superior interior arrangements, the comfort of its Private Apartments, Public Parlours, Reading Saloon, &c., make it the most desirable residence for English Families and single Travellers. Reduced prices for protracted stays and in winter season. [111

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BERNE.—Continued.

HOTEL DU FAUCON,

of the most ancient Hotels of the town, much frequented by English Travellers.

Apartments for Families and Single Gentlemen. Moderate Charges.

H. REGLI, Proprietor. [112

BEX.

CANTON DE VAUD BEX, SWITZERLAND.

GRAND HOTEL DES SALINES kept by Mr. FELLER. Salt Baths and Sea Water Baths. Hydropathy, Russian Baths, Turkish Baths. Saloons for Pulverised Spray Baths of various Mineral Waters. Established after the newest and most perfect systems known.

Consulting Doctor, Doctor COSSY,
Lately House Surgeon to the Paris Hospital. Telegraphic Bureau in the Establishment. [113

HOTEL ET PENSION DES BAINS, kept by CUNO HIEL, Proprietor, late head-waiter of the Hotel Beau Rivage, Geneva. This favourite hotel thoroughly renovated and newly re-furnished, surrounded by a fine garden, well laid out grounds and shaded walks will now be open all the year. Rooms overlooking the Mountains. Large dining and drawing rooms. Reading, Smoking, and Billiard Rooms. Baths establishment.—Pension from 5 frs. and upwards. Carriages, Omnibus at the Station. [114

BIARRITZ.

GRAND HOTEL,

GARDERES, Proprietor.

THIS magnificent establishment, just opposite the Sea and the Baths, the finest situation in the town, recommends itself to travellers for its great comfort, excellent cooking, and moderate charges.

Mr. GARDERES, who has become the proprietor of the *Casino*, had it entirely restored, and will keep it open all the year round. An English Pension will be opened here during the winter months, at 6 fr. 50 c. per day, with the free use of the beautiful Saloon. All the Apartments will be heated during the winter, and nothing will be neglected to secure visitors of every comfort possible. [116

BIARRITZ, WINTER SEASON.

HOTEL D'ANGLETERRE, Mr. CHAMPAGNE, Proprietor.—The best situated, facing the sea. 120 Rooms. Large conversation Saloon. Smoking Room. Billiard Room and Bath Rooms. 80 Sunny Apartments. English Newspapers. Sherry and Port Wine Merchants. [115

BOLOGNA.

GRAND HOTEL D'ITALIE. This First-class Establishment, newly re-fitted up, enjoys the most central situation in the town, and is close to all the most interesting public buildings. Large and small well-furnished Apartments and Rooms. Well supplied Reading-room. Sitting-room with Piano. English and French Newspapers Table d'hote, &c. All the attendants speak English, French, &c. [118

GRAND HOTEL BRUN.

GREATLY enlarged, newly furnished, and fitted up with all the modern improvements of the best first-class Hotels on the Continent. First-rate accommodation for families and single gentlemen; magnificent dining-room; conversation-room, with pianoforte; reading-room, supplied with the *Times* and other principal papers. Smoking-room. Garden adjoining the Hotel. Moderate charges.

Personal Superintendence of the Proprietor.

THE GRAND HOTEL FEDER, TURIN,

PALAIS SONNAZ (Near the Place Charles Albert),

By Messrs. WELLER and CO., same Proprietors of the HOTEL BRUN, BOLOGNA. [117

BONN.

THE GOLDEN STAR HOTEL.—This first-rate and unrivalled Hotel, patronised by the English Royal Family, the English Nobility, and Gentry, is the nearest Hotel to the Railway Terminus, and to the landing places of the Rhine Steam-boats. The Proprietor, Ma. J. SCHMIDT, begs leave to recommend his Hotel to English Tourists. The apartments are furnished and carpeted throughout in the best English style, and the charges are moderate. Apartments during the Winter at moderate prices. The London Times and New York Herald taken in during the whole year. Six excellent pianos to be found in the different sitting-rooms. [119

GRAND HOTEL ROYAL.—This excellent Hotel, one of the best on the continent, patronised by H.M. the King Leopold of Belgium, and by the Royal Family of England, is admirably situated on the banks of the Rhine, and commands the most beautiful view of the Seven Mountains, facing the landing-place of the Rhine Steamers, and near the Railway Station. This Hotel contains every comfort, with moderate charges. Large English Garden. Advantageous arrangement for winter. H. EMMERICH, Proprietor. [120

GRAND HOTEL DE BELLE VUE, Proprietor, Mme. N. STAMM. Under the patronage of His Majesty William I., Emperor of Germany, King of Prussia, and His Majesty the King of Denmark. This first-rate hotel, lately re-fitted up for the accommodation of English travellers, and delightfully situated in the immediate vicinity of the Railway Station and the landing-places, with large Gardens, and a charming view of the Seven Mountains, will be found a very desirable place for a longer stay in Bonn. It offers every comfort and attention, combined with moderate prices. The Reading-room is supplied with the Daily English, French, and German Papers; and a Saloon with Piano, has been fitted up expressly for Ladies. Arrangements during the winter. Excellent Table d'hote at 1 and 5 o'clock. [121

HOTEL RHEINECK.—The only Hotel actually on the Rhine, situated near the Landing-place, and close to the Railway. Fine view on the River and the Seven Mountains. Excellent Cooking. Choice Wines. First-rate accommodation for families and single gentlemen. Moderate terms. Omnibus at the Station. The Proprietor, Mr. A. Falkenhayner has for many years resided in England. [122

BORDEAUX.

HOTEL DE PARIS.

First Class Hotel, situated on the Promenade des Quinconces, in the centre and most agreeable part of the town. Much frequented by English and American travellers. Excellent accommodation. [123

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BORDEAUX.—HOTEL DE NANTES, Louis Quay, XVIII. No. 6.—First-class Hotel, most delightfully situated, facing the Port, in the centre of the City, near the Promenades, the Bourse, and Theatres. Is fitted up in a most superior style, has a good Restaurant, and a large stock of Wines. Large and small Apartments for Families and Gentlemen. Sitting-room for conversation, &c. Attendants speaking several languages. [124

BORDIGHERA (Italy).

ON the 1st of November next will be Opened the GRAND HOTEL DE BORDIGHERA (Italy), opposite the Railway Station; southern aspect, sea view; large Garden, planted with Palms, and surrounded by walls. Drawing, Billiard, and Reading-rooms. Gymnasium, &c., &c. Excellent *Cuisine* and attendance. Directed by Mr. Vincenrys Palmieri, proprietor of the Hotel de la Mediterranee at Nice.

The Hotel has a frontage of 80 metres, with twenty windows on each story, and contains One Hundred Rooms. Moderate charges.—N.B. Arrangements made for the season. English Church close to the Hotel.—Doctor Antonio, in his pamphlet, has mentioned the excellent climate of Bordighera. [125

BOULOGNE-SUR-MER.

HOTEL DU PAVILLON IMPERIAL DES BAINS DE MER.—Mr. Bourgois, Proprietor. This large and splendid hotel, having been frequently patronised and honoured by the visits of their Majesties the Emperor and Empress, was selected by them for the residence of H.M. Queen Victoria on her visit to Boulogne. This hotel is established on a most extensive scale, and is fitted up in the superior style of the first and best class hotels in England. Situated by the sea side, it commands fine views of the sea, and yet it is sheltered from the east winds. It is united to the old Hotel de Pavillon, and now forms an unrivalled establishment, capable of accommodating a large number of visitors. Hot and Cold Baths. An excellent Sea-bathing establishment, Machines, &c. attached to the hotel. Table d'Hote at 6 o'clock. The prices of this first class hotel will be found unexceptionable. [126

HOTEL DES BAINS ET DE BELLE VUE.—First class hotel for families and gentlemen—situated Rue Napoleon, No. 69 and 71, and on the port facing the Railway Station. Table d'Hote at 5½ o'clock, exclusively for the residents in the hotel. Large and small apartments at moderate charges. Hot and cold sea-water baths, and vapour baths. Carriages in attendance at the arrival of all Trains and Steamers. Mr. Munton-Housse, Proprietor and Manager. [127

GRAND HOTEL CHRISTOL.

FIRST-CLASS HOTEL. BEST SITUATION.

HIGHLY RECOMMENDED.

F. CHRISTOL, Proprietor and Manager. [128

BRIGHTON and MARINE HOTEL, Edward Lecerf, Proprietor.—A large First-class Hotel—best situation in the town, facing the sea and the "Etablissement des Bains," the garden of which is separated from the Hotel by the road only. Visitors to this Hotel have the advantage of hearing from their own rooms the military band which plays in the garden. The Hotel has been newly furnished. [129

HOTEL DE L'EUROPE.—This splendid, first-rate Establishment, situated on the Quay, opposite the Steam-packet Station, the Custom-house, and the Railway Terminus, affords every accommodation to Travellers. Apartments with airy Bed-rooms. Fine Gardens, Warm Baths, Stabling, Lock-up Coach-houses, &c. Prices:—Drawing-rooms, 4 to 6 frs. per day; Bed-rooms from 2 frs. and upwards. Table d'Hote Dinners, 3 frs. 50 c.; Breakfast, 1 fr. 50 c. to 2 frs. The *Times* Newspaper daily. Smoking-Room. Agreements are made by the week. [130

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BOULOGNE-SUR-MER—Continued.

GRAND HOTEL DU NORD.

First-class Hotel for Families and Gentlemen.

Honoured by the visits of his Majesty the late Emperor, and lately by her Majesty the Empress of Austria. Situated RUE DE L'ECU, near the Station and the Steamboats, in the most central part of the town, away from the port, recommends itself by its good cooking, choice wines, well-furnished apartments, and the great care given to the attendance. Conversation, reading, and music rooms; smoking-saloon; warm baths. Good Stabling and Coach Houses. English and French newspapers. Moderate charges. "Table d'Hôte" at 6 o'clock. Private dinners; breakfasts. Arrangements made during the Winter Season.

Mr. LACOSTE, Proprietor. [132

MEURICE and UNIVERS HOTELS,

35, 26, and 28, RUE DE L'ECU BOULOGNE SUR MER.

THESE Establishments are most highly recommended to Families and Tourists, and are situated in the immediate vicinity of the Port, Railway, Telegraph-office, and the Theatre. Advantageous arrangements offered during the winter months. Moderate charges. Proprietor, Mr. VERNERSCH-DUCHOCHOIS. [132

GRAND HOTEL DU LOUVRE,

PLACE BELLE VUE.

The best situation of Boulogne, the nearest to the Steamers and Paris Railway Termini.

The only First Class Hotel this side of the quay, commanding a view of the Sea, Harbour, and the whole town. G. PACKHAM, Proprietor.

N.B.—In consequence of Steamers changing the Landing place, the Louvre Hotel is now situated in the centre of the landing place, and the Paris Railway Terminus.

The South Eastern Steam Packet Offices are adjoining the Hotel. [133

HOTEL DU COMMERCE AND FAMILY HOTEL, BOULOGNE-SUR-MER. A. PRIANT, proprietor.—Very clean and comfortable; situated in the healthiest part of the town; renowned for its excellent Table d'Hôte. Terms 7s. 6d. per day, everything included; special arrangements for families. Comfortable sitting-rooms. Proprietor and waiters speak English. Omnibuses to all trains and to steamers when required. [134

BEDFORD HOTEL, facing the Folkestone and London Steamers, and near the Railway Station. Apartments for families and single gentlemen. Excellent Table d'Hôte at 6 o'clock, 3 frs. 50 c., Breakfast, 1 fr. 50 c. and 2 frs. 50 c. Sitting Rooms from 4, 6, to 8 frs.; Bedrooms from 2, 3, 4, to 6 francs. Arrangements can be made by the week or month. Conversation Saloon; Music and Reading Rooms. Fine Garden. T. MAHER, Proprietor, Winter Prices, 6 shillings by the Day, or £2 per Week, (Agent, Hannon.) [135

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BOULOGNE-SUR-MER—Continued.

Boulogne-Sur-Mer, Nos. 10, Quai de la Flotte; 62, 88, 91, 93, 103, and 105, Grande Rue; 1, Rue du College, and 4, Rue Desille.

GEORGE HOWE, English Restaurateur, in consequence of the increasing support he continues to receive from Families visiting Boulogne, begs to state for the information of those who have not yet done so, that the arrangement, which after about 30 years experience, he has found most agreeable, is to furnish a sitting and as many bed rooms as may be required, Bed, Table Linen and washing thereof, knives, forks, spoons, glass and china—with attendance, kitchen fire and Board of his servants. The Family Dinner to consist of Soup or Fish, Joint and Poultry, or a made Dish with Vegetables Tart, or Pudding.

G. H. has in his employ first-rate Cooks. Dinner is always served in the sitting room at the hour desired there is no Table d'hôte, every thing is provided fresh each day, under the personal inspection of G. H., and of the best quality. The servants (chiefly English) are civil and well ordered, and as much at the control of the occupiers as if they were their own, and in each house, is one especially appointed for extra requirements. The Dinner is the only meal G H undertakes to provide. The usual agreement is by the week, and no notice is necessary before leaving, payment to the day of so leaving, only, is required to be included in the bill.

As the terms must always be matter of arrangement, by sending particulars of what number of persons the party consists including children, and if the latter, whether a separate dinner is required for them, how many beds and rooms, &c. Information would at once be forwarded as to price.

There are *no Extras whatever* except for wines or fires for sitting room, and which can be supplied by G H. or not. All postages pre-paid. [136

FRENCH AND ENGLISH BOARDING HOUSE,

ESTABLISHED 1845. 87, Rue Neuve Chassée. Kept by Mme. Boutoille-Bryant. Within five minutes' walk of the Port, English Church and Theatre. This establishment so successfully managed for many years by Mme. Le Camus has lately been transferred to Mme B. B., who has thoroughly restored and re-furnished the house. Winter terms from October 15th to June 15th. Persons received by the day, week, or month. [137

Monsr. et Mdme. DE POILLY MONTEUUIS,
FAMILY HOTEL and BOARDING HOUSE,

ESTABLISHED 1844.

13, RUE DE L'AMIRAL BRUIX.

TERMS PER WEEK AND PER DAY. [133

BREMEN.

HOTEL DE L'EUROPE.—C. A. Schulze, Proprietor. One of the best hotels in the north of Germany, is situated on the Boulevards, close to the station, post-office, and exchange. The rooms are carpeted and furnished in the best English style. English and French Journals are taken in. Advantageous arrangements can be made with families remaining any length of time. Warm and Cold Baths [139

HILLMANNS' HOTEL.—One of the first Hotels in Germany, close to the Railway Station. Superior first rate accommodation for Families and Gentlemen. An elegant Coffee-room attached to the hotel, which is supplied with a great selection of English, French, and German newspapers. [140

BRUGES.

GRAND HOTEL DU COMMERCE, near the Grande Place and the Railway Station. This first-class establishment, the largest and oldest in the town, offers to families well-furnished apartments and rooms, very good accommodation, excellent cooking, and good wines. An omnibus of the Hotel conveys passengers and luggage to and from the Station. The proprietor, Mr. Vandenberghe, in recommending his Hotel to the notice of travellers, begs they will not permit themselves to be misled by touters. [142

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BRUGES—Continued.

HOTEL DE FLANDRE.—The established reputation of this old Hotel is the best guarantee to the travelling public, and the proprietors beg to inform their friends and the public in general, that they have spared no trouble nor expense in re-fitting and re-furnishing the house, and laying out the garden. Visitors to Bruges are desired to be cautious not to be conducted to a house of a similar name, opposite the railway station.

ROSZMANN-SCHUPP, Proprietors. [141

HOTEL DE L'OURS D'OR.

Second-class Hotel. Situate RUE COURTE D'ARGENT, No. 6.

English Spoken.

R. DESMET-DESMEDT, Proprietor. [143

BRUNNEN.

GRAND HOTEL WALDSTATTERHOF.

First Class Hotel. Commanding a splendid view.

LARGE AND SMALL APARTMENTS. FRED. FASSPIND, Proprietor. [144

BRUSSELS.

HOTEL DE L'EUROPE,

PLACE ROYALE, BRUSSELS.

In a fine, Open, and Healthy Situation,

FOR FAMILIES AND GENTLEMEN.

Excellent accommodation, and moderate charges, civility and attention, recommend this Hotel to the esteemed patronage of English and American visitors. Most of the rooms overlook the Place Royale and the Park. Families or Gentlemen can pre-engage rooms by letter or telegram.

Table d'Hote at 5 o'clock. Dinners at any Hour.

ENGLISH SPOKEN. [147

HOTEL DE BELLE VUE, PLACE ROYALE.—This unrivalled Establishment, overlooking the Park, the Place Royale, and the Rue Royale, has been considerably enlarged and embellished by the present Proprietor, Mr. E. DREMEL. Public Saloons, Reading and Smoking Rooms, as well as a Spacious Terrace Garden, overlook the whole Park. Rooms from 2 fr 50 c. [145

HOTEL DE FLANDRE, Place Royale.—This First-rate old established and highly recommended Hotel has been considerably enlarged, and elegantly furnished, and has a new dining saloon which is the admiration of every visitor. The situation of the Hotel de Flandre in the Place Royale, its capital table d'Hote and Wines, added to the attention and civility shown to all visitors, have made it deservedly popular. Passengers are recommended not to permit themselves to be misled by Touters, or to be put down at the wrong Hotel by omnibus conductors. Mr. C. Baesten, Proprietor.

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GRAND HOTEL DE SAXE,

77 and 79, RUE NEUVE.

ADMIRABLY situated, near the Boulevards, Theatres, and two minutes' walk from the North Railway Stations. This Establishment, which has been considerably enlarged, possesses now a most splendid Dining-room, and offers to Families and Single Travellers spacious, comfortable, and airy Apartments.

Tariffs in Every Room.

FIXED PRICES:—Plain Breakfast 1fr. 25c. Two chops or steak, or ham and eggs, 1fr. 50c. Table d'Hôte at five o'clock, 3fr. 50c. Table d'hote at half-past Six, 5 frs. Private Dinners from 5 frs. Bed-rooms, including light, 4fr. 25c.; 3fr. 75c.; 6fr. for the first night, and for the following night 3fr. 50c.; 3fr.; 5fr.; and 4fr. Sitting-rooms from 3fr. to 12 fr. Attendance 1fr. per night.

London "Times" and "Illustrated London News" taken in.

Travellers having only a few hours to spend in Brussels, between the departure of the trains, can have refreshments or dinners at any hour.

The Waterloo Coach leaves the Hotel at 9.30 o'clock every morning. Private Carriages for Waterloo 28fr., every expense included. KERVAND, proprietor. [148

HOTEL MENGELLE

(RUE ROYALE).

This large and beautiful First-class HOTEL is situated in the finest and most healthy part of the town, near to the Promenades the most frequented, and is supplied with every modern accommodation and comfort.

Table d'hote at Half-past Five and Seven o'clock, FIVE francs.

"Restaurant a la carte" at any hour. Excellent "Cuisine" and Choice Wines.

Smoking-room, Reading-room, and Carriages.

Arrangements made with Families during the Winter Season. [149

HOTEL DE L'UNIVERS,

RUE NEUVE.

THIS first-class Hotel, situated in the centre of the town, opposite the new "Passage," near the Theatres, the Promenades, and the beautiful "Place des Martyrs," has just been entirely re-fitted up by its new proprietor, FREDERIC SCHOEFFTER, well known for his long stay as MANAGER at the HOTEL ST. ANTOINE, Antwerp. The Hotel de l'Univers may be considered now as one of the best Hotels in Brussels. [150

HOTEL DE SUEDE,

RUE DE L'EVEQUE.

In the centre of the town, overlooking the New Boulevards. Recommends itself for its excellent "Cuisine," and the care given to its Service.

VAN CUTSEM, Proprietor. [151

HOTEL DE FRANCE, facing the Park (change of proprietors).—The new proprietor, Mr. Vanderauwera, same proprietor of Hotel de la Campine, Brussels, has entirely re-fitted and newly-furnished the Hotel de France. The beautiful situation of the Hotel, moderate charges, and all the comfort of modern times introduced by Mr. V., will deserve him the patronage of English travellers. Rooms from 3 francs and upwards. Table d'Hote" at 5 and 7 o'clock, 5 frs. English and all other languages spoken. [152

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HOTEL DE HOLLANDE.

THIS old-established Hotel is well known for its extreme cleanliness, domestic comfort, good living, and moderate charges. The Proprietor, Mr. LEVAUX, respectfully assures English families and travellers they will find this Hotel a very desirable residence after the fatigue of a journey from its retired, though central, situation—the quiet order and regularity with which it is conducted presenting a favourable contrast with the generality of other Hotels. [187

GRAND HOTEL de DUNKERQUE & BAINS LEOPOLD.

RUE des TROIS TETES (Montagne de la Cour),

pres la Place Royale.

TABLE D'HOTE at 5 and 7 o'clock. Room, light, and service included, with breakfast (tea coffee, or chocolate), and meat, and dinner, from 8 to 11 francs per day in summer season: and from 6 to 9 francs in winter. Hot and cold baths. Large swimming bath. Sitting-room. Garden. English Club at the Hotel. [183

HOTEL WINDSOR,

14, RUE DE LA REGENCE, NEAR THE PLACE ROYAL.

THIS Hotel, which has been considerably enlarged and embellished by the present Proprietor, and possesses now a splendid Dining-room for fifty persons, is situated in the healthiest part of Brussels, and deserves the attention of travellers for its cleanliness and moderate prices. Comfortable apartments, consisting of a saloon, with 2, 3, or 4 bedrooms. Private Dinners from 3 frs. and upwards. Table d'hôte at 5 o'clock. Excellent Wines. Boarders taken by the week or month. Conveyances for Waterloo can be had in the hotel. Mr. VASSEUR, Proprietor. [154

GRAND HOTEL BRITANNIQUE.

Place du Trone, 3, (New Proprietor.)

THIS Hotel beautifully situated near the King's Palace and the Boulevards, offers to families and single Gentlemen every comfort at moderate charges. Arrangements made for Pension. Saloon for the use of visitors. Excellent Cooking. Several Languages spoken.

CASTERUIL, Proprietor. [155

HOTEL WELLINGTON.

THE proprietor of the CALLO'S HOTEL (Rue des Bouchers), L. DE KEUKELAERE-LENZ, begs to inform his numerous friends that he has removed to 43, RUE NEUVE, and opened there the Hotel Wellington, in the centre of the town, near the New Exchange, the New Boulevards, and the Theatre. Large and small Apartments, at moderate charges. [156

GRAND HOTEL GERNAY,

Kept by Mr. GERNAY, proprietor of the HOTEL DE PORTUGAL, à Spa.

15, Corner of the BOULEVARD BOTANIQUE and the BOULEVARD DU NORD, close to the principal establishments, the Theatres, Exchange, &c. A real Family House, with large and small elegantly furnished Apartments and clean Rooms, at moderate charges. [188

HOTEL GURTH.

SITUATED opposite the Luxemburg Station, corner of the Rue and Place du Luxemburg. Most of the rooms overlook the beautiful Square, with the statue of John Cockerill. It is the only Hotel of the Quartier Leopold, the most fashionable part of the town. Dinners at any time. English, French, and German spoken. [189

WILTCHER'S ENGLISH PRIVATE HOTEL,

85, RUE MARIE DE BOURGOGNE,

Is situated in the most fashionable part of Brussels, and is patronised and highly recommended by large numbers of the English nobility and gentry. Mr. and Mrs. WILTCHER are English, and can give Clergymen's and other references if required. Letters by post immediately replied to. [190

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BRUSSELS—Continued.

HOTEL DU GRAND MIROIR.

28, RUE DE LA MONTAGNE, 28.

CENTRAL for business and pleasure, near the Theatres and the "Galeries St. Hubert." This Hotel entirely changed and re-fitted, is especially recommended for its good management. Table d'hote at Five o'clock, 3 francs. Excellent Wines. [161

FIRST-CLASS ENGLISH BOARDING HOUSE,

65—RUE DU COMMERCE—65,

(Quartier Leopold, close to the Park and Boulevards.) [162

PRIVATE BOARDING HOUSE.—126, Chaussée de Wavre, most fashionable part of the city, near the Quartier Leopold, and the Avenue Louise. Board and residence, including all extra, 4s. 6d per day, or with Private Sitting Saloon, 5s. 6d. Families received on very moderate terms, as also for protracted stays by week, month, or year.

Every information on application to Madame TANSSENS. [163

ENGLISH BOARDING HOUSE.

3, Rue de l'Esplanade, (Quartier Leopold.)

CLOSE TO THE PARK AND BOULEVARDS.

Conducted by Mr. and Mrs. ALLANTE.

Comfortable house for families visiting Brussels. French and English Cooking. [164

ENGLISH BOARDING HOUSE, 47, AVENUE DE LA TOISON D'OR.—This long-established house, situated in the most fashionable and healthy quarter of Brussels, offers to visitors and families all the advantages of an English and Continental house, combining society, comfort, and a good table, upon moderate terms. For particulars, apply 47, Avenue de la Toison d'Or, Boulevard de Waterloo, Brussels. B. DE BOECK, Proprietor. [165

ENGLISH BOARDING HOUSE, 6, Rue Jourdan (Avenue Louise), the most fashionable part of the city. Mrs. BOURSCOUD receives English families at very moderate terms, and, for a protracted stay, according to arrangements to be made by week, month, or year. References to English families who have resided here. Letters attended to. The American Railway, running to the beautiful Promenade of the "Bois de la Cambre" and other well frequented places, passes within a few yards of the door. [166

Stop in Brussels at Horton's.

PRINCE OF WALES HOTEL AND TAVERN, 8, Rue Villa Hermosa, at the top of the Montagne de la Cour. It will be found a central and economical residence. The charges are in accordance with the liberal spirit of the times. Excellent Bed-rooms, 2 fr. per night; no extra charges for soap or light. Mutton chops, rump steaks, Welch rarebits, sandwiches, soups, joints, tea, coffee, &c., &c., at exceedingly moderate prices. Bass and Co.'s pale ale, and Reid and Co.'s double stout, on draught (iced), wines, spirits, and liqueurs, English soda-water and lemonade (iced). Commodious Coffee and Smoking Rooms. "Times" and other English newspapers. [167

RESTAURANT DUBOST, FRERES,

23, Rue de la Putterie, 23.

H. SAPIN, SUCCESSOR.

FIRST-CLASS ESTABLISHMENT, DESERVEDLY RECOMMENDED. [168

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BRUSSELS. BRUSSELS.

SCOTT, BROTHERS,

HOUSE AGENTS & WINE MERCHANTS,

17, RUE DES PETITS CARMES,

Will be happy to give all information to families intending to reside in Brussels, concerning Furnished or Unfurnished Houses or Apartments, &c.

NO COMMISSION CHARGED.

THE FAMILY GUIDE BOOK TO BRUSSELS, by J. R. SCOTT, may be obtained of Mr. Adams, Fleet Street, London; and at all Booksellers in London and in Brussels. Price 4 Shillings. [170

MRS. MATHYS, 42, RUE DU PRINCE ROYAL, well-furnished Rooms, Saloons, and Bed-rooms, to Let, by the Week, Month, &c., with linen and attendance. Good situation. Moderate terms. Mrs. MATHYS speaks English and German. Depository of trunks, luggage, and all kinds of furniture. [171

OLD ENGLISH BANK.

BIGWOOD & MORGAN

8, RUE ROYALE, Opposite the Park.

CORRESPONDENTS of all the principal English and American Banks. Circular letters of credit cashed and issued for all parts of the Continent. Purchases and sales effected in British and Foreign Stocks and Securities. Register held for English and American travellers. [172

MILLINERY: MADAME COCHE-CHIRMER. The assortment of articles for the Toilette is constantly supplied with the latest Parisian fashions, and whether for Trousseaux, Coiffures, Layettes, Flowers, &c., every article will be found of a superior quality and of exquisite work.

34, RUE ROYALE, (corner of the Montagne du Parc.) [173

LACE MANUFACTORY.—Ladies desirous of purchasing the genuine Brussels and Valenciennes Lace, or Mechlin Point, are invited to visit the Celebrated Establishment of Mr. O. DE VERGNIES ET SŒURS, 26, Rue des Paroissiens, near the Cathedral of St. Gudule, where they may witness the process of manufacturing lace of the finest texture, and inspecting an Unrivalled Stock of Royal Black Lace, and various articles of the Richest and Newest Patterns, at fixed prices. This House is the recipient of the Prize Medal of the Great Exhibition, the Gold Medal of the Belgian Government, and was awarded the first medal at the late Universal Exhibition at Paris. Visiters should be particular in not mistaking the House, or confounding this Establishment with others, which may be easily avoided, AS THE NAME IS ON THE DOOR. M. O. De Vergnies et Sœurs, Successors of Mr. Vanderkelen Breason, who was also awarded the First Class Medal at the Paris Exhibition. [174

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LACE MANUFACTORY.

MAISON DUCHENE-PIERON.

L. SACRE, SUCCESSOR,

86, RUE ROYALE, 86, BRUSSELS

Beautiful Stock of White and Black Lace. [175

MODERN PICTURES,

MESSRS. LEROY AND SON,

83, MONTAGNE DE LA COUR, 83,

The first house on the left hand side going down the Montagne de la Cour from the Place Royale.

This house is particularly recommended as always having on sale the chefs-d'œuvre of the best masters of the different modern Schools. [176

MODERN PICTURES.

E. VANDER HEYDE, 14, Place du Musee, 14.

Beautiful collection of Modern Pictures of the best Masters.

FREE ENTRANCE.

N.B.—Mr. E. V. H. accompanies the "amateurs" to the artists of Brussels. 177

CARVED OAK FURNITURE MANUFACTORY AND CABINET MAKER.—T. F. VANGINDERDEUREN, 6, Rue Stoenport (near the Eglise de la Chapelle), Carved Wood, Objects of Art, and Fancy Goods. Furniture in the Ancient Style, viz., Chairs, Sofas, Couches, Tables, &c. Wholesale and Retail. Export. Free Admittance. [178

Manufacture of Pianos.

J. GUNTHER,

RUE THERESIENNE, 4, BRUSSELS.—Established in 1845. First prize medal at the International Exhibition of Paris, 1867. Pianos with Dynamique Keys, patented 1872, and strongly recommended by the Professors of the Conservatoir of Music.

PIANOS EXCHANGED AND FOR HIRE. [179

FRENCH PROTESTANT SCHOOL.

MADAME BAUDIN and her Sister, MADEMOISELLE AMIET, have Removed their establishment from 84, Rue de Stassart, to the Villa du Parc, Avenue le Grand (Avenue Louise), in the immediate neighbourhood of the Bois de la Cambre. This fine situation possesses all the advantages of town and country, as well as those of a comfortable home.—Pupils will be received from the 15th September.—For prospectuses and references apply to Mrs. DOLL, 79, Sloane street, London. [180

EDUCATION.

BOARDING and DAY SCHOOL for YOUNG GENTLEMEN, conducted by C. E. ROBINSON, 77, Rue de Stassart, Brussels. Modern and Ancient Languages, Mathematics, Drawing, Vocal Music, &c. Gymnasium.

Resident French Master. [181

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CADDENABIA.

HOTEL DE BELLE VUE.

First-rate Hotel, situated on the western bank of the Lake opposite Bellagio. Its situation is delightful for its beautiful views and fine shady walks along the shore. Cadenabbia, already favourably known, is rising into repute for the salubrity of the climate. English comfort. New and beautiful Reading Saloon, with piano, &c.; and Conversation and Smoking-rooms. Moderate and fixed prices. Divine Service in the house. Telegraph Office.

A new route between Cadenabbia and Menaggio has just been opened.

N.B.—The best landing-place is the pier just opposite the Hotel. [182

CALAIS.

HOTEL DESSEIN.—L. DESSEIN, the Proprietor, has the honour to inform his numerous patrons, and travellers in general, that since the 1st of JANUARY 1861, his establishment has been transferred to the HOTEL QUILLAC, which has been entirely newly done-up, and which has taken the name of "HOTEL DESSEIN." The premises of the *old Hotel Dessein* having been purchased by the town of Calais, it ceases to be an hotel for travellers. [183

HOTEL MEURICE, RUE DE GUISE, near the Grande Place, Two Minutes walk from the Railway Station and Steam Packet Quay. Very clean, comfortable, and moderate charges. English waiters. Carriages from the Hotel attend Trains and Boats. [184

PARIS HOTEL.—This first-class Establishment, the nearest to the Steam-packets and the Railway Station, commanding an extensive view on the Sea, is recommended for its cleanliness, good accommodation, and moderate charges. Arrangements made with families for a protracted stay. [185

CANNES.

HOTEL du SQUARE BROUGHAM and PENSION.

Situated on the beautiful SQUARE BROUGHAM and the BOULEVARD du MIDI.

MAGNIFICENT view of the Isles of LERINS and the Mountains ESTEREL. Comfortable House, well shaded. Baths in the Hotel. [191

HOTEL DES ANGLAIS.

WELL situated, near the English Church, (St. Paul's.) Special arrangements made for the Winter season. Recommended. [186

HOTEL BEAU SITE

SITUATED ON THE WEST SIDE OF CANNES, IN A FINE ORANGE GARDEN, ADJOINING LORD BROUGHAM'S, COMMANDING MAGNIFICENT VIEWS.

GEORGES GOUGOLTZ, Proprietor. [187

HOTEL GRAY AND D'ALBION.

THIS new first-class Establishment has been honoured by the visit of their R.H.H. the Prince and Princess of Wales. It is situated in one of the most beautiful quarters of the town, very agreeably sheltered, and contains 70 Rooms and Salons; a Conversation Saloon, Reading and Billiard Rooms, a Smoking Room, Baths, &c. The garden is considered the largest and finest in Cannes. The Proprietor, M. FOLTZ, hopes to be honoured with the visit of his old friends of the Hotel Gray, and endeavours by every attention to deserve a continuance of the patronage of English travellers. [188

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CANNES—Continued.

PAVILLON HOTEL,

Situated in the West part of the town,

CONTAINS Twenty Saloons. English comfort. Reading-room. English Billiard Table. Baths. Large Garden

N.B.—The proprietor of this Hotel, Mr. MARTIN ELLMAR, late Director of the Hotel Baur u Lac, Zurich, begs to announce to English and American travellers that, owing to the re-irement of Mme. Gougolz, he is now sole proprietor of the Pavillon Hotel, and to assure them hat he will do all in his power to afford them every attention and comfort. [189

HOTEL DE BELLE VUE,

SITUATED in the finest and best part of the west quarter, in the middle of a large Garden, planted with Olive and Orange Trees. Splendid view on the sea, the ountains "Esteril," and Lerins Isles. Reading Saloon; Billiard and Smoking-rooms.

J. COINTET, Proprietor. [190

CARLSBAD.

ANGER'S HOTEL (BRANCH, RHEIN HOTEL).

THESE two First-class Hotels offer special comfort to English travellers who will find them most desirable residences. Charges strictly moderate. Deservedly recommended. N.B.—Mr. and Mrs. Anger speak English. [192

CHALONS-SUR-MARNE.

HOTEL DE LA CLOCHE D'OR, kept by E. JAUNAUX, proprietor.—This Hotel has always been recommended for its great comfort. Table d'Hôte and estaurant. Choice Wines. Omnibuses to and from the Station. [193

CHAMBERY.

HOTEL DE L'EUROPE,

17, RUE D'ITALIE, 17.

FIRST-CLASS HOTEL, entirely re-furnished, patronized principally by families and tourists. Travellers going to Italy by passing the night at Chambery, have the advantage of passing the Tunnel of the Alps by day. Baths in the Hotel. English spoken. This Hotel aves nothing to be wished for. Great facilities for visiting the "Grande Chartreuse." [195

HOTEL DE FRANCE, LEON REYNAUD, Proprietor.—A new establishment in an open and airy situation, close to the Railway Station. Large and small apartments, rupulously clean. Table d'Hote at 11 and 6 o'clock. Moderate charges. Chambery is the route India by "Mont Cenis," now recommended to families and tourists. [194

CHAMOUNIX (Mont Blanc).

HOTEL AND PENSION DES ALPES, T. T. KLOTZ, proprietor.—This Hotel has been entirely re-organised. It contains fifty well-furnished rooms. Reading id smoking-rooms. Hot and cold baths in the Hotel. Magnificent view from the house and ining gardens of the whole chain of Mont Blanc. Pension at any time of the season. harges very moderate. Landlord and landlady both speak English, French, and German. [196

CHAUMONT (near Neuchatel, Switzerland.)

HOTEL ET PENSION DE CHAUMONT (kept by C. RITZMANN).—This Hotel commands the most beautiful panoramic view of the Alps, extending 80 leagues om the Sentis to the Mont Blanc and the Lakes of Neuchatel, Morat, Bienne, and e Isle of "St. Pierre." Large and small apartments for families. Conversation saloon, illiard-room, Baths, foreign papers, &c. Post and telegraph offices in the hotel. "Table hôte" at 1 and 5 o'clock. Carriages.

N.B.—A great reduction is made in the price for Carriages when ordered by visitors. [197

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CHRISTIANIA.

HOTEL SCANDINAVE.

Fine newly-built Hotel, situated in the Carl Johan's Gate, only two minutes' walk from the Railway and Steam-boat Stations. Cold and Warm Baths in the Hotel. Times, London News, Punch, &c., taken in. English spoken.
C. A SMITH, PROPRIETOR. [190

GRAND HOTEL.

FIRST CLASS Establishment for families and single Travellers, situated in the finest quarter of the Town, opposite the Parks, near the King's Castle, the Railway Stations, and the landing place of the English Steamers. From the Hotel a splendid view of Christianiafjord and of the surrounding mountains is to be had. It is fitted up in the most elegant style, with all the comfort of the present time, and contains 100 well furnished rooms. Table d'Hote at 3 o'clock. Dinners at any Hour. Excellent Cooking. Superior Wines. Carriages for Excursion at moderate charges. Good Attendance. Omnibuses at the Stations and landing places. [198

CHUR—COIRE, SWITZERLAND.

HOTEL STEINBOCK (Capricorne.) Proprs. Hauser, Keine & Co.

THIS Hotel has recently been enlarged and entirely re-furnished. There is now an elegant Reading-room with Balcony, a Billiard-room and Smoking-room. Omnibuses of the Hotel convey gratis, visitors to and from the Post-Office. Private Carriages and extra posts are always at the disposal of visitors. Divine Service during the season. Pension at moderate charges until the 1st July and after September. [200

HOTEL LUKMANIER,

OPPOSITE the Post-office and the Telegraph; close by the Railway Station. Very good Hotel, clean and well furnished. The Proprietors spare no endeavours to make travellers comfortable. [201

CLARENS.

HOTEL ROY,

(Ancient Villa Mirabeau).

First Class Hotel, with a vast garden and beautiful shades. Baths.

H. ROY, Proprietor. [202

COBLENTZ.

HOTEL DE BELLE VUE.—MR. M. HOCHE, Proprietor.—This favourite and first-class Hotel with which the Hotel des Trois Suisse, entirely refitted, has recently been incorporated, is pleasantly situate, close to the landing-place of the steam-boats, facing the Rhine, and commanding a most beautiful view of the Castle of Ehrenbreitstein—This magnificent establishment is fitted up in a very superior style, and conducted in a manner to deserve the patronage it enjoys among the English nobility and gentry, who will find it a most desirable residence for comfort and accommodation—which nothing can surpass—and for civility and attention. [204

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THE ANCHOR HOTEL.—Mr. W. Prang, Proprietor.

THIS well-known and highly-recommended establishment, which combines superior comfort and first-class accommodation, with careful attendance and moderate charges, is situated just opposite the landing place of the steamers, and commands a magnificent view of the Rhine and the Castle of Ehrenbreitenstein. It is conducted in a manner to be found well worthy of the patronage it enjoys of English and American families and travellers. Excellent cooking. Choice wines. Foreign papers. Cold and warm baths, and elegant carriages in the hotel. Omnibus at the station. [203

HOTEL DU GEANT.—Messrs. Eisenmann, Proprietors.—This well-known and favourite first-class hotel is delightfully situated opposite the castle of Ehrenbreitstein; it is the nearest to the landing-place of the Steamers, and commands a most beautiful view of the Rhine and surrounding country. This highly recommended establishment combines superior accommodation with moderate prices. [204

HOTEL DE TREVES,

Proprietor, Mr. F. MAAS.

Opposite to the Palace of the Empress. First-class accommodation. [206

COLOGNE.

HOTEL DISCH, in Bridge-street.—This first-class well known Hotel is most centrally situated close to the Cathedral, the Central Railway Station for Berlin, Paris, Brussels, Calais, and Bonn Railways, the Quay of the Rhine Steamers, the new Tubular Bridge over the Rhine, &c. Superior Accommodation and Comfort will be found here for Families, Tourists, and Gentlemen passing through Cologne *en route* to or returning from the Rhine, the North of Germany, &c. Messrs. Disch & Capellan keep a large assortment of the best stock of Rhine and Moselle Wines for wholesale.—The Hotel Omnibus conveys Passengers to and from the Railway Stations. [207

HOTEL DE BELLE VUE.—Mr. J. Henrion, Proprietor. This first class and splended hotel is situated by the side of the Rhine, at Deutz, opposite Cologne, and commands beautiful views of the Cathedral of Cologne. The accommodation is unsurpassed, there being extensive suites of apartments elegantly furnished for Families, and comfortable rooms, saloons, &c., for Gentlemen. Patronized by Her Majesty Queen Victoria and Prince Albert. Owing to the completion of the New Bridge and Central Railway Station, Deutz has become a desirable residence for Visitors. Within a few minutes' walk or ride of the Central Station, it is quiet and free from the noise of that locality. Omnibuses to and from each train. During the summer months a band of music plays in the garden of the Hôtel. [208

THE HOTEL DE HOLLANDE is delightfully situated opposite the starting and landing place of the Rhine steamers, and by the new thoroughfare only three minutes from the railway and cathedral. The apartments are furnished with English comfort, being carpeted throughout, and suited to large families, as well as single gentlemen. It offers, from its belvedere, built in the veranda style, as well as from its windows, the finest view of the Rhine, and a panorama of Cologne. The accommodation will be found to combine comfort and cleanliness, a perfect *cuisine* and exquisite wines—attentive servants—and moderat echarges.—Omnibuses and private carriages attached to the Hotel. [209

HOTEL DU NORD.—The only first-class Hotel contiguous to the Central Station, the Cathedral, and the Rhine. 200 Rooms and Saloons. Fine view over the Rhine. Garden and Baths. French cook. Omnibuses at every Train. Sale of choice Rhine Wines for exportation, &c. English spoken. Tariffs in every room. [210

GRAND HOTEL VICTORIA, COLOGNE.—This first-class Hotel is, without exception, one of the handsomest and most elegant hotels of Germany. From the time it was opened it has been patronised by the Reigning Sovereigns who have passed through Cologne. It is situated on the "Heumarkt," near the landing-place of the Rhine Steamers, the new Bridges, the Cathedral, and Railway Stations. Excellent *Cuisine*. Table d'Hote; choice Wines; Carriages and Omnibuses at the Hotel. Fixed and moderate prices.—F. W. Lucheshul, Proprietor. [211

HOTEL DE DOME.—More comfortable than luxurious. Well situated in the finest and best part of the town, with a frontage of 200 feet, giving a fine view of the Cathedral, only a few minutes from the central; opposite the new bridge over the Rhine, fixed but moderate charges. Perfect *Cuisine*. Choice wines, and good beds. Reading-room, with 55 journals. English and French spoken. Th. Metz, proprietor. [212

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THE GENUINE

EAU-DE-COLOGNE

IS THE

No. 4,

MANUFACTURED BY THE MOST ANCIENT DISTILLER,

JOHANN MARIA FARINA,

☞ No. 4, JÜLICHS PLATZ, No. 4, ☜

COLOGNE.

PATENT PURVEYOR to their Majesties NAPOLEON III., Emperor of the French; His Majesty PEDRO II., Emperor of Brazil; His Imperial Majesty the TENNO of JAPAN; His Majesty LEWIS, King of Portugal; Their Royal Highnesses the PRINCE & PRINCESS of WALES, etc.

Possessor of the PRIZE MEDALS of the Exhibitions at LONDON, 1851; NEW YORK, 1853; LONDON, 1862; PORTO, 1865; CORDOVA, 1871 (Argentine Republic); and at VIENNA, 1873

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COMO.

HOTEL VOLTA.—Mr. C. Galli, formerly proprietor of the Hotel d'Italie, has just opened this first-class Establishment, which affords every comfort to families and single gentlemen. It is adapted after the English style, beautifully situated on the Landing-place, and commands the most splendid view of the Lake and the surrounding country. English, French, and German papers. Baths in the house. Omnibuses at the Station. Several languages spoken. [214

CONSTANCE.

CONSTANCE (ON THE BANKS OF LAKE CONSTANCE.)

HOTEL DES BAINS,

Opened on the 1st of June, 1875.

This First-class Establishment is replete with all the improvements of modern times.

Beautiful and healthy situation on the banks of Lake Constance.

Splendid view of the Swiss Alps and the "Voralberg."

The Hotel is surrounded by a large and magnificent Park, and contains 150 Bed-rooms, besides Salons, large Table d'Hôte, and Restaurant, Ladies' Drawing-room, Reading-room containing a Library, and a large number of newspapers of all countries; Salon de Conversation, Billiard-room, and "Café."

THE BATHING ESTABLISHMENT, attached to the Hotel, is fitted with all descriptions of baths; Roman and Irish Baths, Hot and Saline Baths, Douches, and Lake-water Baths.

CHARMING BOATING EXCURSIONS on the Lake.

SPORT in the FOREST and FISHING in the LAKE.

MILITARY MUSIC in the Park of the Hotel, three times a week.

The HOTEL DES BAINS is open all the year round; favorable arrangements made with visitors making a lengthened stay.

Carriages and Omnibuses belonging to the Hotel at the Station and landing stage of the Steamboats.

English Chapel. **A. SPRINGER, Director.** [217.

(Insel Hotel.) HOTEL DE L'ILE. (Insel Hotel.)

IN the Dominican Convent on the Isle Macaire, commanding an extensive and magnificent view of the Lake and the Tyrolian Alps.

A great number of objects of historical value are still to be seen in this hotel, which has been entirely renovated with all the modern comfort. 100 well furnished Apartments. Conversation and Reading Rooms. English Church in the hotel. Beautiful shaded walks. Baths. Baths on the Lake. Fishing, Gondola, Boats for promenades on the Lake.

The house was built in the 13th century, and is the same in which John Huss was imprisoned from the 6th of December, 1414, till the 24th of March, 1415.

TABLE D'HOTE at One o'clock, 2 Marks 50; at Half-past Five o'clock, 4 Marks.

Breakfast 1 Mark. Service 0 Mark 75. Pension all the year. [215

HOTEL DU BROCHET (HECHT HOTEL).—First-class Establishment situated opposite the Harbour and commanding a beautiful view over the Lake. Excellent *Pension*. Table d'Hôte at 1 and 5 o'clock. Spacious house, exceedingly clean, quiet, and newly re-furnished with great comfort. The Proprietor has the sole right of fishing in the Rhine and Lake. Boats and all appliances in the house. Prices very moderate. French and English papers. [216

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COPENHAGEN.

HOTEL KONGEN of DENMARK.

RECOMMENDED to English Travellers as a first-class Hotel, beautifully situated close to the Royal Palace and overlooking the King's Newmarket. It contains 100 newly-furnished bed-rooms and saloons. Reading-Room. Hot Bath-Room. Smoking-Room, &c. Table d'Hote. Private Dinners, English and American Newspapers. All languages spoken. **Moderate Charges.** [218

CORFU.

HOTEL St. GEORGE.

THIS FIRST-CLASS HOTEL is very well situated, on the north corner of the Esplanade, and close to the Royal Palace. It is fitted up after the English style, and is one of the most comfortable Hotels, affording *first-rate* accommodation for Families and Single Gentlemen.

Splendid furnished Apartments, with Pianoforte. Hot Bath-room. Table d'Hote; Private Dinners. English and Foreign Newspapers. Reading-room. Smoking-room, and Billiard-room. Magnificent Carriages and Horses. Everything neat, elegant, and at moderate charges. English, German, and French spoken.

Under the patronage of King George the First, the Emperor of Austria, and the Grand Duke of Mecklenburgh.

Pension at the Branch House newly added to the Hotel. [219

HOTEL D'ANGLETERRE AND HOTEL LA BELLE VENICE,

Kept by Messrs. GAZZI BROTHERS.

UNDER the patronage of H.I.H. the Grand Duke Constantine of Russia, the Duc de Bordeaux, Comte de Chambord, and H.R.H. the Prince Frederick of Prussia. Splendid situation, near the Royal Palace. Large and Small Apartments, and single Bedrooms for Gentlemen. Excellent Table d'Hote. Reading Saloon. Smoking and Billiard-rooms. Pianoforte. Well appointed Carriages. Very moderate terms. English, French, and Italian spoken. [220

CREUZNACH.

HOTEL DE HOLLANDE.—This first-rate Hotel offers superior accommodation, at very moderate charges, to families and single gentlemen, and is situated in the finest and healthiest part of the town, near the Kurhaus, the Railway Station, and opposite the Telegraph Office. It is surrounded by a beautiful Garden. Splendid large new Dining Saloon. 100 well-furnished and clean Bed-rooms and Sitting-rooms (some with balconies). Excellent Baths. Good Table d'Hôte; private Dinners at any hour. *Pensions* in winter. English and French Spoken. Omnibuses at the Station. **C. CLAUER, Proprietor.** [221

HOTEL ORANIENHOF, first-class Hotel, very well situated in one of the most healthy parts of the town, and close to the Kurhaus; it comprises, in addition to well-furnished apartments, a newly fitted up Conversation Saloon and a fine Billiard Room. Baths. Large Garden. Moderate charges. TH. PITHAN, Proprietor. [221

PRIVATE HOTEL DHEIL SCHMIDT.

A VERY highly recommended Family Hotel, newly furnished with elegance and comfort. The house is entirely surrounded by a large and beautiful Garden, and is situated close to the Kurhaus, Telegraph, and Railway Stations. Excellent *Cuisine*. Good Wines. Moderate Charges. Table d' Hôte. Private Dinners. Restaurant *à la Carte*. Reduced Charges in the Winter. [222

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DARMSTADT.

HOTEL AU RAISIN.

FIRST-RATE ESTABLISHMENT, NEWLY OPENED BY MR. C. STEMPEL
BEAUTIFUL SITUATION.
ENGLISH MANAGEMENT. ENGLISH AND FOREIGN NEWSPAPERS,
MODERATE CHARGES.
This Hotel offers a most agreeable residence. [225

HOTEL DARMSTAEDTER HOF.—A First-rate Hotel of old standing, superior accommodation for Gentlemen or Families. Two Coffee-Rooms, excellent Table d'Hôte; suites of Apartments, with every comfort in the English style, at moderate charges. L. WIENER, Prop. N.B.—This Hotel has been established more than half a century ago by the father of the present proprietor. A lengthened residence in England enables Mr. WIENER to give especial satisfaction to English travellers [224

DIEPPE.

HOTEL ROYAL, FACING THE BEACH.—LARSONNEUX, Proprietor, successor to Mr. LAFOSSE, Senior.—The Bathing Establishment and the Parade, is one of the most pleasantly situated Hotels in Dieppe, commanding a beautiful and extensive view of the sea. Families and gentlemen visiting Dieppe will find at this establishment elegant, large, and small apartments, and the best of accommodation at very reasonable prices; the refreshments, &c., are of the best quality. Table d'Hote and private Dinners. Open all the year. [229

GRAND HOTEL DES BAINS, fronting the Sea, the Bath Establishment, and close to the Custom House, is unrivalled for its situation and its excellent accommodation. For many years this favourite Hotel has been patronized by the majority of English visitors to this fashionable watering-place of "La Belle Normandie." The Proprietor, MR. MORGAN, is most obliging. Prices will be found very moderate. Table d'Hote at 6 o'clock [226

HOTEL DE LA PLAGE. Delightfully situated directly facing the Sea, and close to the Baths. Madame J. B. Corgne is unremitting in her attention to the comfort of her visitors. Elegantly-furnished lofty apartments for large and small families. Old Wines and first-rate cuisine, with very moderate charges. French and English spoken. Terms made for the Winter season. [227

HOTEL des ETRANGERS,

JAVAULT TAILLEUX, Proprietor.

EXCELLENT First-class Hotel, facing the Sea and the Baths: quiet, and highly recommended for its comfort, attention, and moderate charges. Drawing-room. Table d'Hôte. Restaurant. Arrangements for families. [228

DIJON.

HOTEL DE LA CLOCHE, MR. GOISSET, Proprietor. This Hotel continues to enjoy its old-established reputation, and offers English visitors all the accommodation they can desire. It is situated close to the Railway Station, and the objects of attraction in the town. Suites of Apartments. Good Table d'Hote. Carriages for drives. Omnibuses at the Station. English and German spoken. Large assortment of Burgundy Wines for wholesale. [230

HOTEL DU JURA, M. DAVID, Proprietor.—This first-rate Hotel again greatly improved, is the nearest to the Railway Station, the Cathedral, and the Public Garden. Balcons, Apartments and Rooms for Families. Table d'Hôte. Private Carriages for hire by the hour. English Newspapers. Omnibuses to convey Passengers to and from each Train. English spoken. The greatest attention is paid to English Visitors. Divine Service celebrated in the Hotel from the 1st of May to the end of November, by a Minister supplied by the Evangelical Society. Burgundy Wines for wholesale exported to all parts. [231

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DIJON—Continued.

HOTEL DE BOURGOGNE, near the Station; BENOIT, proprietor.—This Hotel has been lately enlarged, and contains now 70 well-furnished Apartments for families. Saloons and rooms. It is situated near the Cathedral and the Bishop's Palace, and commands a view of the Botanical Gardens. "Table d'Hote." Carriages; Omnibuses at the Station. Moderate charges. [229

DINANT, BELGIUM.

HOTEL DE LA TETE D'OR.—Proprietor, ALEXIS DISIERE LAVIOLETTE. This first-class Establishment, on the Grande Place, three minutes from the Station, and close to the ancient church. Charming Garden, with path leading to the ruins of the Citadel on the tops of the Cliffs, from where a delightful view of Dinant and the picturesque Valley of the Meuse is to be had. Arrangements made with Families and Single Gentlemen, at moderate charges, for protracted stay. Carriages to visit the Grottoes of Ham and Rochefort, &c. Trout and Pike Fishing. Sailing Boat on the Meuse. [234

HOTEL DES POSTES, Proprietor, ARNOLD DEGRAA.—This well-known Hotel, situated on the right bank of the Meuse, near to the Bridge, and opposite the Cathedral, has been lately enlarged and embellished, and contains 35 rooms, several elegantly-furnished saloons, and offers everything desirable in comfort and in cleanliness. Excellent dinners, good attendance, and moderate prices. Every information given for the best way to visit the Grotto de Han, and many other remarkable places in the environs of this romantic town, for visiting which Horses and Carriages can be hired at this Hotel. Horses and Carriages for hire. For a protracted stay arrangements are made at moderate terms. [233

DOLE, (France,) Jura.

HOTEL DE GENEVE,

Kept by MR. FLUTSCH.

COMFORTABLE and WELL-SITUATED HOTEL, with large Apartments, and well-furnished Rooms for families and single gentlemen. Strict attendance, good accommodation and moderate terms. Table d'hote. English spoken. [236

DRESDEN.

VICTORIA HOTEL—CARL WEISS, Proprietor.—This first-rate Establishment, situated near the great Public Promenade, combines comfort with elegance, and has the advantage of possessing a spacious and beautiful garden. Two superior Table d'Hôtes daily. Private Dinners at any hour. During the winter, Board and Lodging at very moderate prices. [226

HOTEL ZUM KRONPRINZ: Crown Prince Hotel. Proprietor, Mr. REINHOLD SCHULZE.—This splendid first-class Hotel is situated in the most beautiful street in Dresden, the HAUPTRABEL, near all the principal Railway Stations. Being one of the largest Hotels in Saxony, it offers a variety of accommodation, a large number of bed-rooms, numerous private sitting-rooms, elegant saloons, &c., comfortably furnished, combining the best of accommodation for families, or single gentlemen, at moderate charges. Table d'Hote at one o'clock. Private Dinners at any hour. Advantageous arrangements made with visitors for Board and Residence during the winter. [227

HOTEL ZUM GOLDNEN ENGEL (ANGEL HOTEL), 4, 5, 6, WILSDRUF, FERSTRASSE, JOS. HENRION, Proprietor.—This first-rate Hotel is pleasantly situated in a central and healthy locality, with large Rooms well ventilated and fitted up with every convenience and comfort. It is close to the English Chapel, has been considerably enlarged and totally re-organized of late, and offers now advantages second to none of the kind in this metropolis. Unexceptionable references given to persons of quality, in Germany, Russia, and Poland. Jos. Henrion is desirous of getting up a connexion among the nobility and gentry of England. Terms moderate, particularly in winter. English spoken. English Newspapers and Periodicals. [226

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DRESDEN—Continued.

GRAND UNION HOTEL.—This handsome first-rate Hotel, which has been recently built and decorated in the newest style, was opened on the 1st April. It is situated on the Bismarckplatz, in the English quarter, close to the Central Railway Station of the Leipsic, Dresden, Berlin, Munich, and Vienna Line. Large Dining and Breakfast Saloons, Billiard, Drawing, and Reading-rooms. A large Garden. Two superior Table d'Hôtes daily. During the Winter Board and Lodging at moderate prices.

FERD. BERAIH-SCHLADITZ, Proprietor. [239

DUSSELDORF.

HOTEL BREIDENBACH.—Messrs. KRAMER and BERGEMANN, proprietors.—This favourite and well-known Hotel is in the best and most agreeable part of the Allee—the principal promenade of the town, close to the beautiful Park, and a short distance from the landing place of the steamers. It is most centrally situate, about midway between the Railway Steamers for Aix-la-Chapelle, Cologne, Elberfeld, and Berlin. It is also within a few doors of Mr. Schulte's Exhibition, or Gallery of Modern Paintings.

Her Gracious Majesty Queen Victoria and Prince Albert honoured this Hotel with their presence *en route* to Berlin, August, 1858. Extensive accommodation for Families and Gentlemen. [241

HOTEL DE L'EUROPE, opposite the Cologne, Minden, Berlin, Dutch, and Elberfeld Railway Stations, near the Rhine. This first-rate and highly recommended Hotel, between the two largest Promenades, quite freely situated, with a tower, wherefrom one has a beautiful view over the town and country, has elegant rooms for Families and single Gentlemen. The waiters speak French and English. The prices are moderate, and arrangements made with Families during the winter months. Proprietress, Mme. E. GOETZEN; Jos. KUNTGEN, Chargé d'Affaires. [242

EMS.

HOTEL DE RUSSIE,

CLOSE TO THE CURSAAL, BATHS, AND SPRINGS.

OPPOSITE THE NEW FRINKHALLE.

MODERATE CHARGES. PENSION.

Ph. and Dan. DURINGER, Proprietors. [243

ENGELBERG (near Lucerne, Switzerland.)

HOTEL & PENSION DU TITLIS, CATTANI, Proprietor.—This New Hotel is fitted out with every comfort; containing 80 Beds, Ladies' Sitting Room, Reading, Billiard, and Smoking Rooms. English, French and German Newspapers. English service every Sunday. The best starting place for ascending Mount Titlis (18 miles); good guides; tariff 10 frs., the same as at Engstlen (See-Berlepsch). Very nice excursions on the glaciers of Ure-Rothstock, Schlossberg, and Grossen.

HOTEL & PENSION DE L'ANGE, belonging to the same Proprietor. Excellent second-class Hotel; clean and well furnished rooms at moderate prices. Warm and cold Baths. [244

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FLORENCE.

GRAND HOTEL DE LA VILLE, D. LODOMEZ, proprietor.—Situated on the Lungo Arno Nuova, Piazza Manin and Borgognissanti, with a southern aspect, and fitted up in the English style, it affords great comfort, and may be considered one of the finest Hotels in Italy. It contains 130 bed-rooms and 20 sitting-rooms, all of them large and airy. Large dining-room; Reading and Smoking-rooms. "Table d'Hote." All principal European papers taken in. Omnibuses to and from every train. [345

GRAND HOTEL DE MILAN, Messrs. NUCCI BROTHERS, Proprietors.—This Hotel is very well situated, 12, Rue de Cerretani, close to the Cathedral and near the Railway Station, one of the best situations in the centre of the town, and with a south aspect. Large and small apartments. Table d'Hote. Baths. Private carriages. Omnibuses at every train. The Hotel is conducted quite in the English style. The prices are moderate; and arrangements per week can be made with families during the winter months. Pension from 8, 9, and 10 frs. a day. [346

GRAND HOTEL NEW YORK situated Lungo L'Arno, with a southern aspect, and at some distance from the Waterfall, which is disagreeable to most travellers. This Hotel is fitted up in the English style for the comfort of Families, and may be truly reputed as one of the best in Italy. The Rooms are adapted for large and small Families, and also for single Gentlemen Table d'Hôte. Baths in the Hotel. Reading Rooms. Good attendance and very moderate charges. [347

WASHINGTON HOTEL.

GOOD First Class Family Hotel, situated on the Lung Arno, between the New York and Italy Hotels, and has a fine sunny exposure with a magnificent view of Bellosguardo and St. Miniato. Omnibus at the Stations. A. GOBBO, Proprietor. [348

HOTEL DE ROME, 8, Piazza Maria Novella, 8.—Apartments and Airy Chambers. Omnibuses to serve the Visitors. M. HENKEL, is well aware with the wants of English Visitors, having had formerly the management of the Royal Crystal Palace Hotel, near London. Boarders taken in for 10 francs a day. Children under 7 years Half-price. The house is recommended to Travellers for its central situation.

Not to be confounded with another smaller Hotel opposite the Railway Station of the name of "Nuovo Reme." [349

HOTEL PORTA ROSSA.

MR. BASSETTI, Prorietor, speaks English. The best, largest, and most central of the second class Hotels, with first-rate Restaurant. Highly recommended to Bachelors and Families who wish to unite economy with good accommodation. "Table d'hote" at 3fr. 50c. Good rooms from 2fr. Pension from 7fr. per day. Reading-room, with several English and other papers. Ladies' Drawing-room, with piano. Omnibusat all trains. Mrs. BASSETTI is English. N.B.—Several furnished Apartments with Southern aspect and garden, 42, Via Scala. [350

FLUELEN.

HOTEL AND PENSION URNERHOF.

On the borders of the Lac des Quatre-Cantons, one of the prettiest positions in Switzerland.

First-class Establishment for Private Families. Warm and Cold Baths.

BEAUTIFUL WALKS IN THE NEIGHBOURHOOD.

Good attendance. Boats and Carriages. Mr. KEISER-HEUGGELER, Director [351

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FRANKFORT-ON-THE-MAINE.

UNION HOTEL AND PENSION, formerly HOTEL WEIDENBUSCH.—This old established Hotel, in a central situation, and at a convenient distance from the Railway Stations, has been newly furnished and decorated, and English families and gentlemen will find every comfort combined with moderate charges. Baths. English and French Newspapers. Advantageous arrangements can be made for a protracted stay. J. A. V. COLLORUS, Proprietor. [252

THE ROMAN EMPEROR, an Hotel of European celebrity, much frequented by English travellers; distinguished for its elegance, comfort, and attention. Charges moderate. Proprietors, Messrs. Lohr and Alten. [250

GRAND HOTEL DU NORD, in close proximity to the Railway Station, combines every English comfort and elegance, with moderate charges. English, French, and German spoken. English, French, and German papers. Much frequented by English and American travellers. Over One Hundred Bed-rooms. [251

FREIBURG IN BRESGAU, DUCHY OF BADEN.

SOMMER'S ZAHRINGER HOF HOTEL.—This Establishment is now transferred to the **New Zahringer Hof**, opposite the Railway Station, which has been newly built expressly for the Hotel, and has been fitted up in the most comfortable manner possible. It commands a beautiful view of the Black Forest and Vosges Mountains, and will be found a most desirable and pleasant residence. Baths in the Hotel. French and English Newspapers. English spoken. Moderate prices. Board during the winter. English Church Service on Sundays.—Proprietor, G. H. SOMMER. [254

HOTEL VICTORIA, formerly HOTEL LANG.—This new and elegantly-furnished Hotel is beautifully situated in the immediate vicinity of the Railway Station. Good and attentive service. Moderate prices. English and French spoken. ZIMMERMAN, proprietor. [253

PENSION LANG. (Was Opened 1st July.)

THIS new and elegantly furnished Family Hotel is beautifully situated, and commands a splendid view of the environs. The garden large and well laid out, extends as far as the border of the wooden promenades. Baths in the establishment.

CARL LANG, Proprietor. [255

FRIBOURG (Switzerland).

GRAND HOTEL DE FRIBOURG, Kept by MR. J. MONNEY.—This Hotel, open since 1864, has obtained the greatest success; it offers, by its situation, construction, and the elegance of its furniture, all the comfort and luxury of the first-rate Establishments. Large Salon de Réunion; Smoking Saloon; Saloons for Families, &c. English, French, and German Newspapers. Situated on the most beautiful and largest place of the town, the Hotel commands a magnificent view of the Alps, and will be found a very charming residence. It is recommended for its good Table d'Hôte, its good accommodation, and its moderate charges. Tickets are given in the Hotel for hearing the celebrated Organ of the Collegiate de St. Nicolas. Omnibuses to and from each Train. Carriages for Hire.

Divine Service in the Hotel, from the 15th of June. [258

GRAND HOTEL ZAEHRINGEN,

M. KUSSLER, Proprietor.

FIRST-CLASS Hotel, of great repute, the most important in the town. Beautifully situated, and commanding from its terrace a fine view of the Wire Suspension Bridge and the Gorge of Gotteron. Only 100 steps from the Cathedral, where the celebrated Organ is to be heard. Carriages for hire; Omnibuses at the Station. [256

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FRIBOURG, SWITZERLAND—Continued.

HOTEL BAUR (near the Cataract), centre of the Railways of Baden and Black Forest. Opening 1st May. This hotel newly adapted and fitted up with comfort, is situated in the finest part of the town, with a beautiful garden and Pavilions. It contains a Dining-room with a splendid view, 30 Rooms, 40 Beds, and offers the most agreeable sojourn for a protracted stay. A forest of firs very near. Omnibus at the Station. Table d'hote at One o'clock. Dinner and Supper "à la carte." W. BAUR, Proprietor. [257

GENEVA. (SWITZERLAND.)

HOTEL DES BERGUES,

Frederic Wachter, Proprietor.

Patronized by their Royal Highnesses the Prince of Wales, the Duke of Edinburgh, and other Members of the Royal Family. The Hotel, one of the largest in Geneva, is in a delightful situation—near the English Church and the General Railway Station, it has an uninterrupted view of Mont Blanc and the Alps. A Lift of superior construction, communicating with all the Floors, has lately been added, as well as a large Conservatory, filled with Exotic and Flowering Plants. Families or Single Gentlemen will find every accommodation and comfort which a first-class Hotel can afford.—There are Tables d'Hote at One and Half-past Five o'clock. Private Dinners at any hour. Excellent Baths in the Hotel. [264

HOTEL NATIONAL.

Proprietor, Mr. A. RUFFENACHT. Manager, MARTIN RUFFENACHT.

Opened June, 1875.

This Hotel, the only one on the shores of the Lake commanding a full view of Mont Blanc, and possessing large Verandas, Terraces, and Gardens, offers every comfort of modern times.

On account of its favourable location, it combines all the advantages and charms of a city and country life. Reduced prices, everything included, for a summer and winter abode.

Telegraph Office in the Hotel. [L 0. 259

GRAND HOTEL DE LA METROPOLE.

This splendid modern Hotel enjoys an extensive celebrity for its beautiful and admirable situation on the Promenade in front of Lake Leman, opposite the English Garden, the Bridge of "Mont Blanc," and the landing-place of the Steamers. Under the active superintendence of the new Manager, Mr. Frederic Baur, every attention is given to contribute to the comfort and satisfaction of the visitor.

300 Rooms and Saloons, Private Saloons, beautiful Conversation Saloon.

Reading Room, Smoking Room, &c. Baths.

Table d'Hote at 1, 5, and 7 o'clock. Pension from 10 frs. per day. Rooms from 2 fr. [260

HOTEL DE L'ECU.

THIS unrivalled and admirably conducted Hotel has long enjoyed an extensive and high reputation among Travellers. Situated in the finest part of the town, and facing the lake, it commands a beautiful view of the environs. Its accommodation (120 Rooms and Saloons) is of so superior a character, that tourists will find it a highly desirable place of residence or of temporary sojourn. Table d'Hote at One and Five o'clock. Pension from 8 frs. per day. Rooms from 2 frs. New Reading and Smoking Rooms. Baths.

New Proprietors, **HAAKE, BROTHERS.** [261

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GENEVA. (Switzerland)—Continued.

GRAND HOTEL DE LA PAIX.—First-class Hotel, of an European repute, situated Quai du Mont Blanc. From its 40 Balconies, and every Window of the House, the most splendid view of the Lake and Mont Blanc is to be had. Large and small well-furnished apartments for families and single gentlemen. The Lift in this Hotel is of the newest construction, coming from the firm of Clark and Co., London.

Proprietors: F. KOHLER and H. TRIESCHMANN. [262

GRAND HOTEL BEAU RIVAGE.

The Largest Establishment in Town. The only one possessing a Garden and Terrace overlooking the Lake.

Every modern comfort. Baths on each Floor

Splendid Lift. [263

GRAND HOTEL DE RUSSIE,

AND

ANGLO AMERICAN HOTEL.

FORMERLY PALACE FACY, QUAI DU MONT BLANC.

The most beautiful situation in Geneva.

FIRST-CLASS HOTEL. MODERATE PRICES.

A. ADRION, PROPRIETOR. [265

HOTEL VICTORIA AND PENSION.

FIRST Class Family Hotel, highly recommended for its comfort and moderate charges. Reading, Smoking, and Bathing Rooms. Omnibus at the Station.

MALSCH BERTHOUD. [266

HOTEL D'ANGLETERRE.

NEW Hotel, near the Hotel Beau Rivage on the border of the Lake, opposite the Mont Blanc. Large Apartments; excellent Kitchen, moderate, and Pension in Winter. GUSTAVE KUNZ, Proprietor. [267

HOTEL DU LION D'OR,

40, RUE DU RHONE, 40.

Central for business, near the Post Office, the Landing Place, and the Station.

Excellent Cooking. Comfortable Rooms. Moderate Charges. [269

ENGLISH FAMILY BOARDING-HOUSE,

KEPT BY MRS. FROMONT AND MRS. JACKSON.

Opposite the Railway Station, near the English Church, adjoining the principal Branch Post-office. Clean, comfortable, and quiet. Terms, from 4 to 5 francs per day. Views of the Lake and Mont Blanc. Rue Pradier, 3. English spoken. [270

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GENEVA. (Switzerland)—continued.

F. CHARNAUX, PLACE BEL-AIR, MAISON DES TROIS ROIS.

Great Choice of

wiss Sculptures, Pendules Coucoux, Chalets, Music-pieces, of every description.

DEPOSIT OF STONES OF THE ALPS, CRYSTAL, AMETHYSTS, ONYX, &c.

Photographical Workshop. Swiss Landscapes of any size. Pictures, Views, Costumes, &c., of every description.

Saloon for Portrait (Photography), No. 1, Rue Abauxit.

Medal of the French Society of Photography, Paris, 1870. Silver Medal at the Universal Exhibition, Lyons, 1872. Medal of Merit at the Universal Exhibition of Vienna, 1873. [271

F. PIGUET.

CIGARS.—Maison des Trois Rois, Place Bel Air, No. 2, near the Post-office, Tobacco and Cigars of all the Régies. Importer direct of Havannah Cigars. Great assortment of Pipes and Cigar Tubes. Rare Cigars warranted genuine. [272

GENOA.

GRAND HOTEL DE GENES.

MESSRS. L. BONERA AND BROTHERS.

(PLACE CARLO FELICE, the most beautiful situation in the City.)

THIS magnificent and first-class Hotel, formerly the Palazzi Marchese Spinola, was newly opened and entirely refurnished about two years ago. Its situation, opposite the celebrated Theatre "Carlo Felice," and in the vicinity of the English Church, the Post-Office, and of the principal Public Buildings, and free from the noise of the Railway and the unpleasant odours of the Port, contributes to render this Hotel a most desirable residence. Large and small apartments, fitted up in the most elegant style. Table d'Hote. Reading and Smoking Saloons. Baths, &c. Omnibuses from the Hotel meet every train. [277

HOTEL DES QUATRE NATIONS, EMANUEL CEVASCO, Proprietor.—This Hotel, formerly the "Palazo Marchesse Serra," can be strongly recommended. It is in one of the best situations in Genoa, overlooking the Harbour, with a Marble Staircase from the bottom to the top. Travellers will find here very good rooms, moderate charges, excellent Table d'Hôte, great cleanliness, and a landlord who, by daily improvements endeavours to render his house more and more comfortable. Pension by week and by month at 10 and 12 frs. per day.

OMNIBUSES AT THE RAILWAY STATION. ENGLISH SPOKEN. [274

GRAND HOTEL DE LA VILLE.

MESSRS. B. TROMBETTA and D. OCCHETTI, Proprietors of the Hotel Feder at Genoa, beg to inform their numerous friends that they have just bought the GRAND HOTEL DE LA VILLE at Genoa. This large Establishment, situated in the centre of the town, facing the south, with more than 60 front windows overlooking the Sea and the picturesque environs, and already a most agreeable residence, has still been further embellished by the addition of a fine Reading Saloon, Bath Saloons, &c., and will be still more improved by the efforts of the new Proprietors, to render it more deserving the high patronage of its usual visitors. [275

HOTEL DE FRANCE, Place de la Bourse, on the Harbour.—Messrs. ISOTTA BROTHERS (same proprietors of the Hotel de Geneva, at Naples). 150 Rooms, Table d'Hote," "Restaurant," and Reading-room.

HOTEL DE GENEVE, at Naples, Place Medina. View o the Vesuvius, with Branch House Rue St. Guiseppe, 33. Omnibuses at the Station.

Several Languages Spoken. [276

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GENOA—Continued.

MANUFACTORY AND DEPOT
OF
SILVER AND GILT FILIGREE WORKS
OF
EMILIO FORTE,
No. 155, VIA OREFICCI, GENOA.

Prize Medal Awarded—London Exhibition

HONOURED WITH A FIRST-CLASS MEDAL FROM THE PARIS UNIVERSAL EXHIBITION

The Gilt Articles are Warranted Double Gilt. [278

SPECIALITY OF THE GENOESE INDUSTRY.

RAFFAELE COSTA e C.

17, Via Giulia, 17.

Large Manufactory and Depot of Coral Works of every description.

Recommended especially to Merchants, Jewellers, and Exporters, as a house having on sale one of the largest assortments of Coral. Orders executed with careful attention and in the shortest time. Quality warranted extra. Samples and Courant Price Notes sent on demand. [279

GHENT.

HOTEL ROYAL, PLACE d'ARMES. This Hotel is situated in the centre of the Town, contiguous to all the public establishments, and Railway Station. Travellers will find every comfort at this Hotel, and experience prompt attention from the attendants. Arrangements made with families at very moderate prices during the Winter Season. [280

HOTEL DE LA POSTE.—PLACE D'ARMES. Mr. A. Vande Putte, Proprietor of the Hotel, now begs to inform English Travellers that he has succeeded Mr. Dubus in the above well-known, first-rate, and beautifully situated Establishment, which affords extensive and superior accommodation for families and single gentlemen. In taking the above-named Hotel de la Poste, Mr. Vande Putte is enabled to offer suitable accommodation to the most opulent families, and to commercial gentlemen, and pledges himself to spare no exertions to deserve the continuation of patronage of all classes of travellers.

During the winter season arrangements are made with families on moderate terms. [281

HOTEL DE VIENNE.—Kept by MR. ROSSMAN, proprietor of the Hotel de Flandre, Bruges. This Hotel is admirably situated in the centre of the town, near the celebrated cathedral of St. Bavon, and the principal public buildings The *cuisine* and wines are of first rate quality, and the Hotel de Vienne affords excellent accommodation for families or gentlemen at moderate prices. Table d'Hote at 1 and 5 o'clock. Omnibus to and from the trains Fare 75c., luggage included. [282

GRENOBLE.

HOTEL MONNET, Mr. TRILLAT, Proprietor (Son-in-law and Successor to Mr. Monnet).—This Hotel is situated in the PLACE GRENETTE, 14; it offers excellent accommodation, and will be found deserving the patronage of English families and single gentlemen. Post-horses and Coaches for Aix-les-Bains, Allevard, Ariage, la Motte-les-Bains, la Salette, &c.

Omnibuses belonging to the Hotel at the Station. [284

GRAND HOTEL DE L'EUROPE.

PLACE GRENETTE.

Splendid situation. Deservedly recommended. Moderate Charges. [283

THE HAGUE.

HOTEL DU VIEUX DOELEN; proprietor J. J. VAN SANTEN. TOURNOOIVELD, 5.—This first-rate Hotel, patronised by the high class of society, is delightfully situated in the vicinity of the Royal Park and public buildings. It may be ranked, for its comfort and good accommodation, amongst the best first-class Hotels on the Continent. Splendid and lofty dining-room for its "Table d'Hôte." Beautiful garden for the use of visitors. Letter-box. Foreign newspapers. Excellent Cuisine. [287

HOTEL BELLE VUE.—C. J. Van Veisen, Proprietor.—This favourite and first-class hotel, pleasantly situated opposite the Royal park, and the Rhine Railway Station, in the most delightful part of the Hague commanding a beautiful prospect near the promenade and public buildings, is refitted up in a very superior style, and is conducted by the new proprietor, in a manner to render it deserving the patronage it enjoys among the nobility and gentry. English travellers will find it a most desirable residence for comfort and accommodation, which nothing can surpass, and for civility and attention. Extensive garden. Arrangements made by the month on favourable terms. English and Foreign newspapers. ☞ Table d'Hote. [285

HOTEL PAULEZ, KORTE VOORHOUT.—This first-rate Hotel, situated in the finest quarter of the city, in the vicinity of the Theatre Royal, the Museum, and the Park; cannot be too highly recommended for its accommodation, the excellence of its Table d'Hôte and Wines, added to the attention and civility shown to all Travellers. English and American Newspapers. Proprietor, F. PAULEZ. [286

HOTEL DE L'EUROPE.

LANGE HOUTSTRAAT.

THIS large and commodious Hotel, situated in the centre of the principal objects of attraction, offers to visitors most excellent accommodation at moderate charges. A liberal Table d'hôte at FIVE o'clock. H. J. BONGERS, Proprietor. [6.0

HANOVER.

UNION HOTEL.—This well-known first-class and favourite Hotel, for private families and gentlemen, is beautifully and cheerfully situated right opposite the Railway station. Elegance and comfort combined. English and French spoken. The utmost attention and civility. A regular Table d'Hote, and private dinner to order. Baths in the house. Private carriages always ready. English and French newspapers. The Hotel is open all night. The new Proprietor, Mr. F. VOLKERS, has just opened a very fine Coffee room and a beautiful Refreshment-room, attached to the hotel. Pension 6 frs. a day, every thing included. [289

HOTEL ROYAL, immediately opposite the General Railway Station for Bremen, Berlin, Brunswick, Cologne, Hamburg, &c., admirably situated, in the best part of the city. The *Cuisine* and Wines are of first-rate quality, and the accommodation excellent for families or single travellers. The Reading-Room is well supplied with Newspapers and Periodicals. A beautiful garden for the use of visitors. [288

HAVRE.

GRAND HOTEL DE NORMANDIE, Mr. DUCLOS, Proprietor, 106, RUE DE PARIS, and 71, RUE DE L'HOPITAL.—This well-known first-class Hotel has just been enlarged and newly decorated. Situated in the most central points of the town, near the Exchange, Theatre, Telegraph-office, Post, and Town-hall; in proximity with the steamboats for Caen, Trouville, Honfleur, Southampton, and the dock of the General Transatlantic Company, this Hotel offers every advantage and comfort to travellers and tourists. First-class "Restaurant" and "Table d'Hote." Apartments for families. Music and conversation saloon. Private rooms for dinners. English, German, and French spoken. [290

HOTEL DE L'EUROPE. Rue de Paris. The situation of this well-known and old-established Hotel is central and convenient for every part of Havre, from its immediate vicinity to the Theatre, the Exchange, the Docks, and the Quays. Visitors will find superior accommodation at reasonable prices. It can be highly recommended for its comfort, cleanliness, and excellent Table d'hote, &c. The Railway Booking Office is next door to the Hotel. Restaurant à la Carte [291

GRAND HOTEL ET BAINS FRASCATI.

FIRST Class establishment; entirely re-built in 1871. The only Hotel in Havre situated on the banks of the sea. Mr. J. Descleves, manager. Moderate charges. Open all the year. [294

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HEIDELBERG.

DREXEL'S
HOTEL SCHRIEDER.

THIS FIRST CLASS HOTEL now the property of Mr. DREXEL, and under his own management, is opposite to the Central Station, and on the right hand on leaving: it is

Patronised by the Grand Duke. The Royal English Family.
The Imperial Family of Russia.
English and American Families and Gentlemen.

This favorite Hotel thoroughly renovated, and newly and elegantly furnished, is replete with every comfort. A number of large and small apartments, Six private Sitting rooms, One Hundred and Twenty Bed-rooms, Baths, &c.

The principal front of the Hotel Schrieder is surrounded by a fine garden, with well laid-out grounds, and enjoys a lovely position. Fresh air, and pretty view of these rooms overlooking the Castle and Königstuhl. The rooms are perfectly quiet; no smoke, no noise of the Trains.

Large "Salle à manger," an excellent Table d'hote at One and Five o'clock. The best Cuisine and choice Wines.

A handsome Restaurant and Café on the Terrace, in the garden, affording a good view of the Promenade and the Mountains. This Restaurant is particularly convenient for Tourist spassing the day at Heidelberg.

TOILET ROOMS.

The Reading Room furnished with the "Times," "Galignani," etc.

ALL HOTEL CHARGES AT A FIXED TARIFF.

Arrangements always made by the Week or for a permanency.

PENSION IN WINTER.

THE HOTEL PORTER MEETS THE TRAIN.

RHENISH AND PALATINATE WINES OF THE BEST QUALITY.

FINE OLD KIRSCH SHIPPED AT WHOLESALE PRICES.

Agent for DREXEL BROTHERS, Frankfort-on-Maine.

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HEIDELBERG—Continued.

MULLER'S VICTORIA HOTEL and PENSION—formerly known as Müller's Family Hotel—close to the Railway Station on the Anlage, the most fashionable part of the town; commands a magnificent view of the castle and mountains and enjoys the patronage of the English nobility and gentry, both on account of the excellence of its cuisine, and the cleanliness and airiness of its apartments. The garden, which is very large, and situated on the side of the mountain, is a great advantage to families. The house is elegantly furnished after the English style, and the terms are very moderate. This hotel is also mentioned in Murray's Hand-book. The Reading-room is supplied with English newspapers. Advantageous arrangements can be made with families intending a longer stay. [298

THE ADLER HOTEL.

IN the Grand Place, commands a beautiful view of the celebrated Castle of Heidelberg, and is close to it. English and American Families and single Gentlemen will find this house one of the most comfortable, combining excellent accommodation with cleanliness and moderate charges.—(See Murray, page 531.) The Reading-room is supplied with the London *Times* and American papers. The hotel is superintended by Mr. Lehr himself, who speaks English and French, as do the servants.

There is also a fine pond of Trout in the yard of the Hotel, where they are always to be had fresh. Arrangements can be made, at moderate terms, for a protracted stay. [294

HOTEL DU PRINCE CHARLES.

SOMMER and ELLMER, Proprietors.

Considerably enlarged by a new building, containing a splendid Dining-room, Breakfast-room, Reading-room, and Smoking-room.

The nearest to the Castle, and commanding a fine view of the Ruins.

THIS Hotel, patronised by their Royal Highnesses the Prince of Wales and Prince Alfred, is without question the best situated and most frequented in the town; it possesses an excellent cuisine and is favourably known for its clean and airy bedrooms, good attendance, and very reasonable prices. Reading-room supplied with the London Times, Galignani's Messenger, and American papers, &c. Superior tables d'hôte at 1 and 5 o'clock. Mr. Sommer exports wines to England at moderate prices. Baths in the hotel. Arrangements can be made for a protracted stay. Omnibuses to and from the station. [295

HOTEL EUROPE, HEIDELBERG.

THE above is the most beautiful and best situated Hotel in Heidelberg standing in its own extensive Gardens, which are Free for the use of the Visitors.

FINE READING ROOM.

Omnibus of the Hotel at the Station. Terms strictly moderate.

HAEFELI GUJER, Proprietor. [L.O.—296

COURT OF BADEN HOTEL.—This First-class Hotel well situated at a convenient distance from the Railway Station, the castle, etc., has been considerably enlarged, newly refitted, and very much improved by the new Propietor, Mr. L. Baringer, who endeavours by all means to render it worthy of the patronage of English and American travellers. Cold and warm baths in the Hotel. English and American Newspapers. Table d'hote at 1 and 5 o'clock. Excellent cooking. Choice selection of Wines. Arrangements made during the Winter season, at moderate terms. English spoken. [297

HOTEL DE RUSSIE.

FIRST-CLASS HOTEL, with a beautiful garden, well situated on the promenade, and commanding a fine view of the Castle. The nearest to the English Church and the Railway Station, and only 5 minutes from the Swimming Baths. Pension 6, 7, and 8 frs. per day. Reading-room, with piano. English papers. Baths. Omnibuses of the Hotel to and from every train. [299

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HEIDELBERG—Continued.

HOTEL AND PENSION DU NORD.

CLOSE to the Railway Station and the Promenades, and commanding a nice view of the Neckar, this Hotel offers to travellers all the comfort of First-Class Hotels, and at Second Class Hotels' prices.

FERD. BINDER, Proprietor. [300

HOTEL DE HOLLANDE, quiet and delightfully situated on the banks of the Neckar, and commanding a fine view of the opposite romantic mountain scenery, the nearest to the landing-place of the Steam-boats and close to the Castle. Mr. Spitz, the proprietor, well known for his solicitude to promote the comforts of his guests, has lately, at considerable expense, purchased a large building on the banks of the Neckar, contiguous to his hotel, and has converted the slope into a garden for their exclusive use. Table d'Hote at 1 and 5 o'clock. Reading-room supplied with English, French, German, and Dutch Papers. Piano. English and French spoken. Terms moderate [301

CASTLE HOTEL.—FIRST CLASS HOTEL opened from the 1st of May, 1875, beautifully situated close to the Park and the Castle, fitted up with all the comfort of the present time: 80 splendid Apartments elegantly furnished, 21 Balconies, Magnificent Dining-rooms with outlets on four superb platforms. Terrasses. Three Tables d'Hôte every day. Private Dinners. Reading-room and Smoking-room. English and Foreign Newspapers. Pension all the year at moderate charges. English, French and Italian Spoken.

Proprietor: H. Albert, formerly proprietor of the H. de l'Europe, Mannsheim. [302

PENSION ANGLAISE.

PRIVATE BOARDING HOUSE.

Kept by Miss SUTTON.

Well situated. Table d'hote at Six o'clock. Moderate charges. [303

HOMBOURG.

HOTEL DE RUSSIE

First Class Hotel,

ONE OF THE BEST IN THE TOWN, COMMANDING A MAGNIFICENT VIEW.

Favourably known for its elegance, cleanliness, and kind attendance. Newly and greatly enlarged Conversation Room elegantly fitted up. Splendid Dining Room &c. Well-furnished Apartments for Families and Single Gentlemen. Good Cellar; excellent Cooking. Moderate charges. F. A. LAYDIG, Proprietor. [308

ROYAL VICTORIA HOTEL.—First-rate for families and single gentlemen, close to the Springs and the Kursaal; it is one of the best situated Hotels in the town. A splendid Dining-room, and two suites of airy and quiet apartments (with balconies, overlooking the fine Taunus Mountains, have been newly added to the Hotel. It has been patronised by His Royal Highness the Prince of Wales, and several other Royal personage). The Proprietor, who has been for years in first-class hotels in London, offers visitors the advantages of good and comfortable accommodation. At the early and late part of the season arrangements are made on very reasonable terms. All the attendants speak English. Best French and English cooking. Excellent Wines. Good Fishing; Hare and Partridge Shooting free. Moderate charges.—GUSTAVE WEIGAND, Proprietor. [305

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HOMBOURG—Continued.

HOTEL DE L'EUROPE, GEORGE SCHMIDT, Proprietor.—This well known old established Family Hotel, is the only one immediately opposite the fine square of the Kursaal, the centre of Homburg's attractions. It is especially known for its excellent Table d'hote, Pure Wines, Breakfasts and Dinners, Beautiful sheltered Garden. [306

HOTEL DES QUATRE SAISONS, kept by MR. W. SCHLOTTERBECK.—This first-rate House is exceedingly well situated near the Sources and the Kursaal. It combines every comfort desirable, with moderate charges. Large and small Apartments. Elegant Conversation-room, and beautiful Garden for the use of Visitors. Baths in the Hotel.
THE PROPRIETOR DEALS EXTENSIVELY IN WINES. [307

HYERES.

GRAND HOTEL D'ORIENT.—This First Class Establishment is beautifully situated, commands a view of the Sea and Islands of Hyères, and is sheltered from the "Mistral." The Hotel contains Apartments comfortably furnished; a Saloon for Ladies; and a Smoking Room. Terms Moderate. Special arrangements for the Season. The Proprietor, Mr. CAUVIN, has resided in England. Omnibuses at the Station. [311

HESPERIDES HOTEL AND PENSION,

One of the most Comfortable and Economical Hotels in the South of France.

ENGLISH HOUSE, highly recommended to English and American Travellers. First-class accommodation, at moderate charges. Apartments, with Board, consisting of Breakfast, Luncheon, and Dinner, from 6 fr. 50 c. to 9 fr. a day, according to the floor and the room.

New improvements: Fine Conversation Saloon and Smoking Room.

BRANCH: PENSION VICTORIA (Exchange Office and Wine Merchant),
Apply to the Manager, W. MARTIN. [310

INNSBRUCK.

HOTEL D'AUTRICHE, kept by J. BAER.—This first-class Hotel, the best situated in the town, enjoys a high reputation for being honoured with the patronage of travelers of distinction of all nations. The greatest care is given to the attendance. Large and small well-furnished apartments for families and single gentlemen. English spoken. [314

HOTEL DE L'EUROPE, kept by Mr. SCHEINER.—A new and well-furnished Hotel, conveniently situated, just facing the splendid valley of the Inn, opposite the Railway Station. Excellent Table d'Hote and private dinners. Arrangements made at very reasonable prices. Well-furnished Apartments. English newspapers taken in. Splendid situation, commanding a fine view of the mountains. English spoken. [312

HOTEL GOLDEN SUN, kept by F. HORANDTNER.—This old-established and highly recommended first-class Hotel, situated in the finest part of the town, with a delightful view of the mountains, and only four minutes' from the Station, has been entirely re-furnished by the present Proprietor, and recommends itself for its comfort, cleanliness, and good attendance, combined with moderate charges. Table d'Hôte and Restaurant. English, French, and German Newspapers. Carriages and Omnibuses to and from every train. English spoken. Arrangements made at very reasonable terms. [313

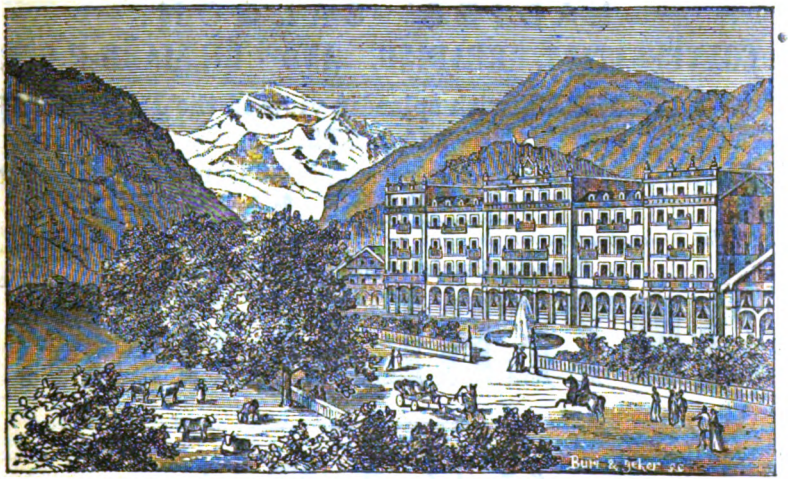
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INTERLACHEN.

GRAND HOTEL VICTORIA,

INTERLACHEN,

OPPOSITE THE JUNGFRAU GLACIER.



This new and beautiful house, the only one at Interlachen with a Lift. Contains 240 Rooms; Music, Reception and Billiard Rooms, Saloons, &c.

ENGLISH AND AMERICAN NEWSPAPERS.

REDUCED PRICES UNTIL THE FIRST OF JULY.

ED. RUCHTI, Proprietor. [315

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HOTEL JUNGFRAU.

KEPT BY MR. SEILER STERCHI.

This excellent Hotel is situated on the finest Promenade, and is surrounded with a large and beautiful garden, from which an extensive view is to be had all over the Glaciers. English travellers will find at this Hotel large and small well-furnished apartments and rooms for families and single tourists. Moderate charges. [316

GRAND HOTEL RITSCHARD.

This Splendid First-class Establishment, situated in the centre of the KURORT, contains 350 well-furnished Rooms, and a beautiful Dining-room for 250 Persons.

LADIES' SALOON.

CONVERSATION, READING. AND BILLIARD-ROOMS.

40 BALCONIES, with splendid view of the JUNGFRAU and ALPS.

A newly-erected comfortable Bathing Establishment, with Douches

LARGE SHADY GARDEN.

The greatest attention is paid to the Wines, Cooking, and Service.

REDUCED PRICES IN SPRING AND AUTUMN [317

INTERLACHEN.

GRAND

HOTEL DES ALPES.

J. F. Knechtenhofer, Proprietor.

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[318

INTERLACHEN—continued.

KURHAUS AND JUNGFRAUBLICK HOTEL.—This Hotel provided with every comfort, has the most beautiful view of the Jungfrau, the Silverhorn, the Lakes of Thun, Brienz, &c., and all over the admirable Valley of Interlachen. A magnificent Park, with Promenades agreeably shaded, close by the Hotel. Goat's milk in the house. Omnibuses to and from the two Landing places. List of Prices in all the Apartments and Rooms.

T. ARNOLD BRAUEN, Manager. [319

HOTEL DE FRANCE,

At Felsenegg (near Interlachen). KEPT BY MR. HERMANN RIMPS.

EXCELLENT Second-class Hotel, very well situated, commanding a fine view of the Yungfrau and the Meine, containing a branch "Pension," with a fine Garden attached to it. Boarders taken in, per day 5½ francs during the months of May, June, September, October; and 6½ frs. per day during the months of July and August. English, French, and German Newspapers. Omnibuses; Private Carriages, and Saddle Horses. Moderate charges. English spoken. Cold and Warm Baths of the River. [320

KISSINGEN.

ROYAL KURHOUSE,

HOTEL AND BATHING ESTABLISHMENT,

OPPOSITE the Springs and Garden, containing 100 bed-rooms, beautiful sitting-room, coffee and billiard-rooms, reading-room, supplied with more than 60 newspapers and periodicals. Table d'Hôte and private dinners. Whey establishment. Baths of Sool and Pandur Water, Douches, of Moor Strahl, and Wellen Baths. Banking Office. Large Garden and every comfort, combined with moderate charges. Omnibuses at the Station. Every information given by the proprietor of this old first-rate establishment,

LEONCE SCHLATTER,
ROYAL KURHOUSE. [321

KONIGSWINTER.

HOTEL DE BERLIN, MR. KOCH, Proprietor.—Visitors wishing to pass a few days in the vicinity of the Drachenfels, will find excellent accommodation at this Hotel, which commands splendid views, and has one of the finest Terrace Gardens on the Rhine. All the Steamers call at Konigswinter to land or embark passengers. Flying Bridge Ferry across the Rhine, thence per rail to Coblentz, Bonn, or Cologne. Advantageous arrangements made with Families. [322

HOTEL DE L'EUROPE.—This first-class Hotel, situated opposite the landing-place and the Station, commands a beautiful view over the Rhine and the Seven Mountains, and recommends itself to English travellers for its good accommodation, &c., and moderate charges. The Prince of Wales favoured this Hotel with his visit in 1857. W. KIRCH, Proprietor. [323

LAUSANNE.

HOTEL GIBBON (1st Class) MR. RITTER, PROPRIETOR.—Is situate on one of the most beautiful sites in Switzerland, and commands admirable views of the splendid scenery around Lausanne. This well-known and extensively patronized Establishment has been recently newly furnished with all the elegance and regard to comfort, to which English travellers are accustomed, and being conducted under the immediate superintendence of Mr. Ritter, will be found to afford very superior accommodation. [324

HOTEL RICHE MONT,

KEPT BY F. RITTER.

A FIRST-CLASS HOTEL, considerably enlarged, and in every respect a very highly recommended house. The situation of the RICHE MONT HOTEL is one of surpassing beauty, and this, added to its superior accommodation, renders it a very desirable place of residence or of temporary sojourn. Reduced charges for protracted stays, and *Pension* during the winter season. [325

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LAUSANNE—Continued.

BETWEEN LAUSANNE AND OUCHY.

HOTEL BEAU RIVAGE.—This splendid Establishment, just constructed on a grand scale, is situated on one of the most beautiful spots on the shore of the Lake of Geneva, surrounded by an English Park and Garden; it is near the Steamboat landing and the English Church, within ten minutes' walk of the Railway Station and the City. Its superior interior arrangements, the comfort of its Private Apartments, Public Parlours, and Reading-rooms, will offer all desirable attraction to travellers. Reduced prices for protracted stays and for the Winter season. Constant communication with the City and Railway Station by Omnibus. [35

LEIPSIC.

HOTEL DE PRUSSE, Rossplatz.—First class Hotel, most beautifully Situated in the centre of the town, on a large Square at the New Promenade, and in the immediate vicinity of the new Theatre, the Museum, the Gervaluxhouse, the University and the Railway Station: [100 well-furnished apartments and rooms, Splendid Saloon, containing portraits of celebrated persons, who during the days of the 18 and 19 Oct., 1813, took their lodging here, such as Napoleon I., Frederick Wilhelm III, Alexandre I. &c., Frederick William's apartment, now the Reading room (Supplied with English and American papers). Moderate charges. Pension. Large gardens—Carriages, Baths, &c. [38

HOTEL HAUFFE.

FIRST Class establishment, beautifully situated in the best part of the Town, and offering every comfort and advantage of a first-rate Continental Hotel. Large and Small, well-furnished and clean Apartments. ALBERT HAUFFE, proprietor [37

LIEGE.

HOTEL D'ANGLETERRE, Place du Theatre—Mr. Cluck, Proprietor.—This large and fine Hotel—the nearest to the Railway Station and Steam Packets—is situated in the most salubrious part of the town, contiguous to the Promenades and Public Establishments. It is celebrated for its cleanliness, good attendance, and reasonable prices. Excellent large and small well-furnished Apartments, suitable for Families or Single Travellers. Fixed Prices. Superior Cooking. Table d'Hote very good. English, French, and German Spoken. [39

HOTEL DE SUEDE (proprietor Mr. Dalimier), one of the finest and best in Belgium, and the most frequented at Liege, is admirably situated, facing the Royal Theatre, the Boulevards, and nearest the Railway Station and Steam Boats. Patronised by Travellers of all nations; it possesses an excellent cuisine, and is favourably known for its scrupulous cleanliness, good attendance, and reasonable prices.—Large and small Apartments, combining every domestic comfort. Hot Baths to be had.

The dining saloon is splendid and elegant, and well supplied with foreign Newspapers including the London Times. English spoken. [39

HOTEL DE DINANT,

T. and H. SAUVAGE BROTHERS, Proprietors.

HOTEL newly restored and enlarged. Table d'Hôte at Half-past Twelve. Half-past One, Five, and Half past Seven o'clock. "Restaurant." Private Saloons for Families. Speciality of fine Wines. Omnibus at the Station. [33

LILLE.

HOTEL DE L'EUROPE, Nos. 30 and 32, RUE BASSE.—This well-known Establishment is situated in the centre of the public buildings, close to the Theatre and Railway Terminus. It has been entirely restored, and newly furnished throughout. Large and small apartments. Large sitting-rooms, and dining-rooms. Reading and smoking-rooms. Baths. Omnibus to and from all the trains. Proprietor, Mr. Arnoux (successor to Mr. Perru), who also keeps the Buffet at the station. Table d'Hote. [37

LOCARNO (Lake Majore.)

GRAND HOTEL LOCARNO.—First rate establishment, with all the comfort of modern times, 150 Bed-rooms, 20 Saloons, Conversation room, Reading-room, Music Saloon, Billiard and Smoking rooms, Baths and Douches in the Hotel, vast garden, English Divine Service in the Hotel. Excursions to the different valleys, and on the Lake Majore. Omnibuses at the Station and Landing places. Extremely mild climate, very agreeable in Winter season. Very moderate charges for pension. W. WAGNER, Manager. [3

LUGANO, SWITZERLAND.

HOTEL ET BELVEDERE DU PARC—Kept by A. BEHA.—This first-class Hotel contains 150 Sleeping-rooms and Saloons, all elegantly furnished; "Salons de réunion;" an English chapel; and one of the most beautiful Gardens in the country. The Hotel is very agreeably situated for the two seasons. During the winter the Hall and landings are warmed. [334

LUCERNE.

SCHWEIZERHOF AND LUZERNERHOF.

FIRST-CLASS HOTELS IN THE BEST SITUATION OF LUCERNE.

600 BEDS.

Proprietors: HAUSER BROTHERS. [335

HOTEL DE L'EUROPE.

T. BEUTTER, Proprietor.

This First Class Hotel will be Opened on the 15th of May.

It is situated at five minutes' walk from Lucerne, on the favourite promenade "du Halde," and commands a magnificent view of the Lake and the whole range of the Alps.

It contains 230 Rooms, many with Balconies.

Large and Small Apartments fitted up with all the modern improvements.

PUBLIC DRAWING ROOM.

Reading Room supplied with English, American, German, and French Newspapers.

HOT AND COLD BATHS.

Laundry attached to the Hotel for the use of visitors. Excellent Water. Good drainage. Air most salubrious.

Moderate charges. First rate Wines, and Excellent Cuisine.

At the beginning and at the end of the season, advantageous terms will be made, and at any time for families prolonging their stay. [337

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GRAND HOTEL NATIONAL,

Messrs. LEGESSER, BROTHERS, & Co., Proprietors,

THE largest and finest hotel in Switzerland, 50 balconies overlooking the Lake of the *Four Cantons* and the whole range of the Alps: 300 beds in large and small well-furnished Apartments and rooms, at prices suitable to all classes of travellers. Visitors are certain of meeting with every possible comfort Public Drawing Room, Reading Room, Billiards, Music Saloon and Pianos; Baths &c., lift at the continual disposition of visitors. Reasonable arrangements by week and by month. English spoken. [338

HOTEL D'ANGLETERRE, Mr REBER, Proprietor.—This splendid and well-conducted Establishment, situated on the shore of the Lake, commands, by its charming position, the best view of the Lake and the Alps, and offers, by its superior arrangements, the comfort of the apartments, and a careful and civil attendance, all desirable attraction to travellers. Well-furnished Reading Room. *Pension.* Arrangements made for families. New Improvements. A large and fine conversation Saloon and Smoking-room have been recently opened in the Hotel. Omnibuses at the Station. [339

HOTEL BEAU RIVAGE.

ED. STRUB, Proprietor.

OLD Established Hotel, beautifully situated, containing 100 Bed Rooms, Private Saloons for Ladies and Families, and a Smoking Room Foreign Newspapers. Reduced Prices for Tourists during April, May, June, September, and October. Rooms from 2 frs 50 cents. Service and Light 1 fr. Breakfast 1 fr 25 cents. Table d'hote 4 frs. Pension for a protracted stay. (Breakfast, Dinner, Supper, Room, and attendance from 7 francs). Excellent Cuisine. Moderate Charges. [340

SWAN HOTEL.—Mr. HAEFELI, Proprietor, begs to inform Families and Single Gentlemen that, by the superior situation of his extensive well-known Hotel, they will find it a really good home.

NEW IMPROVEMENTS.

LADIES' SALOON. READING AND SMOKING ROOMS. WARM BATHS.

CHEAP ARRANGEMENTS BY A STAY OF A WEEK. [341

HOTEL DU RIGI, on the bank of the Lake.—A first-rate Hotel for Families and single Gentlemen, in the very best situation, commanding a beautiful view of the Rigi and the Lake. Table d'Hôte and first-rate Restaurant. Wines of superior quality. Newspapers—*Times, Koelnerzeitung, &c.* Boarders taken in during the months of May and June. [342

PENSION NEW SCHWEIZERHAUS.—First class establishment containing 80 Rooms, 10 Saloons, and a spacious dining room, is most beautifully situated, only 5 minutes' walk from the landing place, in the middle of a large shady garden, with an extensive view over the Alps, the Lake and the Town. Warm and Cold baths. Particularly frequented by English and American families. In the early and later part of the Season: Pension from 5 fr. per day. During the Season from 7 to 9 francs, per day, Room, Breakfast, Dinner and Supper included.

HOST, BROTHERS, Proprietors. [343

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LUXEMBOURG.

HOTEL de COLOGNE.

WURTH, Proprietor.

This First-class Establishment has been newly enlarged and greatly embellished.

A beautiful Garden commands a fine view all over the environs, which are charming.

ENGLISH, FRENCH, AND GERMAN SPOKEN. [344

HOTEL DU LUXEMBOURG.—Kept by Mr. J. P. Hastert.—This first-class Hotel, one of the oldest establishment of the town, recommends itself to families and single gentlemen by the cleanliness of its well-furnished and airy apartments, all of them with a south aspect, and commanding a beautiful view: its splendid Dining Saloon, "Salle à Manger," capable of dining 150 persons; its excellent Table d'Hote, and its choice selection of the best Moselle and Rhine Wines. Omnibuses to and from every train. Travellers are recommended not to permit themselves to be misled by touters at the station. [345

LYONS.

GRAND HOTEL DE LYON,

RUE IMPERIAL, AND PLACE DE LA BOURSE, LYONS.

TWO HUNDRED BED-ROOMS, AND TWENTY SALOONS, in every Variety; Large and small Apartments for families, elegantly furnished; Saloons for Official receptions; Conversational and Reading Rooms; Coffee and Smoking Divan; Baths; Private Carriages; Omnibuses; Restaurant; Service in the Apartments, *à la Carte*, or at fixed prices.

ALL LANGUAGES SPOKEN.

The GRAND HOTEL DE LYON is too important and too well known to require injudicious praise it suffices to state that it cost nearly THREE MILLIONS OF FRANCS, and that the accommodation is of so comfortable and luxurious a character as to attract the notice of all visitors.

Although the GRAND HOTEL DE LYON affords the most elegant accommodation for the highest classes, it is frequented by visitors of the humblest pretensions. Rooms at 2frs., very comfortably furnished.

In consequence of the Proprietors having contracted with the Bordeaux and Burgundy wine growers for supplies of their best wines, qualities of the first vintages may be had at this hotel at moderate prices. Since the Hotel has been in the hands of new proprietors instead of a company, the reduction they have made in the prices precludes them from paying fees to the cab and coach drivers at the Railway Station. Travellers are therefore requested to bear in mind that the Grand Hotel de Lyons is situated in the centre of the Rue Imperial, near the Bank of France, and opposite the Palace of the Bourse. [346

HOTEL DE L'EUROPE.

Place Belle Cour, and Quai de la Saone.

THE excellent accommodation and comfort of this long-established house commend themselves to all Visitors; its situation on the Quay of the Saone is one of the most central and delightful, commanding a view of the charming scenery of Lyons. The Apartments are excellent and well-furnished, the Cuisine recherchés, the Table d'Hôte proverbially good, and prices moderate English spoken. [347

GRAND HOTEL COLLET, near the PLACE BELLECOUR.—This newly-restored and greatly enlarged Hotel, now offers the greatest comfort, combined with moderate charges. Large and small apartments for families. Private service and "à la Carte" at any hour. "Table d'Hote." Reading and conversation saloons Smoking-room. Garden and Bath. Arrangements made with families for a protracted stay. [348

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LYONS—Continued.

GRAND HOTEL DE L'UNIVERS.

MRS. DUFOUR, acknowledging the kind patronage she always received from English and American travellers, begs to announce that she has now removed to large premises, quite as near to the Station, and where her friends will be sure to find every modern comfort and good attendance. The Landlady and her Son speak English. Strongly recommended. Omnibuses at the Station. [351

GRAND HOTEL D'ANGLETERRE ET DES DEUX MONDES.—First-class Establishment, the nearest to the Railway Station of Perrache. Rooms from 2 francs and upwards. Mr. C. PATUREL, Proprietor. [354

GRAND HOTEL DE BORDEAUX ET DU PARC.—The first Hotel on the right leaving the Station de Lyon-Perrache, can be reached on foot: 100 Rooms, large Saloons and Apartments. Excellent Refreshment Room. Choice selection of Wines. Its good and fine situation, in sight of the Station, with a beautiful view of Notre Dame de Fourviere and its environs, deserves the attention of English travellers. Carriages belonging to the Hotel. Omnibuses at all Trains. English spoken. Moderate charges.—LAPAIRE, Proprietor. [350

GRAND HOTEL BELLECOUR.—Splendidly situated on the Place Bellecour, near the Post-office and the beautiful church. "Eglise de la Charité"; greatly enlarged and entirely re-fitted up. This Hotel affords every comfort and good accommodation. Large and well-furnished Apartments for Families. Small and also well-furnished Apartments and Rooms for Single Gentlemen. Saloons on the ground floor. "Table d'Hote." Interpreter. Carriages. Omnibus. &c [352

MACON.

GRAND HOTEL DE L'EUROPE.

Only Five Minutes' Walk from the Station.

MR. BATAILLARD, Proprietor, **successor to Mr. WEISS**—situated on the direct route between Paris and Geneva or Paris and Turin, by the Mount Cenis. English Families and Gentlemen may rely on always finding excellent accommodation at the Grand Hotel de l'Europe which is beautifully situated on the river side, and commands fine views of Mont Blanc and the Alps. Omnibus to and from each train. Private carriage also if ordered. English spoken. [353

GRAND HOTEL des CHAMPS ELYSEES.

The nearest to the Station, and overlooking a beautiful Square. The situation of this Hotel is certainly the best in the town, and Travellers will find it a comfortable House.

OMNIBUSES TO AND FROM EVERY TRAIN.

BUCHALET, Proprietor. [334

HOTEL DES ETRANGERS.—Exceedingly well situated, just opposite the Gardens of the Station. Well furnished Apartments. Choice selection of Wines. The Hotel is under the immediate superintendence of the proprietor himself. A waiter of the Hotel is at the Station. [356

MANNHEIM.

HOTEL DU PALATINAT (PFÄLZER HOF).—This first-class Hotel, situate in the middle of the town, affords large suites of well furnished apartments for families, and comfortable and airy rooms for single gentlemen. Good Table and Wines, attentive attendants. Moderate charges. The Proprietor, MR. F. FREITAG, speaks English. Foreign Newspapers taken in. An Omnibus from the Hotel meets every Train. [356

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MARSEILLES.

GRAND HOTEL LOUVRE & PAIX.

THE only House facing the south: contains 250 Rooms and 20 Saloons. Arrangements at 9 frs. a day and upwards, according to the floor. Comfortable Reading-room and Drawing-room. English and American papers. Lift. [358

CHARMING RESIDENCE ON THE SEA-SIDE.

HOTEL VICTORIA AND DES BAINS DE MER, AU PRADO, within three miles of the centre of the town, on one of the finest Promenades known, surrounded with mountains, forming as it were a frame to a magnificent landscape, and which make it one of the most salubrious and picturesque sites. The HOTEL VICTORIA offers to visitors and persons of weak health all the comforts of a home. Very comfortable apartments in the part of the Hotel, which has a direct southern aspect, and also a view of the sea. "Salons de Réunion;" foreign and French Newspapers; very nice garden; charges moderate. Favourable arrangements can be made for the winter months. Prado's Omnibus Station opposite the Hotel. [359

GRAND HOTEL NOAILLES,

24, Rue Noailles (Cannebiere Prolongee)

FIRST-CLASS HOTEL.

WITH A BEAUTIFUL ASCENSOR OR LIFT, LEADING TO EACH FLOOR.

THIS splendid Establishment, the most important of the Hotels of Marseilles, is the only one in the Rue Noailles, which possesses a magnificent garden full south, surrounded with saloons. Table d'Hôte and a comfortable Restaurant. Reading Saloon. Conversation Room and Piano. Smoking Room. Baths. French and Foreign Newspapers. The luxury and comfort make this Hotel one of the most important in Europe. Carriages. Omnibuses at each Train. Interpreter for languages. Omnibuses and Carriages enter by a covered space in the Hotel. Recommended.

LIST OF PRICES IN EVERY ROOM. [357

GRAND HOTEL DE MARSEILLE,

Cannebiere prolongée.—Rue de Noailles, 2.

Hotel de 1er ordre et le plus près de la gare parmi les grands hôtels.

Salons de lecture et de conversation.——Bains et voitures dans l'hotel.

HÔTEL DE PARIS.

CONVENIENTLY situated near the Station, with well furnished Apartments and Rooms. Good Accommodation. Moderate Charges. English Spoken. Omnibus at the Station. [360

MAYENCE.

HOTEL D'ANGLETERRE.—GUSTAVE HUMBERT, of Frankfort-on-Main, Proprietor, Wine Merchant and Grower.—This elegant, first-rate Hotel, much frequented by families and gentlemen, situated in front of the Rhine bridge, is the nearest hotel to the landing-place of the steam-boats, and close to the stations of the Frankfort, Weisbaden, Bavarian, Cologne, Bâle, and Paris railways. It affords from its balconies and rooms extensive and picturesque views of the Rhine and mountains. English comfort. Table d'hote. This hotel is reputed for its superior Rhenish wines, sparkling Hock, which Mr. G. Humbert exports to England at wholesale prices. English Times and Illustrated News, French and German newspapers. [361

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MAYENCE—Continued.

RHEINISCHER HOF.—The Rhine Hotel.—MRS. HAENLIN, Proprietress. This well-known and favourite first-class Hotel is most conveniently and admirably situated near the Railway Terminus, and the Landing-Place of the Rhine Steamers, and commands an extensive view of the Rhine and Taunus Mountains. This highly recommended Establishment combines superior accommodation with moderate charges [363

HOTEL DE HOLLANDE, FERDINAND BUDINGEN, proprietor.—This first-class and well-known Hotel, much frequented by English families and tourists, has been greatly enlarged and improved, and contains now 140 comfortable rooms and saloons. This house is situated on the river, opposite the landing place of the Rhine steamers, and near the Railway Station, and commands from its balconies and windows splendid views of the Rhine and Taunus Mountains. It is reputed for its excellent cooking, exquisite wines, cleanliness, and good attendance. English newspapers. Wholesale and choice Rhine and Moselle Wines for exportation. [364

MENTONE.

CLERICY'S HOTEL DES ANGLAIS.

This well-known Establishment is beautifully situated, and combines every English comfort. Good Bathing opposite the Hotel in Autumn and Spring. [365

HOTEL WESTMINSTER.

FIRST CLASS ESTABLISHMENT, newly built and furnished with taste and according to all the latest improvements. In a Southern aspect overlooking the sea and a beautiful Garden giving access to the public "Promenade du Midi." Large Public Saloon. Billiard and Smoking Rooms. English and several foreign languages spoken. English and American Luncheon Saloon. [366

METZ.

GRAND HOTEL DE METZ.

First-Class Establishment, recommendable in every respect.

Table d'Hote at 11 a.m. and 6 o'clock. Private Service at any hour. Restaurant "a la carte." Apartments for Families.

Carriages in the House. Omnibuses to and from every Train.

ENGELMANN, Proprietor. [368

HOTEL DE L'EUROPE.

A. MONIER, Proprietor.

FIRST CLASS Establishment, with a vast yard and garden, beautifully situated in the best quarter of the town. Comfortable Apartments. Table d'hote at Half-past One and at Six o'clock. "Restaurant à la carte." Excellent Cooking and Wines. Reading Saloon. Foreign Papers. Carriages. Excursions to Gravelotte. Moderate charges. Omnibuses at the Station. [367

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MEYRINGEN.

HOTEL AND PENSION DU SAUVAGE, opposite the POST AND TELEGRAPH OFFICES, and the Cascades of the Reichenbach and the Alpbach. This old established and well situated Hotel affords every desirable comfort, combined with great cleanliness and moderate charges. It is surrounded by a nice English Garden, and commands most beautiful views over the Welterhorn, Wellhorn, Rosenhorn, Dossenhorn, Engelhorner, and the Glacier of Rosenlaui. The English Church is very conveniently placed in the Garden of the Hotel. Good Livery Horses, Carriages, and Guides. English, French, and German Newspapers. Hot and Cold Baths. Illumination of the Cascades of the Alpbach every Evening during the season. The Proprietor being the Director of the Diligence over the Brunig, can always secure seats for his visitors. Pension from May 1st to July 1st, and after September 15th, 4 to 5 frs.; Room 1½ fr. to 2 frs. Pension from July 1st to September 15th, 5 to 6 frs.; Room 2 to 2½ frs. [369

MILAN.

MILAN.—HOTEL DE LA GRANDE BRETAGNE.—This Hotel has been greatly enlarged and entirely refurnished by the new proprietor, JOSEPH REGNANI. Apartments for families and single gentlemen. The house is situated in the centre of the town, near the Cathedral, Theatres, and all the principal places. Table d'Hote. Galignani's Messenger taken in. Several languages spoken. The house is only two storey high, and five minutes' walk from the English church. Brougham and omnibus to meet all the trains. [373

GRAND HOTEL DE MILAN, Corso del Guardino.—This first-class establishment is entirely restored by the new proprietors, and fitted up in the most comfortable style. It contains Two Hundred Rooms, large and small Apartments for families and single gentlemen, and is very well situated in the centre of the Railway Stations, Public Gardens, Cathedral, Theatre Scala, Picture Gallery, &c. Table d'Hote, Breakfast, Lunch, and Dinner at any hour, at fixed prices, or *à la carte*. Music Saloon, Reading-room, Smoking-room, Hot and Cold Baths. Moderate charges Lift in communication with each story. J. SPATZ, proprietor. [370

GRAND ROYAL HOTEL, only two stories high, managed by L. ORELLI, who, having been frequently in England, is well acquainted with the comforts required by travellers. He can also afford them every information regarding the different roads. Excellent Table d'Hote; Baths, Carriages, &c. A large collection of Antique and Modern Pictures, by the best and most admired painters, are to be seen in the hotel. N.B.—Please to observe BRUSCHETTI'S GRAND ROYAL HOTEL. The new English Church is within thirty yards of the Hotel. Residence of D. E. Colnaghi, Esq., British Consul. [371

HOTEL CAVOUR, Place Cavour, just opposite the Public Gardens, Mr. GUARD & Co., Proprietors.—This excellent first-class Hotel is fitted up with every modern appliance, and situated in the finest and the most pleasant part of the city, close to the Station, the Grand Theatre, the National Museum, and the Protestant Church. The interior is perfect, and comprises Baths on each floor, a Smoking-room, and a Reading-room supplied with foreign newspapers. Excellent Table d'Hôte Charges moderate. Omnibuses of the Hotel at the arrival of all Trains [372

MONACO.

GRAND HOTEL DES BAINS, kept by EUGENE REY. First-class Hotel, beautifully situated facing the sea, with a covered terrace. Large and small well-furnished apartments and rooms. Table d'Hôte, "Restaurant" and Pension. Reading rooms supplied with English papers. English travellers will find this Hotel most agreeable for residence and temporary sojourn. [374

MONTREUX, CHILLON (SWITZERLAND),

(LAKE OF GENEVA.)

LANGBEIN'S HOTEL & PENSION, BEAU SEJOUR au LAC.

FIRST-CLASS Establishment. Baths and Hydrotherapic Establishment, Turkish Baths, &c., contiguous to the Hotel. Terrace overlooking the Lake and the Alps. Beautiful pavilion, for fishing on the Lake. Splendid situation. Moderate charges. Arrangements made in Winter and Summer for a protracted stay. Table d'Hôte for Lunch at Twelve o'clock, and Dinner at Six o'clock. "Restaurant" and "Cuisine," first rate.

The Proprietors Mrs. & Mr. LANGBEIN, Speak English. [376

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MONTREUX, CHILLON (Switzerland)—continued.

HOTEL DES ALPES, a new large first-class Hotel, containing Reading Smoking, Billiard, and Bath Rooms, surrounded by large Gardens and Terraces, close to the Lake. The Hotel is situated between Vevey and Villeneuve, close to the celebrated Castle of Chillon, directly facing the picturesque mountains of Savoy, and the snow-capped summits of the "Dents du Midi." Board and Lodging, from November 1st to August. Table d'Hôte at 2 and 6 o'Clock. English Church within ten minutes' walk of the Hotel. Steamboat Landing in front of the Hotel.—A. CHESSEX, Proprietor. Telegraphic Office is in the hotel [375

MORGINS.

BATHS ESTABLISHMENT of Morgins les Bains, Valais (Switzerland) 1,411 miles high, 7 leagues from Geneva. Saline and Ferruginous waters, mountain climate of the best, if not the best in the country. Junction of the Alpestrine Carriage Road, starting from Montreux Station of the Italian Line (in Switzerland), and from Evian landing place of Lake Leman (France). Hotels of First and Second order, open from the 1st June. Telegraph Office. "Poste Fédérale."

Apply to the Director of the Baths of Morgins. [377.

MOSCOW.

MOSCOW EXHIBITION.

THE largest and most comfortable HOTEL, situate in the centre of MOSCOW, with all modern improvements, hot and cold baths, first-class attendance, charges moderate. All European languages spoken. Tverskoy street (late Schsvaldisheff).

M. Grovshetsky, proprietor. [376

MUNICH.

HOTEL LEINFELDER.—This Hotel is admirably situated on the Maximilian Square, close to the Picture Galleries and the principal places of amusement. Having large and small well-furnished apartments, it is equally fitted for families and single travellers. Table d'Hote. Baths. English and French Newspapers. Carriages belonging to the Hotel. Omnibuses to and from the Station. [363

HOTEL DU RHIN.

WELL Situated near the Railway Station, entirely refurnished by the new Proprietor, Mr. C. HAYMANN; with all the comfort and luxury of modern times: 100 Rooms and Saloons, well-furnished Apartments for Families and Single Gentlemen. Beautiful Dining Room, Large Refreshing Room, Billiard Room. Table d'Hôte at 1 and 5 o'clock. "Dinners à la Carte" at any hour. English, French, and Foreign Newspapers. [379

HOTEL D'ANGLETERRE.—The proprietor of this Hotel, formerly the Hotel Blauen Traube, has just entirely and newly re-fitted it up with every modern appliance. It is very well situated in the centre of the town, and contains elegantly-furnished Apartments and Rooms. There are hot and cold Baths in the house. Table d'Hote at 1 and at 5 o'clock. Omnibuses to and from every train. Proprietor Mr. H. SITTLER. [380

HOTEL DE BAVIERE, situated on one of the finest places in Munich, the Promenade Platz.—This old-established first-rate Hotel, newly re-furnished, offers the best accommodation to families and single gentlemen. The new proprietor, Mr. OTTO PLOCKER, leaves nothing undone which may give satisfaction to those travellers who will honour him with their patronage. Table d'Hôte at 1 and 5 o'clock. Carriages and Baths in the Hotel. Careful attendance. English and American Newspapers. Omnibuses to and from each train. Moderate and fixed prices. [381

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MUNICH—Continued.

EXHIBITION OF FINE ARTS,

For Show and Sale, (opposite the Glyptothek.)

THIS EXHIBITION, organized by all the principal Artists of Munich, contains several branches of Fine Arts, and will be found not only a place worth seeing, but even one of the most interesting places in the town. It is open every day from 9 o'clock in the morning till 5 o' clock in the afternoon, commencing from the month of April till October, and will be opened every year at the same epoch during the same period of time. Every information given readily. [383

MURREN (Switzerland.)

HOTEL and PENSION MURREN, beautifully situated, 5,400 feet above the Sea, in full view of the Jungfrau, Eiger, Monch, Ebnefluh, Mittagshorn, Grosshorn, Breithorn, Ischingethorn, Gspaltenhorn, and their various Glaciers. The Proprietor, Mr. I, STERCHI WETTACH, formerly landlord of the Hotel Silberhorn, which is now a dependance to his new Hotel, has long been honoured with the patronage of the English families and tourists visiting this delightful locality. Good rooms, great cleanliness, prompt service, and English comforts, combined with fair charges. N.B.—All Letters should be carefully addressed, The Proprietor of the Hotel Mürren, Mürren, près d'Interlaken. [384

NANCY.

HOTEL D'ANGLETERRE.

First-class Hotel, situated close to the Station. Recommended in every respect

Excellent Cooking. Choice Wines. English Papers.

ENGLISH SPOKEN. [384

NAPLES.

HOTEL D'ANGLETERRE, kept by R. DONZELLI.—Beautifully situated on the Chiaja, in front of the Villa Reale, the healthiest part of the town. It is particularly recommended for the cleanliness and comfort of its apartments. The Grand Hotel du Louvre, kept by the same proprietor (Mr. Donzelli), is also beautifully situated on the Chiaja, elegantly furnished, and specially adapted to the wants of first-class families. Moderate charges. [385

NEUCHATEL.

HOTEL DE BELLE VUE, established and managed by the proprietor, Mr. ALBERT ELSKES.—This very comfortable first-class hotel, delightfully situated on the banks of the Lake, is the only one in the town commanding an entire view of the Alps from Mont Blanc to the summit of the Appenzell. It is so constructed as to afford the greatest tranquillity, which, combined with careful attendance, renders the hotel a most desirable residence for families. Reduced prices for protracted stay. Pension from the 15th of October till the 15th of May. [386

GRAND HOTEL DU LAC.—Kept by MUESSLI, newly re-built, and re-furnished. Commanding a beautiful view of the Lake and the Alps. Reading Room, Smoking room, and Baths. Omnibuses to and from every train. Carriages for Excursions, &c. [384

GRAND HOTEL du MONT BLANC,

ESTABLISHED and managed by the proprietor himself, Mr. T. BAMMERT, and patronised by the English nobility. Splendidly situated on the borders of the Lake, with a beautiful garden and terrace before it. Elegant dining-room and saloons. Moderate prices. Baths in the Hotel. [387

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NEUHAUSEN (Rhinfall)

HOTEL SCHWEIZERHOF, formerly HOTEL WEBER.—This large and justly renowned first-class Establishment under the personal management of the Proprietor, Mr. WEGENSTEIN, who spares no pains to render it agreeable and comfortable, is charmingly situated opposite the celebrated Falls of the Rhine, and surrounded by a beautiful garden, with shaded walks. The apartments command splendid views of the Glaciers and the beautiful scenery around. Boarders taken by the week. Bath-room on each floor. Ladies' Sitting-room. Reading-room. Billiard and Smoking Rooms. Croquet ground. Grayling and trout fishing. The best accommodation at very moderate charges. On Sundays, English Divine Service in the house. Times, Galignani, Punch, Illustrated News, New York Herald, &c. [?89

NICE.

KRAFT'S HOTEL DE NICE, AT NICE.

BOULEVARD DE CARABACEL, kept by M. KRAFT, (Bernerhof, Berne.)—To this splendid first-class Hotel (opened in 1864), the only one situated in the mildest, most salubrious, and sheltered part of Nice, has been lately added the Villa and fine English Park of Count Cairasky, which, by a new road, is within five minutes' walk of the town. The Hotel being built above the level of the town, a most charming view of it, the environs, and the sea is obtained from the garden and from each window. Its superior interior arrangements, the comfort of its private apartments and public parlours, combined with cleanliness, good kitchen and attentive service, will offer to visitors every desirable attraction and accommodation. Billiard and Smoking Room [?89

HOTEL DE LA GRANDE BRETAGNE (Limited Company). This magnificent first-class Hotel is fitted up with every modern appliance, and is situated in the finest part of the town, with a south aspect, a fine view of the sea, and overlooking the Public Garden; it is also near the Protestant Church and the Club. Reading-room is supplied with English, American, French, German, and Italian Newspapers. Smoking-room. Baths on each floor. Omnibuses at the Station.

Excellent Table d'Hôte, charges moderate (they are posted up in each room). Mr. T. LAVIT the Manager, will spare no pains to increase the comfort of his visitors. [89

CHAUVAIN'S GREAT HOTEL.

OPEN ALL THE YEAR.

FULL SOUTH. [89

SEASON 1871-72.

NICE.—For TARIFF of the HOTEL DES ANGLAIS—the new first-class Hotel facing the sea, and under English management—address the Secretary, Mediterranean Hotel Company, 80, Coleman Street, London, E.C.; or to the Hotel, Nice. [89

JOHN HODGSON, WINE MERCHANT.

No. 1 RUE DU PONT NEUF A L'ENTRESOL,

Importer of the purest Amontillado and other Sherries, Sandeman's Port, Clarets, Burgundies, and Perrier, Jouet's, Veuve Cliquots, Moet and Chandons, and other Champagnes, of various qualities and prices. Depot for Hennessy's Cognac Brandy, in the original sealed bottles. Scotch and Irish (Kinahan's LL) Whisky; Tanqueray's Gin, Wynand Fockink's Curaçoa; Ingham's Maçoula. Sole Agent for Schweppe's Mineral Waters. [89

NISMES.

GRAND HOTEL DU LUXEMBOURG.—MR. A. GUIRAL, Proprietor. This first-class Hotel for families and Gentlemen is situated on the promenade de Régénération and the place de la Couronne, opposite Pradier's beautiful fountain. The accommodation at this Hotel and Restaurant is first-rate in every respect, but the charges are moderate. Baths in the Hotel. Carriages for visiting the environs of Nismes. [89

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NUREMBERG.

HOTEL DE BAVIERE.—This first-rate and superior Hotel, situated in the centre of the town, close to the River; highly spoken of by English and American travellers or its general comfort and moderate charges. Has been greatly enlarged, and contains now one undred well-furnished rooms and saloons. Ladies' and reading saloon, smoking-room, &c., and a rge beautiful dining-room. English and Foreign Newspapers. Carriages in the Hotel. Omnibuses and from each train. English church in the Hotel; Divine Service every Sunday. [399

SCHLENK'S HOTEL OF THE GOLDEN EAGLE.

THIS Hotel situated in the centre of the town, considerably enlarged, is recommended to families and single gentlemen for its cleanliness, well furnished Bedooms, good Cooking, Choice Wines, and Moderate Terms. English spoken.

L. SCHLENK, Proprietor. [396

RED HORSE HOTEL

(Rothes Ross),

PROPRIETOR: M. F. GALIMBERTI.

This excellent old-established Hotel, situated in one of the best quarters of the town, is well apted for Tourists and Families making a visit to Nuremberg of some duration, and who will find very conceivable comfort and convenience. Table d'Hote at 1 p.m., and Private Dinners at all hours. he Establishment will be found well worthy of the renown and patronage it has enjoyed from nglish travellers of the highest rank during many years. [397

HOTEL ZUM STRAUSS (OSTRICH HOTEL), G. REANER, Proprietor.

This Hotel can safely be recommended to English Travellers as one of the best in ermany. It is an entirely new building, with splendid Apartments, Dining Saloons, adies' Saloon, Reading-room, and Billiard-rooms, Superior Bath-rooms, &c., and furnished roughout in the best style. The strictest cleanliness, attention, and moderate charges. xcellent Table d'hote. [398

OSTEND.

HOTEL FONTAINE.—This hotel is situated in the Longue Rue, near the King's Palace, the Kursaal, and Casino, nearest to the sea. It is patronised by the nobility and istry, and frequently has the honour of receiving Princely visitors. It contains a large number of artments, handsomely furnished (overlooking a garden), and a new and extensive dining-room of ible dimensions, ornamented with a fine collection of paintings.

This hotel is one of the finest establishments in the country. An omnibus belonging to the hote nveys passengers to and from the trains. This hotel remains open all the winter season. [400

HOTEL DU GRAND CAFÉ.

THIS well-known, old-established Hotel, situated on the Place d'Armes, opposite the Casino, close to the Sea, the Kursaal, the King's Palace, and the English Church, is rtily recommended to English Travellers for its comfortable and clean apartments, good "Table Hôte," and excellent wines. Good attendance. Reading-room. The Hotel is open all the year. nibuses to and from each train. [402

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OSTEND—Continued.

HOTEL DE COMMERCE.—Situated opposite the Station, and very near the Quay. Carriage awaits the arrival of Steamers from Dover and London. Single Travellers and Families will find the charges very reasonable, and special arrangements may be made by the week or month. Coaches and horses for hire at the Hotel. [4]

THE SHIP HOTEL.—A comfortable clean house, situated on the Quay, facing the landing-place of the Steamers from Dover and London. Mr. PLADDY, the new landlord, having considerably improved this Hotel, it will be found to afford excellent accommodation to Families or single Travellers at moderate prices. A large and convenient dining-room has just been added. Mr. P. will be most happy to afford English visitors any information they may require. [4]

HOTEL DES BAINS.—This old-established first-class and well-situated House combines great comfort with moderate charges. It contains suites of apartments and single rooms all elegantly furnished. Its Table d'Hôte is excellent, and its accommodation very good. It is patronised by the Prince of Wales and the English Royal Family. English Spoken. [4]

WILTCHER'S HOTEL, RUE LOUISE.—This first-class English Hotel is highly recommended to families and gentlemen staying in Ostend. The landlord and landlady are English, and can give clergymen and other references if required. Arrangements made. Terms very moderate. Table d'Hote. [4]

PALLANZA (Lake Majore).

GRAND HOTEL PALLANZA.—This beautiful and first-class Hotel, has been built after the same style as the Hotel Beau Rivage, at Ouchy (near Lausanne), and the Grand Hotel, at Vevey: it is magnificently situated opposite the Borromean Isles, on the Simplon, St. Gothard, and St. Bernardina Route, commands a splendid view of the Simplon, and is sheltered from the north-east wind and dust. English Church in the Hotel; Divine Service the whole year. Warm and Cold water Baths, and Baths of the Lake in the garden. Mineral water, &c. Pleasant sojourn at any time of the year. English Travellers will find it a charming little spot, worthy being visited.—G. SEVESCHAB, proprietor. Pension the whole year round. [4]

PARIS.

HOTEL DES DEUX MONDES

AND D'ANGLETERRE.

8, RUE D'ANTIN,

NO NOISE. ASPHALTED STREET.

Between the Tuileries, Place Vendome, and the Boulevard

Mr. LEQUEU, Proprietor.

EXCELLENT TABLE D'HOTE.

Hot, Cold, and Shower Baths in the Hotel. Gentlemen's Lavatory on the ground floor. Reading Saloon; Smoking and Billiard Rooms.

MODERATE CHARGES.

This magnificent first-class Family Hotel, quite newly and elegantly Furnished, according to the most fashionable style, and surrounded by Gardens, justly the preference given to it by English Travellers, for the comfort and cleanliness of its Apartments, its excellent Cooking, and the care and attention shown to every visitor who honours the Hotel with his patronage.

Large and Small Apartments; Single Rooms; Letter Box; Private Restaurant.

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PARIS—Continued.

GRAND HOTEL,

M. VAN HYMBEECK, Manager,

12, Boulevard des Capucines, et Place du Nouvel Opera.

800 Bed and Sitting Rooms from 5 francs a day.

Lift, communicating with all the floors, from 8.0 a.m. to 1.0 a.m.

Table d'Hôte. Breakfast 5 francs, with wine and coffee. Dinners 8 francs, wine included. Meals à la Carte. Board from 20 francs a day, wine included.

The Hotel Scribe (Family Hotel), No. 1, Rue Scribe and Boulevard des Capucines, has just been added to the Grand Hotel. Travellers will find the same advantages as in a Private House. [409

GRAND HOTEL DU LOUVRE,

64, 163, Rue de Rivoli, and Place du Palais Royal.

REDUCED TARIFFS.

800 Comfortable and Well-furnished Rooms and Saloons from 3 frs. per day

Breakfast from 10 o'clock in the morning till 1 o'clock in the afternoon at 3fr. 50c. (wine included)

Table d'Hote at 6 o'clock, 6 francs (Wine included).

Breakfast and Dinner "a la Carte." [410

HOTEL MEURICE, Rue de Rivoli,

OPPOSITE the Tuileries Gardens, MR. SCHEURICH, Proprietor. Large and Small Apartments, and Single Bed rooms for Gentlemen. Reading-room and Smoking-rooms. Table d'hote. Every modern comfort combined with moderate charges. [411

GRAND HOTEL MIRABEAU, 8, RUE DE LA PAIX.—This Hotel has been patronized during the last century by the first families in Europe. Splendid Saloon for Table d'Hote, 6 frs. Saloons for Private Dinners, at 5 and 6 frs. and upwards, and "a la carte." Large and Small Apartments at all prices, according to the floor and size. The Hotel has been entirely re-fitted and made one of the most comfortable in Paris. [412

HOTEL WAGRAM,

208, RUE DE RIVOLI, 208

For Families, and Single Gentlemen.

Entirely renovated, and under the Management of the New Proprietor

Louis Boeck. [413

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GRAND HOTEL DE CASTILE,

The best Situation in Paris,

101, Rue de Richelieu, and Boulevard des Italiens, 5,

Two great Entrances.

The Rue de Richelieu is the most important of Paris, it is the direct way to the Palais Royal, the Louvre and Tuileries, and the Boulevard des Italiens, which is the great Boulevard of Paris. Large and small suites of Apartments and Bed-rooms overlooking the Boulevard, the Rue de Richelieu or the Court-yard of the Hotel.

Excellent *Cuisine*, really French, and consequently, quite different from the ordinary Cookery of modern Parisian Hotels. Restaurant *à la Carte*. Remarkable choice Wines. Hot and Cold Baths in the Hotel. Mr. and Mrs. RENOU, the proprietors of this superb Establishment, personally superintend it with the greatest attention. [414

GRAND HOTEL DU PARLEMENT,

BOULEVARD DE LA MADELEINE

(Entrée Rue de la Ferme des Mathurins, 1),

AND 18, PLACE DE LA MADELEINE.

This fine Hotel, in all the luxury and freshness of its recent inauguration, is situated in one of the best parts of Paris, combines great comfort with moderate charges. All the apartments overlook the "Grand Boulevard" and the "Place de la Madeleine." Table d'Hôte exceedingly well frequented, and Wines of the first quality. Saloons, Reading-room. "Divans," &c. Baths. Carriages, &c., in the Hotel. Foreign languages spoken. [413

SPLENDIDE HOTEL,

1, PLACE DE L'OPERA, 1,

RUE DE LA PAIX ET AVENUE DE L'OPERA.

61 (Entrance, Avenue, de l'Opera), 61.

This magnificent Establishment has all its Apartments in front, and overlooking the three finest Places in Paris. Every thing has been provided to render it a most comfortable and desirable home. Reading room. Baths for the use of Visitors. Lift Smoking-room. [416

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PARIS—continued.

HOTEL de LILLE et d'ALBION,

223—RUE ST. HONORE—223.

NEAR the PLACE VENDOME, between the "RUES D'ALGER and CASTIGLIONE;" immediate proximity to the TUILERIES, PLACE DE LA CONCORDE, and CHAMPS ELYSEES

ST. JAMES'S HOTEL,

ST. JAMES'S HOTEL, 211, RUE ST. HONORE; AVIET, Proprietor.—Immediate access to the TUILERIES. This Hotel is particularly recommended to English and American Families. 150 Bedrooms and 30 Sitting-rooms, all of which overlook the pretty Garden of the Hotel. Situated between a large Court-yard and Garden, it ensures perfect quiet to its guests. Splendid "Salle-à-Manger," "Restaurant," Reading and Music-rooms. Spacious Smoking-room recently built. First-rate "Table d'Hote." Moderate charges. Pension if required, and advantageous arrangements. Hot, Cold, and Shower BATHS on the premises.

HOTEL BERGERE,

32 and 34, RUE BERGERE, central part of the Boulevards, Theatres, and Exchange; and 30A, same street, the

MAISON BLANCHE,

United with this Hotel, contain together 180 Bedrooms, with 15 large and small Sitting-rooms. "Table d'Hote." "Restaurant à la Carte."

Furnished Apartments of whatever number of Beds and Sitting-rooms required. Board at liberty, and Private Kitchens attached to this House.

HOTEL VIOLET,

PASSAGE VIOLET, Nos. 4, 5, 6, 7, 8, and 9, FAUBOURG POISSONNIERE, near the "GRANDS BOULEVARDS.—Vve. J. CLEME, Proprietress.

This large and most quiet Hotel, recently embellished, contains 20 Sitting and 130 Bedrooms, from 2fr. 50c. and upwards. "Restaurant," and "Table d'Hote" at 4fr. 50c., with Wine. Drawing and Smoking-rooms. Moderate charges. Coaches and Interpreters. Hot and Cold BATHS in the Hotel. Families wishing to stay some time will find every comfort and advantage for arrangements per day, week, or month.

ENGLISH PHYSICIAN.

DR. H. E. GANTILLON, 12, Rue Mont-Thabor. From 2 till 4 o'Clock.

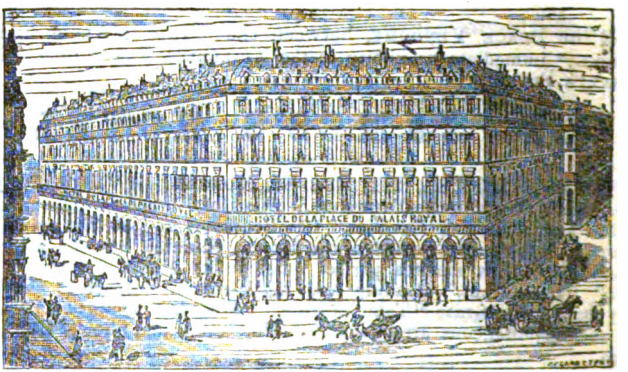
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HOTEL DE LA PLACE PALAIS ROYAL

170, RUE DE RIVOLI, 170.

Proprietor, DELAISSE.



Well and Newly Furnished. Great Comfort.

LARGE AND SMALL WELL-FURNISHED APARTMENTS. GREAT COMFORT.
Service a la Carte, and in the Apartments. First rate Table d'Hote.
Room and Board included, 10 fr. per day. [418

GRAND HOTEL DE L'ATHENEE, 15, Rue Scribe.—This Hotel is very well situated, and is conducted with the greatest care. It contains large and small well furnished Apartments, very clean, for Families or Single Gentlemen. Moderate charges. [419

GRAND HOTEL DE LONDRES,

5, RUE CASTIGLIONE, PARIS.

THIS Hotel, patronized by the "Princes d'Orleans," who passed here last winter, is also patronized by the high class of society, and affords travellers every desirable comfort. Large and small apartments. A lift for each floor. [420

THE NORMANDY HOTEL,

356, RUE ST. HONORE.

THE most central Hotel in Paris, either for business or for pleasure, situated between the Palais Royal, the Tuileries' Gardens, the Boulevards, the Bourse and the principal Theatres. Sitting, Reading, and Smoking rooms. English interpreters. Restaurant à la carte. Table d'hote, 5 frs., Wine included. Arrangements by the week for Board and Lodgings, at the rate of 8s. 6d. to 10s. a day according to the floor. Advantageous arrangements for Winter.

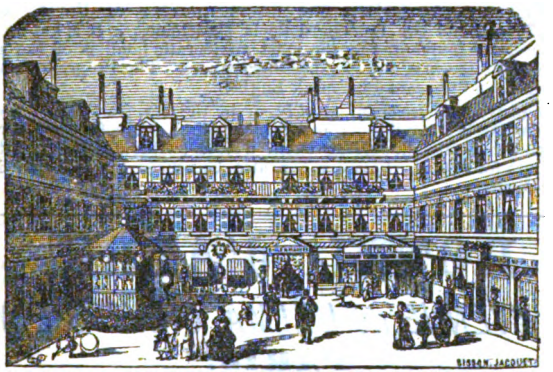
P. BRUNEL, Proprietor. [421

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PARIS—Continued.

HOTEL DE LA GRANDE BRETAGNE,

14, Rue Caumartin.—OLIVIER, Proprietor.



VIEW INSIDE.

irst-class Hotel, situated in the centre of the finest part of Paris, near the Boulevards and new pera, Saloon and Smoking-rooms. Two large court yards, with garden. Rooms on the ound, first and second floors from 3 to 5 frs. Apartments for families. Celebrated *Cuisine* nd cellar. Dinners at 4 frs., and "à la Carte." During the winter arrangements are made er month) at moderate terms. [422

HOTEL VOUILLEMONT, 15, Rue Boissy d'Anglais (formerly des Champs Elysées), near the Madeleine, MR. VALLET, Proprietor.—This Hotel is situated in the finest quarter Paris, near the Place de la Concorde, between the Boulevards, the garden of the Tuileries, and the hamps Elysées.

It is particularly recommended for being well conducted, and the elegant manner in which it is furished.

Visitors will find every thing most comfortable, and Families can be served in private saloons, appropriated for that purpose. All the attendants speak English and German. [423

HOTEL DE RIVOLI, 202, RUE DE RIVOLI, J. Stolle, Proprietor.—This Hotel, delightfully situated, just opposite the Gardens at the Tuileries, in the vicinity of the Palais Royal and the fine Promenade of the Champs Elysées, offers to travellers of all countries every vantage and comfort requisite in a first class hotel. Large and small apartments elegantly furnished. ngle Rooms, 3 frs. and upwards. Meals served in the apartments either *à la carte* or *à prix fixe*. Table in the Hotel. Terms moderate. All languages spoken. [424

BEDFORD HOTEL,

No. 17, RUE DE L'ARCADE, near the Madeleine Church.

THIS HOTEL has long been known to English Travellers for its comfort and many advantages. It is situated in the most quiet and beautiful quarter of Paris, e Champs Elysées, the Railway Stations, and the Boulevards. Table d'Hôte; Restaurant à carte. Billiard-room. Baths and Douches in the Hotel. Moderate charges, and good ttendance. Reignard, proprietor. [L.O.—426

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PARIS—Continued.

THE DANUBE HOTEL,

11, RUE RICHEPANCE,

THE HOTEL is situated in the finest quarter of Paris, between the Champs-Elysees and the Boulevard de la Madeleine. It is known as a highly respectable house, and frequented by the most aristocratic families of Europe. Sitting-room, with Piano, Letter-box, and English Newspapers. The Proprietors, Mr. and Mrs. CHARLES BRUNEL, and the servants, speak English.

TERMS:—Monthly, on agreement, weekly, or by the day, from 9s. to 11s., according to the floor, including bed and lights; morning breakfast, tea, coffee, or chocolate; lunch, two dishes; and first-rate dinner, at Table d'Hote (without wine). Attendance 1s. Charges moderate for extras. Families can also be served "a la carte" in their own private dining-rooms. [426

HOTEL d'ALBE,

71 & 73, AVENUE de L'ALMA, CHAMPS-ELYSEES

PARIS.

THE Proprietor of the HOTEL d'ALBE begs to inform his kind friends and patrons that he has considerably enlarged his Hotel, and that he is enabled to offer large suites of Apartments handsomely furnished. Bath-rooms; Billiard-room; Smoking-room. Restaurant à la Carte. Table d'Hôte. A lift for each floor.

HENRY DE LA BLANCHETAIS & Co., Proprietors. [427

GRAND HOTEL DE BADE.

30 and 32, Boulevard des Italiens, and 6, Rue du Helder.

Large and Small Apartments. Table d'hote. Moderate Charges. Restaurant. [428

HOTEL DES ETRANGERS, DE LA RUE VIVIENNE, 3, RUE VIVIENNE, M. LEPANY, the new Proprietor and successor to Mr. Gerard, near the Palais Royal, the Bourse, the Boulevards, and the Theatres. Restaurant—Table d'Hôte, Baths, Carriages. Large and small well-furnished apartments. Bed-rooms at 2 & 6 francs. French, English, and German newspapers. MR. LEPANY requests gentlemen and families who are recommended to this Hotel, not to allow themselves to be misled by touters or other interested persons, who frequently deceive passengers by conducting them to other establishments of the same name as the above respectable Hotel. Les bureaux du Telegraphe sont dans l'Hotel. [429

HOTEL DE CALAIS,

5, Rue Neuve des Capucines; the finest situation in Paris, near the New Opera, the gardens of the Tuileries and the Boulevards. The proprietors, Mr. and Mrs. Hauser, speak English, and spare no pains to make visitors comfortable. The Table d'Hote and attendance are first rate. Arrangements are made for board and lodging by the day, week, or month. English newspapers. [430

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PARIS—Continued.

HOTEL BUCKINGHAM, 32, RUE PASQUIER (formerly Rue de la Madeleine), and 97, RUE NEUVE DES MATURINS.—This Hotel, facing the Square Louis XVI., is delightfully situated in the finest quarter of Paris, near the Place de la Concorde, Champs Elysées, Boulevards, and New Opera. Excellent Table d'Hôte at 6 o'clock, 4 frs. Board and lodging 8s. or 10s. per day, according to the floor. Large and small well-furnished Apartments on very advantageous terms. Public parlour; smoking-room. English newspapers. English spoken by the landlord, Mr. BARRAT, and servants. [431

HOTEL DE FAMILLE (with Board), 6, RUE CASTIGLIONE, between the Tuileries Gardens and the Place Vendome. Favourably situated. This establishment is also most conveniently arranged and comfortably furnished. Two Sitting Rooms for the use of visitors. Apartments and Single Rooms. English and French Newspapers. Arrangement by day or week at moderate terms.—MAISON VVE. GAUTHIER et DALAUT. DALAUT, successor. [432

LONDON AND NEW YORK HOTEL.—13, Place du Havre, Mr. Chardon, Proprietor.—Visitors coming to Paris will find this Hotel most conveniently situated, within a few minutes' walk from the Madeleine Church and the Champs Elysées, facing the Railway Station for Versailles, St. Cloud, the Bois de Boulogne, Dieppe, and Havre. English Attendants, English Papers taken in. Airy and comfortable Rooms, with Board and Wine included, 8s. per day. Very moderate *pension* for winter. The hotel has lately been improved in a superior manner. [433

GRAND HOTEL DE PROVENCE and DE CHAMPAGNE.

Rue de Provence, 104.—M. BAILLOT, Proprietor.

Situated near the Railway Station for Havre, Saint-Cloud and Versailles, and within a few minutes' walk of the Madelaine, the New Opera, the Boulevards, and the Champs-Elysées. Comfortable Apartments at moderate prices. Rooms from 2 to 4 frcs., and with board included at 8 frcs. a day. Rooms and Apartments can be taken by the month with or without board. [434

HOTEL FOLKESTONE, No. 9, Rue Castellane, Paris. Near the Madeleine the Boulevards, the Tuileries, and the Champs Elysées. Families and gentlemen visiting Paris will find at the above hotel the comfort of home, together with every thing calculated to render their sojourn agreeable. Rooms from 2 to 6 frs. Board and Attendance from 9 to 12 frs. a day, according to the room. Families can also be served "à la carte" in their own apartments. [435

HOTEL DU PRINCE ALBERT,

5, Rue St. Hyacinthe, St. Honore, 5,

Near the Tuileries and St. Roch's Church.—Highly recommended by English visitors. Rooms from 2 to 3 frs. per day. Plain breakfast, at 1 fr. 25c. There is no Table d'Hôte, so that visitors can dine at any of the various Restaurants of Paris, and at their own time and price. During the Winter rooms per month from 30 to 70 francs. Several well-furnished Bed-rooms have been recently added to this Establishment, as well as a fine Drawing-room for the use of visitors. [436

HOTEL DE LONDRES ET DE MILAN,

BERETTA, PROPRIETOR,

8, Rue Saint Hyacinthe—Saint Honore, near the Tuileries.

Rooms from 1s. 6d. to 3s. a day; with Board and Wine included, 7s. per day, or £2 4s. per week. Arrangements made with families. Mr. Cook's Hotel Coupons are received in this Hotel. [437

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BRITISH AND AMERICAN HOTEL,

39, RUE PASQUIER, 39.

NEAR the Havre, Dieppe, and Versailles Railway, Three minutes from the New Opera, Madeleine, and Champs-Elysées, &c. Apartments and Single Rooms, Bath-room, Saloon with Piano, Reading-Room, French and English Papers, Restaurant and Bar-Room. Rooms from 1s. 6d. to 5s. Arrangements by the day 7s. and 8s. English and German spoken.
MULLER, Proprietor. [4.5

GRAND HOTEL JULES CESAR,

AVENUE LACUEE, AND 20, RUE DE LYONS,

Opposite the Railway Station of Lyons, and two minutes' walk from the "Gare d'Orleans. Well furnished apartments and rooms from 2 frs. 50 c. per day; very comfortable. Restaurant à la Carte, and private attendance. Coffee and Billiard Rooms. Carriages, &c. English, German and Italian spoken. Mr. CALLAIS, Proprietor. Baths in the Hotel. [439

STEHR'S HOTEL,

PARIS.—55, RUE DE PROVINCE, 55.—PARIS.

THIS well-known English and American Establishment recommends itself to families and single travellers for its comfort and fine situation, close to the Boulevards and the new Opera. Very moderate charges. Fine airy rooms from 1fr. 50c. to 4 frs. Drawing rooms from 3 to 5 frs., attendance 50c. Table d'Hote at 6 o'clock at 3 frs., wine included. Liberal Board, very advantageous by the month, 150 to 175 frs. English, French, and German spoken. Mrs. STEHR is English. [440

HOTEL DU PALAIS (FAMILY HOTEL), 28, Avenue Cours de la Reine, near the Place de la Concorde, the Madeleine, and the Tuileries garden, in the centre of one of the finest Promenades of Paris. This Hotel, facing the south, and built after the English style, with only three storeys, is especially recommended for its situation. It contains 80 well-furnished rooms, and a large Saloon for the use of visitors. For 7 francs 50 centimes. a-day, a well-furnished Room, Breakfast, Dinner, and service included. Arrangements made for longer stay on moderate terms. [441

HOTEL LIVERPOOL,

11, Rue Castiglione, between the Tuileries Garden, the Place Vendome, and the Rue de la Paix.

WELL FURNISHED LARGE AND SMALL APARTMENTS. FINE SITUATION. MODERATE CHARGES. [442

DINER EUROPÉEN,

FORMERLY PALAIS ROYAL, NOW, 14, BOULEVARD DES ITALIENS, 14.

Entrance—2, Rue Le Peletier.

Diner à 4 frs. 50 c., avec une bouteille de vin. | Dinner, with a bottle of wine, 4 frs. 50 c.
Dejeuner 2 frs. 50 c., avec une ½ id. | Breakfast, with half a bottle, 2 frs. 50 c.
Good attendance. [443

GRAND HOTEL SUISSE (Schweizerhof).

5, Rue Lafayette, 5,

(OPPOSITE THE NEW OPERA.)

LARGE and Small Apartments and Single Bed-rooms. Table d'Hote, "Restaurant," and Reading-room. Every modern comfort, combined with moderate prices. [444

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PARIS—Continued.

GRAND HOTEL DE L'UNIVERS,

46, RUE DE CHALONS, 46.

OPPOSITE THE RAILWAY STATION OF LYONS.

The situation of this Hotel commands a fine view of the Station: the opening of the offices and distribution of tickets can be seen from the window of each room. "Table d'Hôte" and "Restaurant à la Carte." Large and small Apartments. Well-furnished rooms 2 and 3 frs. Dressing saloons and baths. Private service and night service for travellers. English and German spoken. [445

HOTEL ST. PETERSBOURG.

35, RUE CAUMARTIN.

MR. MOTTE, the new Proprietor, has just entirely re-fitted up this Hotel, situated close to the Nouvel Opera, the Boulevards, the Place Vendome, and the Madeleine, and which, for comfort and attendance, cannot be excelled. Suites of rooms for families and single rooms for gentlemen. "Table d'hôte." "Dinner *à la carte*." Rooms from 2s. to 6s. per day. Advantageous arrangements for board and lodging. Proprietor and servants speak English. [446

HOTEL DOMINICI,

9, RUE CASTIGLIONE,

(Between the Tuileries Garden and the Boulevards.)

A very handsome Dining-room has been newly built, connected with an elegant Sitting Saloon, for the use of Visitors; and the establishment has still been enlarged by the adding of the large house contiguous, where the traveller will find handsome apartments elegantly furnished and at equally reasonable terms. Arrangements are made on reasonable terms by day, week, or month for Room, with Board, consisting of two breakfasts, dinner (wine included), and tea in the drawing-room, after dinner. DOMINICI, proprietor. [447

HOTEL DE ROME,

15, RUE DE ROME, 15.

THIS newly-established Hotel is one of the best houses in Paris. It is situated next to the "Chemin de fer de l'Ouest" station for Versailles, Dieppe, and Havre; and near the Madeleine and the New Opera. Large and small well-furnished apartments. Comfortable bed-rooms for gentlemen at 3, 4, and 5 frs. Excellent accommodation. Table d'Hôte, 4 frs. (3s. d.) [448

HOTEL CASTIGLIONE.

12, RUE CASTIGLIONE, 12.

FINE situation, in the best part of Paris. Large and small apartments and single rooms. This good old house has been newly and comfortably re-furnished. Excellent cooking. Moderate charges. Mr. and Mrs. MERCIER, proprietors. [449

HOTEL DU CHEMIN DE FER DU NORD,

TERMINUS HOTEL,

12, BOULEVARD DENAIN,

PLACE DU CHEMIN DE FER DU NORD, opposite the Terminus of the Northern (Calais and Boulogne), Railway. 100 Rooms and Saloons, from 2 frs. to 6 frs. per day. Saloons for private dinner. Restaurant "à la Carte." Reading-room, with the paris and foreign newspapers. Coffee-rooms, with Billiards. Attendants speaking several languages. PIEL, proprietor. [450

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PARIS—Continued.

HOTEL DE BRUXELLES,

PARIS—33, RUE DU MAIL, 33—PARIS.

NEAR the Bourse, the Palais Royal, and the Boulevards. Bed-rooms from 2 to 6 fr. Table d'Hôte (wine included.) Breakfast, &c., from 9 a.m. till 1 p.m., 2 frs. Dinner at 5 and 6, 3 fr. Board and Lodging from 6s. to 7s. 6d. per day. ENGLISH SPOKEN. [451

HOTEL DU CONSEIL D'ETAT.

(PARIS.) RUE de LILLE, 59. (FAMILY HOTEL.)

THIS Hotel is newly and elegantly restored, close to the Tuileries Garden, the Champs Elysées, and the Museum, is particularly recommended for its airy and well-furnished apartments, and offers every comfort at the most moderate charges. Bed-rooms from 2 to 6 frs. per day, and most comfortable apartments for families. Table d'Hôte. Arrangements for Board and Lodging from 4s. 8d. per day. The landlord and servants speak English. [459

ENGLISH FAMILY BOARDING HOUSE.

3, CITE DU RETIRO, ENTRANCE 35.

RUE BOISSY D'ANGLAIS and 30, FAUBOURG St. HONORE. Central and retired situation, between the Madeleine, the Tuileries garden, and the Champs Elysées, and close by the English Embassy and English Churches. Two Guineas per week, wine and service included. Splendid Baths adjoining the establishment. Address, Mrs. CABARRUS. [452

HOTEL DU PRINTEMPS,

89, RUE DE LA VICTOIRE,

Five Minutes from the Gare St. Lazare, between the Rue Caumartin and the Chaussee d'Antin, near the New Opera.

LARGE and small well-furnished Apartments, &c. Rooms from 2 francs and upwards. Pension, including room, breakfast, dinner, wine, and service, 8 francs per day. Mme. GARANGE, Proprietress. [454

HOTEL BURGUNDY, 8, RUE DUPHOT, PARIS. In consequence of the expropriation of the Hotel du Congrès for public improvements, Mr. BECARD—for 15 years its Proprietor—has removed to the Burgundy Hotel, at the above address. The position is most central and advantageous, being in close proximity to the Boulevards, Tuileries Gardens Place de la Concorde, Champs Elysées &c

Visitors to the French Metropolis will find at this Hotel, English comfort and cleanliness, combined with an excellent French Cuisine—a want long felt in Paris. The furniture and appointments of the Hotel are all that can be desired. 150 guests can be comfortably accommodated. Apartments in suites or single rooms. English and French attendance. Specially favourable terms for families or single boarders during the winter season. Mr. A. BECARD, Proprietor.

Table d'Hote with Wine. Suppers—Chops, Steaks, English Ale, &c.

GAZE'S HOTEL COUPONS ARE ACCEPTED. [15

GRAND HOTEL DES DEUX AMERIQUES.

Rue Richer Entree, 15, Rue Jeoffroy-Marie.

CENTRAL for business, near the Theatres, and near to the Boulevard of the New Opera and "de la Bourse." Rooms from 2 frs. Apartments. Arrangements made with families by week or by month. Tariffs of prices in every room. The new Proprietor of this hotel spares no trouble to secure visitors of every comfort possible. [455

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PARIS—Continued.

HOTEL DE GIBRALTAR.

10, Rue St. Hyacinthe, St. Honore, PARIS.

THIS Hotel one of the most central of Paris, either for pleasure or business, is situated between the PALAIS ROYAL, the CHAMPS ELYSEES, the TUILERIES, the PLACE VENDOME, the ST. ROCH-CHURCH, and the NEW OPERA. Rooms from 2 frs. and upwards. Apartments for families with Board and Wine included, £2 2s. per week. Dinner "à la carte." Visitors are at liberty to take their meals at any of the various restaurants in the town. English spoken.
AVENET, Proprietor. [457

ROOMS. **HOTEL** **BOARD AND LODGING.**

From 1s. 3d. to 3s. DU Wine and Service included

per day. **GLOBE.** **6s. per day.**

Rue Croix des Petits Champs, 4, Paris, opposite the Louvre, near the Tuileries, and the Palais Royal.

MAISON MEYERBEER,

At the "Rond Point" of the Champs Elysees,

PARIS—2, Rue Montaigne.—1, Avenue Matignon, PARIS.

Large and Small entirely newly furnished Apartments and Rooms.
Kept by Mr. **HOLWEG**, Proprietor. Several languages spoken. [459.

SPRENT—SPRENT AND PHIPPS,

HOUSE, ESTATE, AND COMMISSION AGENTS,

Respectfully invite FAMILIES VISITING PARIS, to apply to them for FURNISHED APARTMENTS, HOTELS, or BOARDING-HOUSES.
Every information gratis, and pains taken to ensure economy and comfort.
240, RUE DE RIVOLI, CORNER OF THE PLACE DE LA CONCORDE. [460

FURNISHED APARTMENTS,

AGENT, HENRI LARGIER, FRANCO-RUSSE AGENCY.

INFORMATION GIVEN GRATUITOUSLY.
EVERY TROUBLE IS TAKEN TO ENSURE ECONOMY AND COMFORT.
Wine and Spirit Merchant.
32, Boulevard Malesherbes, formerly Rue de la Paix, 6 [461

MADAME CLEMENCON, 8, RUE PORT MAHON.

STAYMAKER to several Courts. It is to this house that we owe the invention of the "*Corps Pompadour*," so necessary to stout persons; and the "*demi corps chatelaine*," which give so much grace, elegance, and dignity. MADAME CLEMENCON, as mistress of her profession, is capable of affording additional grace to every form, and of combining all the freedom required for the promotion of health. [462

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MR. BARWIS,

SURGEON DENTIST,

10, RUE D'ALGER, PARIS.

A few doors from the Rue de Rivoli, Patentee for an improvement in mounting pieces and sets of ARTIFICIAL TEETH, combining economy with beauty and durability. At home from 10 to 5. [467

KRAMER,

Rue St. Honore, 350,—JEWELLER.—350, Rue St. Honore

(Near the Place Vendome.)

This House is well-known for the Taste, Elegance, and Workmanship, as well as for the Extensiveness and rich Assortment of its Stock, consisting of JEWELLERY of every description, DIAMONDS, &c. [464

10—RUE CASTIGLIONE—10, PARIS.



FURNISHED APARTMENTS.

JOHN ARTHUR & Co.,

AGENTS TO THE BRITISH AND AMERICAN EMBASSIES.

BANK AND EXCHANGE OFFICE,

House, Estate, and General Commission Agents, and Wine Merchants.

All information gratis.—Established thirty-eight years. [463

OPTICAL INSTRUMENTS.

THE Establishment of the late celebrated Civil Engineer, **CHEVALLIER,** 15, PLACE DU PONT NEUF, (Founded in 1740), sole successor DUCRAY CHEVALLIER, Manufacturer of Microscopes of improved double Opera Glasses, Military Telescopes, Telescopes of all kinds, Mathematical, Meteorological Instruments for Natural Philosophy, the Navy, &c., author of the Conservateur de la vue; de l'Essai sur l'art de l'ingenieur," etc. Inventor of the Jumelles centrées (improved Opera Glasses). [466

OPTICIAN.

THE oldest and most celebrated house of "CHEVALIER," Engineer, only exists in the Palais Royal, 158, Galerie de Valois, it has been carried on since 1760 by the same family. (It was first established Quai de l'Horloge.)

ARTHUR CHEVALIER, O * * Master in Sciences.

Specially for Microscopes, Opera Glasses, Navy Telescopes, Mathematical, Physical, and Meteorological Instruments, &c. 20 Medals.

ARTHUR CHEVALIER, grandson and son of Vincent and Charles Chevalier [467

PERFUMERY ORIZA,

INVENTED BY L. LEGRAND, PERFUMER.

PURVEYOR to the COURTS of RUSSIA and ITALY.

PARIS—207, RUE ST. HONORE, 207—PARIS.

ALL products of Oriza are prepared with unusual care, and it may be said that they are the highest expression of the science and art combined in perfume making.

Catalogue, with Prices, sent on demand. [468

AU BON MARCHÉ,

EXTENSIVE

WAREHOUSE FOR NOVELTIES

AND

Great Dry Goods Store,

Acknowledged to be the best deserving the Motto of the House—CHEAPNESS—Bon Marché—by the quality and REAL BON MARCHÉ of every article sold.

RUE DU BAC, 135 & 137, and

RUE DE SÈVRES, 20, 22, 24 (Faubourg St. Germain),

PARIS.

FOREIGN VISITORS are respectfully recommended, before purchasing elsewhere, to visit this well-known Establishment, where they will find the most complete assortment of

SILKS, SATINS,

EVERY DESCRIPTION OF DRESS GOODS,

LACE, LINGERIE, CLOAKS, &c.

The New Warehouses, which the Proprietors of BON MARCHÉ have caused to be built, and which, being connected with the former constructions, will increase twofold its importance, are to be inaugurated in March, 1872.

These Warehouses, specially and entirely fitted up for the use of a large come merce of NOVELTIES, will contain all that experience is able to produce in the way of usefulness and comfort. These being opened will fill up a gap and remedy the insufficient space that, in spite of incessant additions, was still wanting to the BON MARCHÉ, in order to afford every facility to their customers.

The NEW MAGASINS DU BON MARCHÉ will, on account of the special plan adopted for their construction, be one of the curiosities of Paris, for nothing as yet has been created so vast, nor so well fitted up. Persons desirous to visit the buildings will find, on Wednesdays and Fridays, special *employés* expressly put at their disposal.

English, German, and several other Languages spoken. [469

GRANDS MAGASINS DU LOUVRE.

THE LARGEST IN THE WORLD.

Magnificent Establishment, occupying the immense parallelogram between the PALAIS du LOUVRE, the PALAIS ROYAL, the RUE de RIVOLI, & the RUE St. HONORE.

The MAGASINS are divided into Forty Departments, viz. :—Silks, Mantles, Confections for Ladies, Novelties, Woollen, all kinds of Stuff for Mourning purposes, Indienne and Percales, Laces, Cashmeres and Shawls, Drapery, Millinery, Trousseaux and Layettes, Linen Damasked and other, Blankets, Furs, Stuffs for Furnishing purposes, Carpets, Curtains, White Calico of all sorts, Robes and Costumes for Ladies and Children, Petticoats, Chemises, Corsets, Caps, Gloves, Bonnets, Cravats, Umbrellas and Parasols, Mercery, Trimmings, Ribbons and Articles of Paris, Bed Furniture, Tapestry and all sorts of Furniture.

Nothing but a visit to the GRANDS MAGASINS DU LOUVRE can give an idea of their importance.

The Premises occupy 18,783 Metres, and the Three Fronts 427 Metres.

The exclusive privilege of the GRANDS MAGASINS DU LOUVRE is the power of offering, in all Materials, assortments which are not to be found in any other house, and owing to the magnitude of their operation, to sell cheaper than any competitor.

It is expressly recommended to all the *employés* to show the greatest earnestness in changing or returning the money for things found unsatisfactory, as well as in giving the best information to Ladies wishing only to see Stuffs, without buying them.

The reputation of loyalty of the GRANDS MAGASINS DU LOUVRE is so great that any commentary would be useless.

From the value of 25 francs goods are sent free all over France, Alsace-Lorraine, Belgium, Holland, Switzerland, London, Trieste, and all the Northern Towns of Italy.

Samples, Catalogues, Estimates, and Price-currents are sent free, on demand, by prepaid letter.

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PARIS—Continued.



BANDONI, SON,

26, RUE VIVIENNE, 26.

Hats of the best qualities. Silk and Spring Hats. Fancy Hats of all sorts.
Recommended to English and American Travellers. [471

HERNIA COMPLETELY CURED.

(SILVER MEDAL).

By the secret method of the Glaser family, applicable to all ages and both sexes. A pamphlet explaining the system, with cases, sent post free for 1 franc.

Mr. B. GLASER, 22, Rue Cail, Paris. [474

PAU.

GRAND HOTEL BEAU SEJOUR.

FIRST-CLASS HOTEL, recommended for its comfort and its beautiful situation, commanding an extensive and magnificent panorama. Large and small well-furnished Apartments for Families, overlooking the Pyrenees and the Valley of the Gave. A large Garden surrounds the Hotel. American and English Family Hotel. Moderate charges.

GRAND HOTEL GASSION,

LAFOURCADE BROTHERS.

FIRST-CLASS Establishment, of a monumental construction, situated on the Boulevard du Midi, near the "Chateau Henri IV.," with a splendid panoramic view. Most comfortable saloons. English and all other languages spoken. Service after the English style. Two Machine-Wagon Saloon (Lifts) mount up visitors to their floor. Open all the year.

HOTEL DE FRANCE, Mr. GARDERES, Proprietor.—This first-class Hotel, situated on the Place Royale, commands the most splendid view of the whole chain of the Pyrenees. It is managed in a superior way by the Proprietor himself and his Sons, and may be considered one of the best Hotels in the town. The house is heated by pipes. [475

31, Rue Porte Neuve. **MAISON SARDA.** 31, Rue Porte Neuve.

ENGLISH BOARDING-HOUSE, kept by J. SARDA (Courier), pleasantly situated in the best part of the town, (South aspect). Highly recommended for its good Table and comfort in every respect. Board, 6 frs. 50 cents. per day, 3 meals a day, Wine included. Rooms from 1 fr. 50 cents. to 4 frs. Arrangements made by Month or by Season.
Mrs SARDA is English. [477.

PRAGUE.

HOTEL GOLDEN ANGEL (ZUM GOLDENEN ENGEL),

Zeltnerstreet (Old Town).—F. STICKEL, Proprietor.

THIS Hotel is situated at no great distance from the Terminus of the Railway to Dresden and Vienna, the Post and Telegraph Offices, the Custom-house, the Theatre, and other public buildings. Warm and Cold Baths. English and French newspapers. [479

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PRAGUE—Continued.

HOTEL D'ANGLETERRE.—(Englischer Hof.) Proprietor Mr. F. Hutter. This first rate establishment is much frequented by English travellers for its moderate charges, comfort and cleanliness. It is situate near the Railway Station and Post Office. Table d'hôte 4 o'clock. Dinner à la carte, or at fixed price at any hour. English newspapers. English and French spoken. [671

WILLIAM HOFMANN,

BOHEMIAN GLASS MANUFACTURER

TO HIS MAJESTY THE EMPEROR OF AUSTRIA,

HOTEL BLUE STAR,

RECOMMENDS his great assortment of GLASS WARE, from his own Manufactories in Bohemia. The choicest Articles in every Colour, Shape, and Description, are sold, at the same moderate prices, at his Establishments.

Agents in London, Messrs. J. and R. M'CRACKEN, 38, Queen Street, Cannon Street West.

Goods forwarded direct to England, America, &c. [L.O.—488

RAGATZ.

BAINS DE RAGAZ PFAEFERS.

(SWITZERLAND.)

BATHING SEASON.

At Ragaz, from the 1st of May till the end of October.

At Pfaefers, from the end of May to the end of September.

THE celebrated Springs of Pfaefers, renowned for the richness of their waters, supply all the wells and Baths of Ragaz and Pfaefers, of which two places, the best establishments have been entirely rebuilt and afford extensive accommodation and great comfort.

The waters of Pfaefers, have been for centuries very efficaciously employed in curing general debility resulting from defective nourishment or development, Nervous affections, Diseases of the mucous membranes, of the skin, lungs, &c., Disorders of the Stomach &c., &c.

To complete the curative means of the establishment, excellent fresh goats' milk (whey) is brought here daily from the Alps.

First rate hotels, villas, Swiss houses, Boarding houses, &c. Railway, Post and Telegraph Stations. English, Roman Catholic and German protestant divine Service. Excellent Carriages. Guides for the mountains, &c. Apply to Mr. B. SIMON, Proprietor of the Establishment. [482

HOTEL TAMINA AND PENSION,

KEPT BY PERSONS OF GOOD FAMILY.

First-class Hotel, combining every modern comfort; particularly recommended to English families. The Proprietor receives a limited number of young Gentlemen preparing for public schools, &c., and desirous of acquiring the French language. By this method Pupils are able to speak French in a very short time. Apply to Mr. JAKEW, Director. 7927

REMAGEN.

HOTEL FURSTENBERG, MR. CARACIOLA, Proprietor.—English travellers are respectfully informed that Remagen is most conveniently situated for visitors going to Ahrweiler and Altenahr, in the Ahr valley; or to Brohland, the Lake of Laach, returning by Andernach. The above Hotel affords excellent accommodation at moderate prices, and is most beautifully situated on the banks of the Rhine, close to the beautiful church of Apollinarisberg. Good Carriages for Excursions. Exporter of Rhine, Moselle, and other Wines.

The Hotel Konig von Preussen belongs to the same proprietor. [438

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RIGI, (Switzerland.)

HOTEL RIGI-KULM.

LARGE establishment, the most ancient and best known, situated on the summit of RIGI-KULM, under the management of Mr. WEBER, deserving in every respect, to be ranked among the best First Class Hotels of Switzerland. Great comfort and moderate prices.

N.B.—List of fixed Prices in every Room. [485

A Railway has been constructed by the Company **REGINA MONTIUM**, starting from KALTBAD to meet RIGI SCHEIDECK, at 1,441 metres above the level of the Sea.

This line by its ingenious construction on the most remarkable mountain of this beautiful country, has become one of the great attractions of Switzerland. The passage (nearly 6 English miles) is performed in 25 minutes across the most picturesque sites. [486

HOTEL and PENSION, RIGI.—First.

A magnificent Hotel and Pension, situated at the Station of SCHEIDECK, near KALTBAD, commanding a splendid view over all the environs. It is managed by Mr. STAEHLY-FORRER. The price of Pension till the 10th July is from 9 to 12 frs. per day (according to the floor), every thing included except Wine, and from 10 to 15 frs. per day; from the 10th of July to the 10th September. This Hotel is especially recommended to English and American families. [484

HOTEL ET PENSION RIGI-SCHEIDECK.

MAJESTICALLY situated at the top of the line of SCHEIDECK, this vast and comfortable Hotel deserves now, more than ever, the excellent repute it has enjoyed for so many years. Its salubrious situation, its Baths properly organized and whey cures, all in fact contribute to render it most favourable to travellers of all nations who come to visit it.

Pension, for a stay of more than 3 days, from 7 to 10 frs. per day till the 10th July, everything included except Wine, and from 8 to 12 frs. from the 10th July to the 10th September. [486

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RIGI-KULM.—HOTEL SCHREIBER.

THIS HOTEL built during 1873-1874, by the proprietors of the Hotel and Pension, Rigi-Staffel, will be open from the 1st June, 1875. Its magnificent situation commands the most splendid view of the mountains and the plains. It is near the Station of Vitznau and Arth, and offers all the modern comforts of the best first-class hotels. It contains 150 bedrooms and saloons, most of them heated, 45 balconies, 270 beds, a vast vestibule with a large stone staircase, a large dining-room, conversation room, ladies' saloon, reading room, a "restaurant," "café" and billiard room. Most comfortable and well-furnished rooms from 3 frs; Attendance, 1 fr; Light, 75 cents.

The proprietors will spare no trouble to deserve for this Hotel the confidence of travellers, which they enjoy at the Hotel and Pension Rigi Staffel since so many years.

Food, Wines, and Beds all first-rate. Terms moderate.

Rooms can be pre-engaged by Letter or by Telegram.

RIGI STAFFEL.—HOTEL & PENSION.

SITUATED between Kulm and Rothstock, this beautiful establishment contains 250 Beds, 2 Dining-rooms, a Reading-room, and Ladies' Saloon, and a vast "Restaurant" with a large Terrace. Railway, Post, and Telegraph Offices in the house.

Rigi Staffel is recommended for a long sojourn, on account of its healthy situation. Cow's Milk and Whey cures are highly considered here.

Pension.—Travellers staying for five days at least, pay only the price of Pension, which is, in May, June, and September, 7 frs. per day, including Breakfast, Dinner, Supper, lodging and service, and 8 frs. or 8 frs. 50 cents per day during the months of July and August. Light, 1 franc per week and per person.

Whey and Cow's Milk 25 centimes the half-pint. Table d'hote frs. 3.50. Coffee or Tea complete 1 fr. 50. Rooms, 2 frs., 2 frs. 50. Service and light 1 fr. per person.

SCHREIBER, BROTHERS, Proprietors. [457

HOMŒOPATHIC MEDICINES.

E. GOULD & SON

Beg to inform those of their friends and patrons who may be travelling through Switzerland, that their Medicines may now be obtained from Dr. F. Baun, Zurich Street 54g, Lucerne, who has kindly consented to act as their Agent,

32, Moorgate Street, London.

RENNES.

GRAND HOTEL,

FIRST CLASS HOTEL, the best in the town. Very comfortable, and especially frequented by English families. Large and small well-furnished apartments and saloons. Reading saloons. Foreign papers. English spoken. [449

RHEIMS.

HOTEL DU LION D'OR.—This excellent Establishment, very well situated, just opposite the Cathedral, is conducted by the Proprietor himself, Mr. Debast, Junior, and deserves, in every respect, the patronage of English travellers. Table d'Hôte. Private Dinners at any hour. English, German, and Italian spoken. N.B.—English church near the Hotel. [450

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ROME.

GRAND HOTEL DE RUSSIE,

Kept by Messrs. Costanzi and G. Masseri.

This Hotel, newly fitted up and greatly enlarged, possesses a beautiful garden, and contains large and small well furnished apartments, all with a south aspect. Its situation, near the English church and public walks, is exceedingly fine and agreeable. Good accommodation. Moderate terms. Recommended [491

UNITED STATES HOTEL.

Mr. SERAFINI, Proprietor.

SITUATED in the healthiest quarter of Rome, between Piazza di Spagna, and the Corso, with a southern aspect, the best of the 2nd class Hotels. Elegant Apartments. Single Rooms. Ladies' Parlour and Smoking Room. Table d'hote. Dinners at any Hour. Good Attendance and Cleanliness. Several Languages spoken. Moderate Charges. Recommended to English and American Travellers. Highly recommended to Families and Gentlemen. English spoken. [492

ROTTERDAM.

HOTEL LEYGRAAFF (STADS HERBERG).—The above Hotel is delightfully situated facing the Park, the most fashionable promenade of Rotterdam, in close proximity to the landing-places of the various steamers, and at no great distance from the Rhenish and Dutch Railway Stations. The arrangements of the establishment are especially adapted to tourists. Families desiring quiet, cleanliness, and civil and prompt attendance will have their views fully met. A capacious concert-room and a billiard-table are attached. Table d'hôte and wines of the choicest vintages at moderate charges. English, French, and German spoken. No runners are employed by this hotel. [497

VICTORIA HOTEL.

This Hotel, opened in May, 1869, and built expressly for an English Hotel, is situated in the centre of the town (West End), on the most fashionable Promenade of Rotterdam, just opposite the landing-place of all the Steamers to and from England. The rooms, spacious and airy, are elegantly furnished, and English travellers will find here every desirable comfort, combined with the most civil attendance and moderate charges. Table d'Hote. Choice Wines. English Newspapers. English, French, and German spoken. Mr. T. TYSSEN will spare no pains to deserve the patronage of English travellers. [494

NEW BATH HOTEL.—Passengers and Families visiting or returning from the Rhine, will find the best of accommodation at this Hotel. It is near the landing and embarking place of the Steam-boats, and offers great advantages from its proximity to the Quay. A person from the Hotel is always in attendance on the arrival of every Packet, to afford information and assistance. [495

ADLERS HOTEL DES PAYS BAS, situate in the most central part of the City, affords extensive and excellent accommodation for Families and Gentlemen. Large Dining-rooms for Table d'Hôte or Private Dinners. Upwards of Sixty Bed-rooms, comfortably and elegantly furnished.

Mr. ADLER trusts his proverbial attention to his guests, and knowledge of the English language, will continue to render him deserving of the patronage of English travellers. [496

HOTEL DE L'EUROPE.

ZUIDBLAAK, No. 14.

THIS HOTEL which has been newly established in December, 1872: is situated in the centre of the town, just opposite the Exchange, Post-office, Telegraph-office, and the new central Railway Station, within a short distance of all the Landing places of the different steamers, the Rhine, Belgian Railway Stations, &c. And travellers will find every comfort, combined with the most civil attendance and moderate charges. Carriages are on the premises. The proprietor, Mr. C. Bakker, will give any information required for further journeys. English, French, and German spoken. [631

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ROUEN.

SMITH'S ALBION HOTEL.—This Hotel is situated on the healthiest part of the Quay, facing the Havre Boats, and commands the finest view of the valley of the Seine, and the splendid Scenery surrounding Rouen, Travellers will find at this first-rate and well-known old establishment, every comfort and attendance, so seldom met with on the Continent, good French and English cooking, Wines of the best quality. Excellent "Table d'Hote" at 6 o'clock. "Restaurant à la Carte." English and French Servants. [500

GRAND HOTEL D'ANGLETERRE, on the Quay, Mr. Léon Souchard, Proprietor, successor of Mr. Delafosse.—This Hotel is distinguished for the salubrity of its situation, &c.; and the new Proprietor has entirely re-fitted it, and added a very comfortable Smoking-room. It is situated on the Quay facing the Bridges, and commands the finest view of the Seine, and the magnificent scenery encircling Rouen, that it is possible to imagine. Travellers will find at this first-rate Establishment every comfort—airy Rooms, good Beds, Refreshments and Wines of the best quality at moderate prices. An excellent Table d'Hôte at Six o'clock, price 3 frs. 50c. Restaurant à la Carte. Mr. Souchard speaks English, and has English servants. An excellent Descriptive Guide of Rouen can be had of Mr. Souchard. [499

GRAND HOTEL DE FRANCE, Rue des Carmes.—The best situated in the Town, close to all the principal Monuments. Beautiful Apartments and Rooms, all newly furnished and with all the modern comforts. Smoking Room. Garden. Stables and large Coach House. Moderate Charges. English and several other Languages spoken.
Mr. SOULE, Proprietor. [499

SAXON (VALAIS) SWITZERLAND.

BATHS OF SAXON.

THESE are the most strongly impregnated iodine waters known, and have acquired a wide reputation in all cases where a similar medication is indicated. The Establishment is on the line from Geneva to Sion, and is open from the 1st June till October for the use of the waters. **The Grand Hotel des Bains and Carnaal remain open throughout the year.** The air of Saxon is pure, and the surrounding country of a pleasing character.—Letters may be addressed to the Direction. The Grand Hotel des Bains is the only one comfortable and reasonable. Omnibuses at every train. Telegraphic Station. [501

SCHAFFHAUSEN.

HOTEL DE LA COURONNE.

Splendid and beautiful situation, near the fall of the Rhine.

T. HIRT, Proprietor.

Excellent house, recommended to English and American Travellers [502

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SCHANDAU (near Dresden):

SCHANDAU, near DRESDEN.

Central Point of Saxon Switzerland.

BAHR'S HOTEL, "ZUR SACHSISCHEN SCHWEIZ."

Beautifully situated on the Elbe, with magnificent outlook on River and Mountain. Elegant Apartments for Families and Tourists. Every Comfort. Moderate Charges.

[J.B.—503

SCHWALBACH (Nassau).

THE DUKE OF NASSAU HOTEL,

Proprietor.—J. WILHELMY.

THIS FIRST CLASS HOTEL, Patronized by the Nobility and Families of the first distinction in England and on the Continent, delightfully situated near the mineral springs, baths, and public promenades, commanding fine views of the surrounding country, consists of suites of elegantly furnished apartments for Families and Gentlemen, replete with comfort and reasonable charges. Wines of the first vintage. The Times newspaper, and Punch regularly taken. [505

HOTEL ALLEE—SAAL.—HOTEL DE LA PROMENADE.—First Class Hotel, in proximity of the Royal Bath, between the Stahl and Weinbrunnen in the midst of its own grounds, and near to the English Church. Under the Patronage of H. R. H. the Prince and Princess of Wales, H. R. H. the Duchess of Edinburgh.

In the course of the last few years the Allee-Saal has been graciously patronized by their I. and R. Majesties of Germany and Russia; by the Kings of Saxony, Denmark, and Greece; by the Crown Prince of the German Empire; by H. R. H. the Crown Princess of Italy; and by the Nobility and Gentry of England and the Continent.

One of the Proprietors, Mr. Ernst Grebert, is Agent for Schwalbach of various English Banking houses. [504

TIVOLI HOTEL, First-class Private Hotel and Boarding House, kept by HENRY WILHELMY. Beautifully situated in the immediate neighbourhood of the "Promenades," between the Wein and Stahlbrunnen, opposite the Royal Bath Establishment and the Arcade. Good accommodation; excellent cooking. Large and small apartments and rooms. Moderate charges. [506

SEDAN.

HOTEL DE L'EUROPE (Patronised by H.R.H. the Prince of Wales and other Royal and distinguished visitors).—J. Jacoupy, Proprietor.—Excellent accommodation. English comfort. "Table d'Hote" and "Restaurant." Bass's and Burton Pale Ale. Best London Stout. Kinahan's LL Whisky. Well appointed equipages. English spoken. Omnibus to and from every train. Please telegraph. [507

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SPA, BELGIUM.

Bath Season, 1875.

FERRUGINOUS MINERAL SPRINGS.

The RICHEST in IRON KNOWN, and the MOST ANCIENT in the WORLD.

The Season Commences on the 1st of May, Closes the 31st October.

Programme of the Fêtes during the Season.

June.—Sunday, 20th, Opening of the Theatre. Monday, 21st, first meeting of the Races. first day of the Races on the Hippodrome of the *Sauvenière*, Prizes offered by the Town and the Belgium Jockey Club. Great Ball in the Saloons of the *Casino*. Tuesday, 22nd, Great International Pigeon Shooting Matches; Prizes offered by the Belgian Jockey Club. Wednesday, 23rd, second day of the Races at the Hippodrome of the *Sauvenière*. Sunday, 27th, Exhibition of Roses and Ornamental Plants, produce of the *Flora of Spa*, and Vegetables, in the *Salon Levoz*. Monday, 28th, second day of the Exhibition; Tombola.

July.—Sunday, 4th, great literary and musical meeting in the *Salle Levoz*, at Three o'clock. afternoon, given by the "*Société des Soirées*," of Verviers. Friday, 9th, first Concert, Vocal and Instrumental, given to the Subscribers, in the beautiful saloon of the *Casino*. Sunday, 11th, great Carousal and Races at the ring, at the Hippodrome of the *Sauvenière*. Sunday, 18th, opening of the Exhibition of Fine Arts, at the local of the *Pouhon*. Monday, 26th, "Fête Champêtre" in the Park of the *Geronstère*, different games. Dinners and Pic-nic. "Concert d'harmonie." "Bal Champêtre for the subscribers. Popular Ball. Illuminations. Electric light. Fireworks.

August.—Sunday, 1st, "Fête musicale" at the Promenade de "*Sept Heures*," with the co-operation of a foreign "*Société d'harmonie*," at Two o'clock afternoon. Monday, 2nd, Second meeting of the Races at the Hippodrome of the *Sauvenière*. Great Ball in the Saloons of the Casino. Tuesday, 3rd, Second International Pigeon Shooting; Prizes offered by the Belgian Jockey Club. From Monday, 9th to Friday, 13th, Extra Fêtes organized by the Polo Club of London; Pigeon Shooting Matches at the Hippodrome of the *Sauvenière*; Great Ball "Costumé and Paré" in the Saloons of the *Casino*. Monday, 16th, Night Fête; Concert; Illuminations; Electric Fountain at the "*Allée de Sept Heures*." Wednesday, 18th, Great Concert, Vocal and Instrumental, by *Miss Carlotta Patti*, Singer; *Miss Sonz*, Contralto of the Theatre San Carlo at Naples; *Mr. Sivori*, Violinist; and *Mr. Theodore Ritter*, Pianist. Sunday, 22nd, Festival of Singing and Music at the Kiosk of the "*Allée de Sept Heures*," with the co-operation of two foreign societies at Two o'clock. Monday, 30th, Second Concert, Vocal and Instrumental, given to the Subscribers of the *Casino*.

September.—Sunday, 5th, Fête of Spa; "Matinée Musicale" at the Kiosk of the "*Allée de Sept Heures*," with co-operation of the "*Harmonie des Charbonnages du Hasara*." Monday, 6th. Night Fête, and Illumination of the "*Place Royale*," or of the "*Allée de Sept Heures*." Sunday, 19th. Agricultural and Horticultural Exhibition, and of Vegetables in the Hall of the "*Jardin Levoz*." Monday. 20th, Third meeting of the Races. Great Steeple-chases at the Hippodrome of the Sart Prizes offered by the Town, and by the Belgian Jockey Club. Extra performance at the Theatre Tuesday, 21, Ball, with great Orchestra in the Saloons of the *Casino*.

October.—Friday, 15th, Closing of the Concerts of the Orchestra of the Casino.

"Soirées dansantes" at the *Casino*, every Sunday, Monday, Tuesday, Wednesday, Thursday, and Friday, under exception. Great Balls every Saturday. Children's Balls every Thursday at the Kiosk of the "*Allée de Sept Heures*, or, in case of bad weather, at the *Casino*. Theatrical performances three or four times a week.

N.B.—Other Fêtes will be organized during the Season, and will be published ultimately.

Magnificent Bath Establishment. First Class Hotels and "Restaurants." Splendid Casino Reading and Conversation Saloons, and Saloons for Play.

Direct Railway and Telegraph Communication with the whole of Europe. [&c.

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HOTEL DE FLANDRE,

Mr. SURY, Senior, Proprietor.

FIRST-CLASS Establishment, situated in the best part of the town. Splendid Dining-room for 250 persons. "Table d'Hote" and private service. Reading Saloon for ladies. Smoking-room. Large garden. Omnibuses. [510

HOTEL D'YORK.—This Hotel is one of the oldest in Spa, particularly frequented by English travellers, and the best in the locality. It is exceedingly well situated in the healthiest and pleasantest part of the town, close to the Casino, the Promenades, and the Boulevard des Anglais. The apartments are comfortable, airy, and command the finest and most varied views of the mountains. The Omnibus of the Hotel runs regularly to and from the Railway Station, awaiting every Train. English, French, and American papers. Table d' Hote at 5 o'clock.

LARDNER, Proprietor. [509

GRAND HOTEL DES BAINS.

ROCHER DE CAUCALE, Place Royale, 60 Windows in front, facing the Kiosque and the Baths. Beautiful situation. Furnished with all the modern comforts and improvements. Hydraulic lift to every floor. Family Hotel. English spoken. Omnibuses at the Station. BAAS-COGEZ, Proprietor. "MAITRE D'HOTEL" of the court, Recommended. [511

HOTEL LEROY-TAYLOR.

THIS First class Hotel and "Restaurant" on the fashionable promenade of the "Allée du Marteau," only three minutes' walk from the Railway Station, possesses all the advantages of situation, salubrity, cheerfulness, and comfort. The dinners and wines, &c., yield to none in Spa for their excellent quality. Charges remarkably moderate. Open during the winter.

N.B.—Gaze's Hotel coupons are received in payment. Arrangements made by the week. [517

HOTEL DES PAYS BAS.—Travellers visiting Spa and its delightful neighbourhood will find this Hotel exceedingly comfortable, and will meet with the utmost civility and attention. The Hotel des Pays Bas has been considerably enlarged, and now affords excellent accommodation for a large number of visitors. The present proprietor, Mr. DEGOECK-DETILLIEUX, is particularly desirous of meriting the patronage of English visitors, to whom, he believes, he can give unqualified satisfaction. Omnibuses to and from every Train. Table d'Hôte at half-past Four. Billiard-room. [512

HOTEL DE L'EUROPE, opposite the "Cascade," in the centre of the town, kept by Mr. HENRARD-RICHARD.

APARTMENTS COMFORTABLE AND CLEAN; EXCELLENT CUISINE,
VERY GOOD ATTENDANCE AND MODERATE CHARGES.
A CHOICE SELECTION OF OLD WINES.
OMNIBUSES AT THE ARRIVAL OF EACH TRAIN.
Pension for Families [513

HOTEL DE BELLE VUE, First Class Hotel, Proprietor, BODSON KERBY, formerly of *Barisart*. It is the oldest established Hotel in Spa. Patronized by their late Majesties the first King and Queen of the Belgians and by the Princess Marguerite of Italy, and is most conveniently situated in the centre of the town, near the Baths and Mineral Waters' sources. Every attention is paid to secure the comfort of visitors. "Table d'Hote" at 5 o'clock. Omnibuses at the Station. Moderate Charges. [514

GRAND HOTEL BRITANNIQUE kept by MR. F. LEYH.—This large Establishment situated in one of the most beautiful parts of the town, near the Fountain du Pouhon, the Bath Establishment, and the Promenades; contains large and small Apartments, fine Saloons, &c. Splendid Garden; excellent Coach-house and Stables. English and German spoken. CARRIAGES AND HORSES AT THE HOTEL. MODERATE CHARGES.
A branch house just opposite the hotel has been adapted for the use of large families wishing comfort and quietness. [515

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SPA, BELGIUM—continued.

HOTEL DU PORTUGAL, kept by LEOPOLD GERNAY.—Exceedingly well situated in the centre of the town, and just facing the finest Promenade. Good rooms; excellent Wines; *Restaurant à la Carte*, and at any hour. Good accommodation. Great civility and attention shewn to visitors. [516

STRASBOURG.

HOTEL DE PARIS (BRANCH, HOTEL DE FRANCE).

FIRST-CLASS HOTEL, magnificently situated near the Cathedral, in the most beautiful part of the town. Large and small Apartments, and single Rooms for Gentlemen. Reading-room and Smoking-room. Table d'Hôte and Restaurant. Every modern comfort, combined with moderate charges.

L. OSTERMANN, Manager. [516

HOTEL D'ANGLETERRE, opposite the Railway Station, kept by A. GOBBEL.—This first-class Hotel, situated in the centre of the town, adjoining the Post and Telegraph-office, near the Theatre, recommends itself for its comfort and moderate charges. Well-furnished apartments and rooms for gentlemen and families. "Table d'Hote" at 1 and 6 o'clock. *Pension* during the winter. The house is newly restored since the war. [519

HOTEL DE LA MAISON-ROUGE, GRAND PLACE, kept by Mr. FREYSS.—This old-established Hotel, will be found equally desirable for families and single travellers, in consequence of its central situation, excellent accommodation, and moderate charges. Mr. Freyss, to accommodate his numerous guests, has entirely re-furnished the Hotel, and spares no expense nor pain to deserve the continuation of the patronage of English travellers. Table d'Hôte twice a-day. Excellent Wines. Dinners and Breakfast *à la carte*. Omnibuses at the Station and Steamboats. [520

HOTEL DE LA VILLE DE VIENNE,

Opposite the Station, near the Cathedral, and Post-Office.

MR. STAMM, the proprietor of this Hotel, has been in England for several years, and it is especially recommended to English Travellers for offering great comfort, combined with moderate charges. Prices are fixed as follows: Well-situated rooms from 1 fr. 50 c. to 2 fr.; breakfast 1 fr.; dinner, with wine, 3 fr.; and every other thing in proportion. The Landlord, Mr. S., is most obliging. [521

STRESA (LAKE MAJOR).

HOTEL ET PENSION DES ILES BOROMEES — Proprietors, Messrs. OMARINI BROTHERS.—This Hotel, newly built, contains more than One Hundred Bedrooms and Saloons; and is considered as the nearest to visit the Borromean Islands. The finest position and the healthiest place of all the Lake. Swiss Diligence office over the Simplon. English Chapel at the Hotel. Moderate and fixed prices. The Hotel is kept in Swiss style. [522

STUTTGART.

HOTEL MARQUARDT

IS situated in the finest part of the town, in the beautiful Place Royal near the Railway Station, the Post-office, the Theatre, the Royal Gardens, opposite the Palace, and facing the new Odeon. This hotel will be found most comfortable in every respect, the apartments are elegantly furnished and suitable for families or single gentlemen. Table d'Hote at 1 and 5 o'clock. French and English newspapers. Gme. Marquardt, Proprietor. [523

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STUTTGART—Continued.

HOTEL PENSION RUTHLING, EUGEN STRASSE, 6.—Recommends itself to travellers, whether for a long or short sojourn. Its situation is healthy and agreeable, and its porximity to the Park, Museums, Theatres, and the American Railway leading to Canstatt, charming watering place, within five minutes from the town, increases still its pleasantness. The house is entirely rebuilt and newly re-furnished. The prices for Board and Lodging are from 6½ francs per day. Dinner at 1 o'clock, and supper at 7 o'clock, are taken in common. "Restaurant à la Carte." Conversation saloon. Newspapers. Piano. [524

PENSION HAUSSMANN.

24, Blumenstrasse, 24.

DELIGHTFULLY situated in the finest and healthiest part of the City, in the vicinity of the Theatres, Palaces and Schools. Well adapted for families. Moderate terms. Recommended. [525.

ST. GALL.

HOTEL DE ST. GALL.

(Opened since the 1st December, 1874).

Newly established First Class Hotel near the Station, the Post, and Telegraph Offices. Central and Commercial situation.

Great Comfort. Moderate Prices.

FINE COFFEE AND BILLIARD ROOMS.

G. A ROSER, Manager. [526

ST. PETERSBURG.

HOTEL DE BELLE VUE.

THIS splendid First Class Hotel situated in the most advantageous position, in the principal street, the Newsky prospect, opposite the Annitschkof Palace, Alexander Theatre, the Great Monument of Catherine II., Bazaar, and other important buildings, offers to families and single gentlemen all the required comfort of large and small Apartments, fine French Cuisine, and excellent Wines at moderate prices. English spoken.

JULES LOMATZSCH, Proprietor. [527

TARASP-SCHULS (Engadine, Switzerland).

TARASP-SCHULS BATHS,

4,000 feet above the level of the Sea. The strongest alcaline waters in Europe, renowned for their efficacy in a great number of diseases. The Baths are open, and cures commence on the 13th of June. Daily communication with all the surrounding places. Apply to the direction of Tarasp-Schuls Kurhause. [523

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TOURS.

HOTEL DE LA BOULE D'OR,

Rue Royale.

MOST COMFORTABLE ESTABLISHMENT, situated in the best part of the town. Well-furnished apartments for families and single gentlemen. Table d'Hote. Private service. English spoken. Moderate charges. E. GUILLAUME, Proprietor. [530

THE HOTEL DE L'UNIVERS, CHEREAU DUCHEMIN, Proprietor.—One of the first Hotels between Paris and Madrid, is situated on the Boulevard, in the prettiest and most agreeable part of the town, close to the Railway Station. The comforts of this Establishment correspond with the splendour of the exterior. Mr. CHEREAU DUCHEMIN has received the highest testimonials from families who sojourned at his Hotel in their visits to the beautiful Tour-raine, and from Travellers who have passed the winter at Tours. The large and small apartments are equally well furnished, and kept with the greatest care. There is a reading-room in the Hotel, supplied with French and foreign newspapers. An excellent Table d'Hote at half-past 5. Omnibuses to and from every Train. English spoken. [529

GRAND HOTEL de BORDEAUX.

FIRST-CLASS HOTEL, opposite the Station, on the Boulevard, recommended for the comfort and cleanliness of its Apartments. Mr. FLEURY, proprietor. English spoken.

N.B.—Speciality of Sparkling Wines of Vouvray; purveyor of many families in England. Agent in London, Mr. A. W. MORGAN, 2, Arthur's Road, Brixton. [531

TREVES, ON THE MOSELLE.

Route from London to Brussels, thence by Great Luxemburg Railway.

No other City of Germany or Northern Europe, possesses such extensive Relics of Antiquity.

THE HOTEL DE TREVES is a first-rate house for Families and Gentlemen; the accommodation is most comfortable and elegant, and the charges not unreasonable. Moselle Wine of the best quality. [532

HOTEL LA MAISON ROUGE (formerly the HOTEL DE VILLE), with its celebrated Latin inscription:—

"*Ante Romam Treveris Stabit annis mille trecentis.*"

Has been considerably enlarged since 1862, and offers great advantages for large families or tourists. Apartments from 1fr. 50c. to 6fr. The London *Times*.—Proprietor, **Joseph Becker.** [533

TRIESTE.

HOTEL DE LA VILLE.

THIS first-class well known Hotel, the only one *on the Quay*, most centrally situated, near the Railway Station and landing Pier of the Steamers, is well recommended for its comfort, good wines, and excellent cooking. Weekly or monthly arrangements can be made at moderate terms. Omnibuses at the Station.

BATHS IN THE HOTEL.

The New Grand Hotel, in Adelsberg, will not be Open before the beginning of 1876.

F. PROGLER, Proprietor. [534

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TRIESTE—Continued.

HOTEL DELORME.—First-class establishment, expressly constructed for a family Hotel. Baths on each floor. Table d'Hôte. "Restaurant," known for its good French cooking. This Hotel is certainly the most central in the town: on the Grande Place, opposite the Exchange and Theatre, and commanding a fine view of the sea.
The Hotel de France has been incorporated in this Hotel. [535

TURIN.

GRAND HOTEL LIGURIE,

Magnificent, very good, and comfortable Hotel.

Removed to the sumptuous

BOASSO PALACE, BODONI SQUARE,

And Charles Albert and Andrea Doria Streets.

This magnificent Hotel built expressly for the accommodation of families, according to the latest improvements, and long known to English and American Travellers, is situated in the most beautiful part of the City.

It is the sole of Turin, isolated in the middle of a large beautiful square, having about 80 Rooms and Apartments, splendidly exposed to the south.

The Proprietor, **Signor Ferdinando Negro,** has spared neither care nor cost to render it most comfortable to his customers.

Being placed in the centre of the City, the Hotel is near the Railway Station, Post and Telegraph Offices, principal Theatres, Museums, English and Vaudois Churches. It is especially commendable for wide and elegantly furnished suites of Apartments for families, and Rooms for single Gentlemen; Conversation, Reading and Smoking Rooms; Baths on each floor; Table d'Hote; English, American, and other Foreign Newspapers; several Languages spoken; reasonable terms. [540

HOTEL FEDER

(PALAIS SONNAZ).

Proprietors: W. WELLER and Co., of the Hotel Brun, Bologna.

THIS first-class establishment has been entirely restored and re-furnished, and affords now to families and single gentlemen every modern comfort. Beautiful situation close to Via Po and Place Chateau, [534

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KRAFT'S GRAND HOTEL DE TURIN.

Branch of the Bernerhof, at Berne, and Kraft's Hotel de Nice, at Nice.

This new First Class Hotel conducted on the same plan as the two beautiful Hotels of which it is a Branch, is most conveniently situated opposite the Central Railway Station, in one of the finest parts of Turin.

Fixed and reasonable charges. No Omnibus wanted.

N.B.—The Kraft's Grand Hotel de Turin is on the left hand side coming out of the Station. Visitors are cautioned not to be conducted elsewhere. [537

HOTEL TROMBETTA,

In the finest quarter of the Town, near the Porta Nuova Station,

RUE DE ROME 29, PLACE ST. CHARLES, ET RUE CAVOUR, 1.

LEOPOLD BAGLIONI, Proprietor.

The Hotel has been entirely and newly fitted up with great luxury, and according to the latest improvements. It now, more than ever, offers the most desirable residence to English travellers visiting this fine climate. Suites of apartments for families, and elegant well-furnished rooms for single gentlemen. Conversation, Reading, and Smoking-rooms. Excellent accommodation, combined with reasonable terms. Foreign newspapers. Omnibuses at the station. Arrangements made for a protracted stay. Bath room. [538

HOTEL DE L'EUROPE, situated PLACE DU CHATEAU, opposite the King's Palace. This first-class Hotel is entirely refurnished, to afford great comfort, and in the best taste, by its new Proprietors, Messrs. BORATTI and CASALEGGIO. There is an excellent Table d'Hote at 5½ o'clock; it is much frequented, and the charges are moderate. An Omnibus of the Hotel will be found at every train. [539

GRAND HOTEL D'ANGLETERRE.

FIRST CLASS HOTEL with every modern comfort, and managed entirely after the English style. Beautiful situation at three minutes walk from the Station. Baths. Excellent Cuisine. Choice Wines. Good Attendance. Moderate charges. Omnibuses at the Station. [541

RESTAURANT de la MERIDIENNE,

7, RUE St. THERESE, 7,

18, RUE DE ROME, 18, "GALERY GIESSER," FORMERLY NATA.

ANTONIO BONFANTE, Proprietor.

FRENCH and Italian Cooking. Private Saloons on the first floor, with special service.—N.B. This "Restaurant" is the only one of the kind at Turin, and may be recommended for its cleanliness and excellent *Cuisine*. [542

TYROL.

ACHENSEE, near Jenbach, on the Brenner Line. Pension at Mr. AWATER. Reasonable, good Cuisine, suited to English tastes. Mountain Air, Boating, lovely Excursions. [543

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VALENCIA. (Spain.)

FONDA DE LAS CUATRO NACIONES, Plaza de las Barcas, No. 1, Proprietor, LORENZO GUICH.—This new and handsome Hotel is situated near the Railway Station, ublic Gardens, and principal Theatre, and combines all modern improvements with luxury and mfort. Large and small Apartments, and single rooms. Baths, &c. "Table d'Hote" twice a day. reakfasts and Dinners "a la carte." Arrangements by day, week, or month. Terms from 20 reals .) a day. [546

HOTEL DE LA VILLE DE MADRID, kept by MR. CARLOS CANTOVA D'HYOS.—This first-rate Establishment, situated on the Villarroza Square, No. 5, has been entirely re-furnished ith every modern comfort and luxury, and now offers the most desirable residence to English avellers visiting this fine climate. Suites of apartments for families from the lowest prices to 50 frs. day. Excellent *Cuisine* and good attendance. Foreign Newspapers. English, French, and alian spoken. Baths, &c. The Hotel is close by the Post-office, the Theatres, and the best omenades. Board and Lodging, with Light and Service included, 30 Reaux per day. [545

VENICE.

GRAND HOTEL VICTORIA

(formerly REGINA D'INGHILTERRA),

KEPT BY ROBERT ETZENSBERGER.

THE largest and finest Hotel in Venice, most conveniently situated near the Piazza, S. Marco and the principal theatres: 180 Bed-rooms, Private Sitting-rooms, Reading-room, with Piano. Billiard-room, and Smoking-room. Baths of every description, great comfort id cleanliness. Service on the Swiss system. Charges more moderate than in any other first-class otel. English spoken. ARRANGEMENTS FOR PENSION. [552

GRAND HOTEL D'ITALIE & HOTEL BAUER,

ON THE GRAND CANAL.

First-rate Establishment, in the finest part of the Town.

200 well-furnished Rooms and 20 Saloons.

Large RESTAURANT belonging to the Hotel.

TABLE d'HOTE & PRIVATE DINNERS.

READING & MUSIC ROOMS. SMOKING ROOM.

BATHS OF EVERY KIND.

areful Attendance. Moderate Charges. Arrangements made for Pension.

BAUER-GRUMWALD, Proprietors. [547

GRAND HOTEL (formerly Hotel New York). Kept by G. L. BARBIERI & Co., on the Grand Canal. First-class House, with south aspect; the largest, best appointed, and most richly-furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken. [548

DANIELI'S ROYAL HOTEL.—This Hotel, so extensively and favourably known for the excellence of its management, accommodation, and attendance, and for its moderate charges, has just been enlarged, repaired, and refitted. It commands a fine view of the Promenade near St. Mark's Square. There is a Table d'Hôte. Interpreters for all (the European) languages. [549

HOTEL BEAU RIVAGE AND PENSION.—Travellers are respectfully informed that this excellent and well-situated Establishment, overlooking the Lagunes, and enjoying the most brilliant panoramic view of Venice, was opened on the 15th of October last, and that all comforts have been combined to secure visitors a cheerful home. Large and small well-furnished Apartments and Rooms (private). *Salle à manger*, Billiard, and Reading-rooms; the latter supplied with a great many national and foreign newspapers. Arrangements made for a protracted stay. Good accommodation and attentive servants; the whole under the direction of an experienced Director and superintendence of the Proprietor himself, Mr. ADOLPHE GENOVESI. [550

HOTEL D'ANGLETERRE.

THIS Hotel is situated in the full south, Quai des Esclavons, commands a splendid view, and overlooks the Lagune and the surrounding Islands near San Marco Square. The Proprietor has spared nothing to embellish the house and make it comfortable in every respect. Excellent Cooking. Good Table d'Hote. Choice Wines and Moderate Prices. English spoken. **Mr. F. VEUTURINI, Proprietor.** [551

ULM.

HOTEL DE RUSSIE (RUSSISCHER HOF).—CARL HEINRICH, Proprietor. This splendid and first-rate Establishment, situated opposite the Post-Office, twenty paces from the Railway Station, and close to the Promenade, is elegantly and comfortably furnished. Employs first-rate cooks. Foreign papers of all sorts. Charges moderate. Advantageous arrangements made with Families or Single Persons remaining for a period. [552

VARESE (Italy).

In direct communication by Rail with Milan and the Lakes Maggiore and Como (English Church).

GRAND HOTEL VARESE.

WILL BE OPENED 1st JULY, 1874.

BEAUTIFUL First-class Hotel, offering all the comfort and requirements of the present time. It contains 200 Rooms and Saloons, Baths, &c., and will be conducted after the Swiss system. Its situation commands the most extensive view of the Alps, Monte Rosa Chain, Lakes Maggiore and Varese, &c. An extensive Park and Grounds, with Grottoes, &c., surround the Hotel.—**Marini Dominique, manager.** [553

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VERONA.

HOTEL T. R. DES DEUX TOURS, kept by M. PAUL BARBESI.—This Hotel is the first, the most spacious, and the most convenient in the town. It is situated on the Place St. Anastatia, the most central in Verona. Elegant Sitting-Rooms and Sleeping Apartments, furnished in the most comfortable manner. Large and small Apartments for families and single gentlemen. Table d'hôte. Omnibuses to and from the Station. All languages spoken. [554

HOTEL DE LA TOUR DE LONDRES.—One of the finest Establishments in Verona, which has recently been enlarged, renovated, and newly furnished. A new Dining Room has been added, and the Hotel is improved in every respect. Large and small apartments for Families or Gentlemen, and the prices are reasonable. [555

VERVIERS.

HOTEL DU CHEMIN DE FER.—Mr. C. RENSONNET, Proprietor.—This most comfortable and reasonable hotel, situated immediately facing the Railway Station, will be found exceedingly convenient for travellers desirous of making a short stay at this part of their journey. The Hotel du Chemin de Fer has been extensively patronized by numerous families of distinction, and affords excellent accommodation. French, English, German, and Dutch spoken. [556

VEVEY. (Switzerland.)

GRAND HOTEL DU LAC, QUAI SINA, ED. DELAJOUX, Proprietor.—This first-class Establishment is particularly recommended for its good accommodation and beautiful situation at the entrance of all the most frequented promenades, in one of the most airy and salubrious parts of the town. It contains 150 Rooms and Bed-rooms, a Dining Room, remarkable for its beauty, and comfortable apartments and saloons. Excellent *Cuisine*. Very good *Pension* in winter. Steamboat landing place, called "Vevey-la-Tour." [559

HOTEL MONNET, dit des 3 Couronnes. MESSRS. SCHOTT, & Co. Proprietors, and Successors to Mr. Monnet. This large and first-class establishment, situated close to the lake, affords superior accommodation for families and gentlemen. It is extensively patronised for its comfort and cleanliness. Persons remaining some time will find this a most desirable residence; and from October 15 to June 1, they can live here moderately *en pension*. Reading-room well supplied with papers. All languages spoken. [557

GRAND HOTEL DE VEVEY.

FIRST CLASS HOUSE. Splendid situation in the midst of a large park, on the Lake shore. Magnificent view in all directions. Baths in the Hotel. Lift. Telegraphic Bureau. Landing-place for the Lake Steamers. Omnibus at the Railway Station. Board during the winter season. [558

VICHY LES BAINS, FRANCE.

GERMOT-GRAND HOTEL DU PARC, facing the Baths and the Park. As Paris, Lyons, & Marseilles Vichy has its Grand Hotel. The GRAND HOTEL DU PARC, at Vichy, for its comfort and elegance, leaves nothing to be desired. Suites of Apartments; Private Pavilion for Families. Carriages and Omnibuses at each train. [563

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VICHY LES BAINS, FRANCE—continued.

GRAND HOTEL DES PRINCES.—FAVIER-NAUD, proprietor.—This hotel is situated between the two parks, in the rue du Parc, overlooking the casino and bath establishment. It has spacious apartments, with attendance of the best description, and a table d'hôte is held daily. It offers all the comfort and advantages of a private house, and has been recommended in Murray's Handbook to English Tourists and Invalids. Omnibus belonging to the hotel conveys travellers to and from the railway terminus at every train. [560

GRAND HOTEL DES AMBASSADEURS, Situated on the Park.—This magnificent Hotel is now one of the first in the town. It is managed in the same style as the largest and best hotels on the Continent. By its exceptional situation, the house presents three fronts, from which the most beautiful views are to be had; and, from its balconies is heard the excellent Band of the Casino. The Hotel contains 200 Rooms, 20 Saloons, a Saloon for Banquets, and a large and fine Dining-room, a Smoking-room, and a Billiard-room. Large and small apartments for families. English and Spanish spoken. Interpreter. [561

GRAND HOTEL DE CHERBOURG, VUFFRAY, proprietor.—This excellent first-class Hotel, situated in the finest and most pleasant part of the Park, close to the Baths, and facing the Casino and the Music Kiosk. Large and small apartments and single rooms. Table d'Hôte; private dinners. Omnibuses at every train. Several languages spoken. [562

VIENNA.

JOHN FROHNER'S HOTEL "IMPERIAL."

(Formerly the Palace of the Duke of Wurtemberg.)

THIS magnificent FIRST CLASS HOTEL commands splendid views out of four street frontages, and is in close proximity to the Music-Vereins Hall, the Kunstlerhaus, the Grand Opera, the Town Theatre, the City Park, and the Schwarzenberg Platz. It contains 150 rooms; a magnificent Drawing-room; comfortable and well-furnished Bed-rooms; Bathing, Reading, and Smoking rooms; and also a richly-decorated and lofty Dining-room; English and French cooking. It may be ranked, for its comfort and good accommodation, among the best first class Hotels on the Continent.

Persons of high position, as well as large families, will find this Hotel well adapted for a protracted stay.

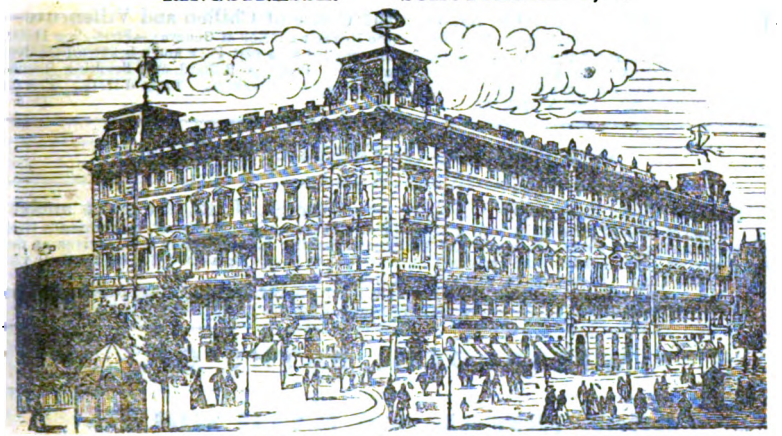
N.B.—An advantage which will surely be appreciated, is that *Divine English Service* is held in the *Gothic Chapel* of the Hotel. [564

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VIENNA—Continued.

HOTEL DE FRANCE, WIEN.

RINGSTRASSE. SCHOTTENRING, 3.



First Class Hotel, well situated on the "Ring" the most fashionable part of the town, splendid view of the mountains, on the principal point of the tramways, beside the Opera comique, opposite the New Exchange. In close proximity to the Court Theatre, the New Opera house and the most splendid monuments of architecture, actually in construction, as the Town Hall, the Houses of Parliament, the two Museums, the University, &c. Good Restaurant, excellent wines. Good Sitting-rooms, and comfortable and elegant Bed-rooms. Cold and Warm Baths. Omnibus on the Railway station. Moderate prices. [865

HOTEL OF THE GOLDEN LAMB.—Leopoldstadt. Proprietors, J. & F. Hauptmann. The hotel is situated in the most healthy part of the Austrian capital, in the Praterstrasse, the fashionable promenades. It commands fine views of the banks and quays of the Danube, and is close to the piers of the Hungarian and Turkish steamers, as well as to the northern railway station. It has 250 elegantly furnished rooms, forming suites of comfortable apartments for large and small families. A large beautiful Refreshment-room and Reading-saloon. The cuisine is excellent. Times, Galignani's Messenger, American, French, Italian, and all German newspapers. Baths, Stable, and Coach-house. English spoken by all the servants. [566

HOTEL KUMER,

MARIAHILFER-HAUPTSTRASSE.

FIRST CLASS ESTABLISHMENT, recommended to the patronage of English travellers for its fine situation, excellent accommodation and moderate charges. Large suits of apartments for families, and well-furnished and clean rooms for single gentlemen.

The Hotel is under the immediate superintendence of the proprietor, M. KUMER, and travellers will find it a most desirable residence. [867

HOTEL HAMMERAND,

FLORIANIGASSE, 8.

THIS Hotel, kept by TOSEFA HAMMERAND, has been newly built and fitted up with all the comfort of modern times, recommends itself to families and single gentlemen for its excellent accommodation and careful attendance. It contains 100 well-furnished rooms, a private dining-room for ladies, baths, &c. Telegraph office in the house. English spoken. Rooms from 70 kr. to fl [868

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VILLENEUVE.

HOTEL LORD BYRON, between the Castle of Chillon and Villeneuve—Kept by GUSTAVE WOLFF (same Proprietor of the HOTEL DE L'ECU at Geneva).—First-class Hotel offering every comfort for an agreeable residence; surrounded by a vast Park and a beautiful Garden and admirably situated for Excursions to the mountains. Reading, Billiard, and Smoking Rooms. Reduced prices for a prolonged stay. Horses and Carriages. Breakfast Table d'Hôte. Private Dinners at any hour. English spoken. [369

WATERLOO (Battle Field).

THE HOTEL DES COLONNES, at MONT ST. JEAN, the most ancient Establishment of the locality, only half-a-mile distant from the Lion Mount, recommends itself by its comfort and moderate charges. The Mail Coach leaving Brussels at 10 a.m. arrives at this Hotel at noon, and stops the time necessary for travellers to have a Breakfast, &c., before their visit to the Battle Field. Breakfast, 2fr. 50c.; Dinner from 3f. to 5fr.

Bordeaux Wine from 3fr.; Rhine Wine from 4fr.; Burgundy from 5frs.; Champagne from 6frs.
All sorts of Beer. N. B.—A pretty country seat contiguous to the Hotel to let. [370

WIESBADEN, BATHS OF.

ROSE HOTEL and BATH HOUSE.

SPLENDID first-class establishment close to the curaal, opposite the Trinkhall, and adjoining the promenade. No other hotel except this is surrounded by a garden of its own, or supplied with baths direct from the principal hot springs (Kochbrunnen) quiet and airy situation, with English comfort and reasonable charges. Drawing, Reading, and Smoking-rooms. Table d'hôte at One and Five o'clock. *See Murray's Hand Books.* [371

ENGLISCHER HOF—HOTEL D'ANGLETERRE; Proprietor, Jos. BERTHOLD, near the Promenade and Kochbrunnen. Mineral Water Baths supplied by the Kochbrunnen; large and small Apartments for Families, and excellent Bedrooms for single Gentlemen. This House has been known for many years among the *élite* of English Visitors to Wiesbaden, and it is still conducted in its ancient style of comfort and elegance. Highly recommended by the author of the "Bubbles of the Brunnens of Nassau," and Murray's Hand-book. Price very moderate. After the season, Apartments, including kitchen, &c., are let at this Hotel on the same terms as private apartments in the town. [372

BLACK BEAR HOTEL and BATH-HOUSE, OTTO FREYTAG, proprietor.—Close to the Mineral Springs, the Theatre, and the Conversation-house. This first-class establishment, surrounding a large and charming garden, contains 140 rooms and saloons most elegantly and comfortably furnished, ladies' parlour, smoking-room, and 60 neatly fitted-out bathing cabinets: and is well known to English travellers for attentive service, scrupulous cleanliness, and moderate charges. Table d'Hôte at 1 and 5 o'clock. English, French, and German newspapers. [373

HOTEL AND BAINS DES QUATRE SAISONS.

THIS highly renowned First Class Hotel enjoys the best and most airy situation, in the place facing the Kursaal, the Colonades, the New Park, and being close to the Drinking Gallery. It contains a great choice of comfortable large and small Apartments, and numerous well aired Bathing Cabinets, supplied from the hot springs. Every modern comfort. First-rate Cooking. Charges reasonable. Arrangements made for a protracted stay.

Dr. ZAIS, Proprietor. [374

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WIESBADEN, BATHS OF—Continued.

RHEIN HOTEL and BATH.

FIRST-CLASS New House, exceedingly well situated, just opposite the Railway Station, on the Promenades, combining comfort with moderate charges. Music and reading saloons. Rooms from 2frs. Pension in winter. Summer and Winter Gardens

FRIEDRICH POTHS, Proprietor. [575

WILDBAD.

HOTEL KLUMPP,

Formerly HOTEL DE L'OURS.

Mr. Wm. KLUMPP, Proprietor.

THIS first-class Hotel, containing 36 Saloons and 170 Bed-rooms, with a separate Breakfast and new Reading and Conversation Rooms, as well as a Smoking Saloon, and a very extensive and elegant Dining Room: an artificial garden over the river, is situated opposite the Bath and Conversation House, and in the immediate vicinity of the Promenade. It is celebrated for its elegant and comfortable Apartments, good *Cuisine* and Cellar, and deserves its widespread reputation as an excellent Hotel. Table d'Hôte at 1 and 5 o'clock. Breakfasts and Suppers *à la carte*. Exchange Office. Correspondent of the principal Banking-houses of London for the payment of Circular Notes and Letters of Credit. Omnibuses of the Hotel to and from each Train. Fine Private Carriages when requested. Warm and Cold Baths in the Hotel.

Adjoining, Hotel Garni, same Proprietor. Private Apartments of any size.

Excellent accommodation. [576

HOTEL BELLE VUE,

BY MR. STOCKINGER.

THIS first-class Hotel, beautifully situated at the entrance of the Promenade, within one minute from the Baths, and three minutes from the new English Church, is much patronized by the Nobility, Clergy, and Gentry, and is frequently honoured with the visit of Princes. It is celebrated for its cleanliness, good attendance, and moderate charges. The *Cuisine* department, as well as the qualities of the Wines, will offer satisfaction to the most fastidious taste. Excellent Sitting and Bed Rooms, furnished with English comfort; Conversation and Reading Rooms; Smoking Room; Ladies' Music Room. Warm and Cold Baths in the Hotel. "Times" and other foreign papers taken in. An Omnibus of the Hotel meets every train during the season. [577

WORMS.

HOTEL HARTMANN.

FIRST Class Hotel, well situated near the Railway Station and the Monument of Luther. Entirely and newly re-fitted up. Especially known for its excellent wines, good cooking, and prompt and regular service. Wines for wholesale. Mr. Hartmann is the owner of some of the best vineyards on the Rhine. [578

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WURZBURG.

KRONPRINZ HOTEL.

T. AMMON.



PROPRIETOR.

THIS First Class Hotel is particularly recommended for its large and Airy Apartments, having the finest situation near the Station, facing the Palace and joining a fine garden. It contains comfortable Apartments. A large Dining-room, Breakfast and Reading-rooms, Cold and Warm Baths, &c. Newspapers and Books, Periodicals in different languages. Moderate Charges. [579

HOTEL DE RUSSIE.—This old-established Hotel, fitted up in a first-class style, is most centrally situated, close to the Royal Palace, the Theatre, &c., and the nearest to the Station. It is provided with every comfort, and contains 72 well-furnished rooms, a Reading-room, Smoking-room, and Ball-room. Mr. BURKERT, the Proprietor, endeavours by the most strict attention to deserve the patronage of English travellers. Arrangements are made for a protracted stay. Excellent *Cuisine*; choice selection of Wines. Carriages. Omnibuses at the Station. [580

YALTA, CRIMEA.

GRAND HOTEL DE RUSSIE, AT YALTA, CRIMEA, (a few hours' journey from Sevastopol by steamer or road.) A large new First Class Hotel, beautifully situated on the shore of the Black Sea. 150 Beds in large and small well-furnished apartments and rooms, at prices suitable to all classes of travellers.

Visitors are certain of meeting with every possible comfort, Public Drawing-room, Reading-room, Billiards, Music Saloon, Restaurant, Baths. English spoken. [581

YVERDUM.

HOTEL DE LONDRES, Mr. ENERY, Proprietor.—This Hotel is the nearest to the Post-Office, Railway Terminus, and the landing-place of the Steam-boats. It is also situated very near the principal promenades of the town, and within a mile of the most picturesque and beautiful views of the environs. Travellers will find this Hotel the best—combining good accommodation with moderate charges. [582

ZURICH.

HOTEL BAUR (en Ville),

Bahnhofstrasse, Mr. F. Riesing, Proprietor.

THIS house is one of the best first-class Hotels in Switzerland; recommends itself for its comfort, elegance, and moderate charges. From the terrace of the Hotel, the most beautiful views are to be obtained. Reading Saloon, supplied with Newspapers, Books, &c. [585

HOTEL DU LAC.

NEW First Class Hotel for families and single gentlemen, on the shore of the Lake. Splendid situation, commanding a full view of the Alps and Glaciers. English Newspapers. During the Winter, and in the early and later parts of the Season, arrangements are made at moderate terms, for a protracted stay. Omnibuses at the Station. [583

HOTEL DE L'EPEE AU LAC.—Beautifully situated, with a magnificent view on the Lake, Alps, and Glaciers. Entirely restored and comfortably furnished. Mr. CHARLES HORAT, proprietor. Principal Improvements: Excellent Beds, greatest cleanliness, Best kitchen, and attentive service, Moderate prices. German, French, English, Italian, and American newspapers. Several languages spoken. Dinner at every hour. Omnibuses at the Station. [584

HOTEL DE BELLE VUE, Messrs. ERMELL & POHL, Proprietors,

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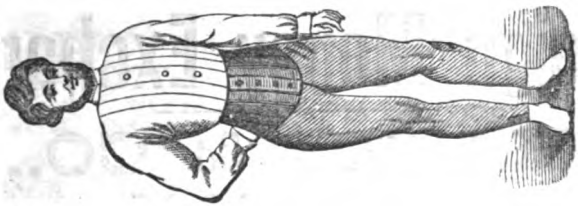
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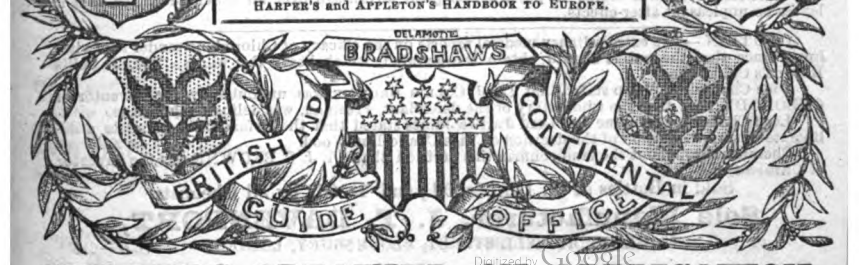
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